

PERFECT SEVEN

Risky Move Wins 7th Victory Medal for Stephen

Rick, Wayne Lead Team to Win - First Ever Italian Front Armistice Day
Dory Ups Record With 22nd Appearance - Tough Day for Garrett, Scott, Michael

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"Ironman Fits" turned out to be a pretty good idea. Gaming has been a bit slow on the Indy front this year and Rick suggested that we dispense with the traditional warm-up game and simply fly straight into Indy's biggest event after a dry spell that dates back to mid-summer. The ploy worked. Ten players showed up for a solid turnout. All had gamed with Indy in 2010 and were eligible for the title. Rick and Pam were kind enough to host the event. Everyone was itching for a fight and the coveted Victory Medal - one of the most prestigious and long-standing awards in all of Dawn Patrol - awaited the winner. Scott Jones returned to the gaming table and led a field that included five former title holders and five experienced contenders:

2010 Armistice Day Fits Tournament	
Italians	
Rick Lacy	Ansaldo A1 Balilla
Kevin Richeson	Ansaldo A1 Balilla
Wesley Morgan	Ansaldo A1 Balilla
Wayne Richeson	Ansaldo A1 Balilla
Scott Jones	Ansaldo A1 Balilla
Austro-Hungarians	
Michael Morgan	Oeffag Albatros 153
Garrett Richeson	Oeffag Albatros 153
Dory Oda	Phonix DIIa
Stephen Dale Skinner	Phonix DIIa
Stephen Skinner	Phonix DIIa

The game started in the usual 12-square tourney box. Wayne's Italian Ansaldo moved first and was immediately bludgeoned by three Austro-Hungarians. This would be typical of Wayne's game for the remainder of the day. The 2004 champ would struggle with bad dice and worse shooting throughout the event and never be in contention to win outright.

Stephen Dale, Garrett and Scott would open the fight with hot dice. Scott's Italian fighter pounded Stephen for 8 hits, while at the same time he was on the receiving end of 8

Proposed Rule Would Reduce Armistice Ammo to 25 Rounds

A new proposal may help eliminate long, drawn out Armistice Day tournaments and "vulture kills" that have occasionally altered the outcome of previous events.

Two particular issues seem to stand out. First, sometimes the game is just really long. There is some relevance to the notion that the game "ends when it ends." This offers a pure standard for a title game. However, those who are out of the game should also be considered. It's pretty tough to sit around for five hours waiting for the next game. And since Armistice Day produces casualty rates of 50% or more, this is a situation that affects a significant number of players.

Is it really necessary for a game to last 25 turns and seven hours in order to determine a truly deserving winner? If the available ammunition is adjusted, will championship-caliber players not adjust their tactics to match and render the final result just as authentic as

more from Stephen Dale. Garret's attack on Wesley's Ansaldo yielded another 6 hits in the general melee seen at the beginning of every major tournament.

But it was Wesley who would draw first blood when he scored a pilot hit on his brother, Michael, whose hot streak includes two wins at last summer's Gen Con in addition to back-to-back Red Baron Fight titles. Rick was also in on the kill, but since his fire didn't hit the pilot he was awarded an assist while Wesley was credited with kill points. Michael took it like a man and said, "I guess its my turn to have some bad luck so I can't complain." His Austro-Hungarian Oeffag pilot passed out at 10,000 feet and crashed to his death, handing the early lead to Wesley for the solo kill.

Kevin's Ansaldo was double-attacked without result while Stephen Dale continued to pound Scott's Italian pilot. But the real action occurred when Scott lost Stephen Dale's tail only to be pounced by the Phonix fighters of both Dory and Stephen. Both players scored major hits on Scott's heavily damaged plane.

Someone checked the clock and reminded Scott that he had to leave early, asking "Don't you have to leave at 1 o'clock?" As he rolled his critical damage, Scott looked at his mission log and replied dryly, "Maybe before that." But ultimately it was Stephen's burst that sent a bullet through the chest of Scott's pilot one turn later with instantly fatal results. It was Scott's first appearance in the title game in five years, but the 2000 Victory Medal winner was out of the game and the sides were event again at four airplanes each.

But not for long. Rick's Ansaldo clipped off a side shot at Stephen Dale's Phonix fighter as he pulled away from his previous bout with Scott. A single bullet went squarely through the head of the Austro-Hungarian pilot and Stephen Dale - the 2006 World's Largest champ and an early favorite to win this year's Victory Medal - was suddenly out of contention. His plane crashed in No Man's Land, his pilot died, and the Italians held a 4-to-3 numerical advantage. Worse yet, Garrett had a Fits lapse and ended up spinning out of control several thousand feet below the fight. He had started the game in good fighting form but the error caused him to lose so much altitude that he would never be able to rejoin the fray.

The battle had started with five planes on each side. The Italians had lost Scott to a chest wound. The Austro-Hungarians had lost Michael and Stephen Dale to fatal wounds and Garrett's plane was now out of contention. The remaining Central Powers planes of Dory and Stephen were now outnumbered 4 to 2. Dory's plane was

before?

Secondly, the questionable decisions of some younger players have artificially altered the outcome of some games in the past. It is very difficult for a youngster to leave the fight when it is obviously over. This can result in a situation where a young player takes on impossible odds, unnecessarily lengthens the game, then gets shot down and the "free kill" points can alter the outcome of a game that was, for the intents and purposes of everyone at the table, essentially over.

Tourneys frequently end in extremely lopsided situations where one player is overwhelmed by three or more opponents who are trying to score winning points off the final easy kill. This is hardly the test of a true champion.

There is one lesser issue. There have been numerous cases in the past where someone wanted to play in the tournament but had scheduling issues that prevented them from committing an entire day to one game.

The conversation was prompted by circumstances seen in this year's event. For the first time in 22 years, the Armistice Day scenario was set on the Italian front where the Austro-Hungarians have only 30 rounds of ammunition. The game still went on for over five hours and at the end, not a single player had run out of ammo. It seems apparent that 25 rounds (a number suggested by Stephen) would be more than enough for a 4-5 hour game in which the winner could score at least two kills. At the same time, 25 rounds of ammo would not permit the game to drone on past its useful life.

untouched. Stephen's had suffered two engine hits and 3 to 5 more hits in each wing but had suffered no criticals. For the Italians, both Wesley and Kevin had taken serious hits but Wayne and Rick were in fairly good condition. They were ready to finish off the Austro-Hungarians in what looked to be a rout. Everyone took a deep breath, knowing that they had survived the initial wave of casualties, the crucial part of the game remained to be played, and the Victory Medal was still up for grabs. Dory and Stephen rolled high. All four Italian planes would follow them in movement order. Stephen bolted toward the fight to offer Dory a defensive box. With four Ansaldo's in hot pursuit, Dory led them straight into Stephen's guns. Everyone at the table expected this to be the grand finale of a great fight when all four Italians announced shots at Dory while Stephen declared a 250-foot head-on shot at Wayne. Dice rolled and every player on the board missed. The game's great moment would have to wait.

(Continued below)

Rick suggested that the ammo limit be set to either 24 or 27 rounds - both numbers divisible by three - to accommodate the frequently used intermediate burst. Stephen countered by suggesting that such a number might artificially promote the use of the intermediate burst, whereas a 25-round limit is not divisible by 2 (short burst), 3 (intermediate burst) or 4 (long burst), which prevents players from falling into any particular routine and instead promotes a turn-by-turn assessment of the game situation.

A vote is expected at December gaming.

(Continued) The cat and mouse game continued but Rick, Kevin, Wesley and Wayne were closing in despite their unbelievably poor shooting. Rick and Kevin double-attacked Stephen's Austro-Hungarian Phonix, which now had 5 engine hits. Moments later, Stephen and Dory finally had another opportunity when they double-attacked Wesley's Ansaldo. The Italian's plane was rocked with gunfire, but the wings somehow held fast and neither Austro-Hungarian pilot was able to stay on his tail for long. Rick and Kevin flew in to assist, both attacking Dory again but neither could score a respectable burst. Rick scored one hit; Kevin scored two. Dory's battered Phonix flew on.

Wayne fired at Stephen and hit. Stephen's Phonix now had 5 engine hits, 7 tail hits, 11 in the right wing and 9 in the left. He had only 8 rounds of ammo remaining in his guns. While he was being sliced to ribbons by Wayne's fire, Stephen managed to get on Wesley's tail and score four hit factors, but he jammed a gun in the process. Stephen was at the end of his game and he knew it. Wayne was all over him. Another turn of damage was not survivable. This would be his last chance to dash for the safety of his own lines. However, there were now three players on the board (Stephen, Wesley and Rick) who had all scored solo kills. So the plan went like this... this is the big game and big games require big risks. Stephen's only hope for victory was to finish off Wesley's Ansaldo before Wayne blew his wings off. And for once, the plan actually worked.

Predictably, Wayne declared that he was tailing Stephen's Phonix. Stephen made his gambit by announcing that he would tail Wesley with whatever was left of his airplane. Wesley pulled a "wingover." Stephen covered the tail, staggered by one and followed. Wayne covered the move as well but opted for a loop to buy space and preserve speed. Stephen fired his one remaining gun in a long burst - his ammo now down to 4 rounds. He didn't expect to live long enough to shoot again anyway. Once again, everyone anticipated the game's great moment and this time they were not disappointed. With a tailing bonus and a long burst in his favor, Stephen scored 6 hits on Wesley's Ansaldo. Sure enough, the left wing splintered and shredded. Stephen had his second solo kill and a huge lead on the field.

At the same moment, Wayne's Italian pilot opened up again on Stephen from below. Six more hits

completely destroyed the Phonix, knocking out its engine, setting it afire, and blasting off the left wing. Stephen's pilot bailed out of the burning hulk and ran safely back to Austro-Hungarian lines with a story to tell. Now Wayne and Rick both boasted solo kills and Dory remained as the only Austro-Hungarian left in the fight (Garrett was still nearly two thousand feet below and struggling to rejoin the scrap).

Rick and Kevin made a game of it, but neither had the guns or the luck to finish Dory off. When Rick tried to tail her Phonix and score what would have been the decisive kill, he was unable to pull the right card at the right moment and his first Victory Medal slipped away. Kevin, a two-time squadron champion, could do no better. In spite of a desperate attempt to run down her critically damaged Phonix, Dory was able to make good her escape and bring the game to an end after nearly 20 turns.

When the final scores were tallied it was apparent that - combined with lots of luck and extremely poor shooting by the Italians - Stephen's near-suicidal gamble had actually worked (nice change!). He took home his 7th Victory Medal in 22 years in a game that was much closer and hard fought than the final score indicated.

2010 Armistice Day Fits Tournament			
Rick Lacy's home, Indianapolis IN			
November 13, 2010			
Stephen Skinner	A/H	Phonix DIIa	136
Rick Lacy	Italian	Ansaldo AI	109
Wayne Richeson	Italian	Ansaldo AI	99
Kevin Richeson	Italian	Ansaldo AI	85
Dory Oda	A/H	Phonix DIIa	81
Wesley Morgan	Italian	Ansaldo AI	70
Garrett Richeson	A/H	Oeffag 153	31
Stephen Dale Skinner	A/H	Phonix DIIa	18
Scott Jones	Italian	Ansaldo AI	16
Michael Morgan	A/H	Oeffag 153	0

The Foxxe Project

Reviving Comissioned Art as a Dawn Patrol Hobby

By Stephen Skinner - Anyone who games with the Indy Squadron already knows that I'm something of a WWI aviation art collector. I don't have anything famous or outrageously expensive, but I really enjoy the original paintings on the walls of my library. Lends a cool atmosphere, I guess.

In late 2009, at the USAF Museum's Dawn Patrol Rendezvous, I ran into an outstanding aviation artist named Tim Carlson. His work was really amazing and had a unique glow to it that smacked of the Renaissance style. He's just breaking in to the WWI market and his material was actually affordable, not to mention unique, enjoyable, and eye-catching. Tim uses layering to achieve a really amazing, glowing look to his work. I was very lucky to be able to purchase two of his paintings and they hang over my fireplace today.

A few months later I was having a big print framed (the winner's print from RBF XVII, actually) and on a whim I asked if he would make a frame for me. He handcrafted an incredible frame at half the price of a major frame shop.

Some time late last year, while going through and catching up Dawn Patrol pilot records, I recalled that in the late 80's it became popular among DP players to commission a drawing of their favorite pilot in a great moment in his career. Several of these drawings were used for covers of Aerodrome magazine. I could never afford anything like that back then, but I always thought it was a cool idea.

So I called Tim again.

I introduced him to Dawn Patrol and asked if he would be interested in doing an original painting of my best Camel pilot, Christopher Foxxe, in one of the defining moments of his career. It would be a fun action piece entirely based on a fictitious game event. He was really interested in the project and now, months later, it is beginning to take shape.

Since all of you guys will see this painting on my wall in the not-too-distant future, I thought I'd begin a series of short articles to update everyone on the work and the entire process of creating a major original artwork.

The painting will be huge - 28x42 inches. The biggest thing I've ever had. It will show Foxxe's 25th mission, flown in November 1990 at a fly-in in Illinois with some really experienced players. At least three triple aces were in this particular fight, and Foxxe ended up with a confirmed kill over a 92-mission, 75-kill German ace (belonging to Frank Fererro) as his 17th kill... now you can see why both Tim and I chose this mission as the subject of the painting. So far as career highlights go, that one will be hard to top.

We are now in the research and sketch phase. I'm trying to relocate as many of the players in this game as possible so we can find out what aircraft counter they used in the game (if still known) and what markings should be on their planes. We want to get everyone's airplane counter markings as accurate in the painting as possible. We've found the original mission logs from Frank and I so we can accurately reconstruct the weather conditions, clouds, wind, altitude, etc. This is as close as we can come to "bringing to life" a fictional Dawn Patrol game. And it's been a lot of fun so far.

We've also found the corresponding historical markings for the units to which each side belonged, and they will be combined with the game piece markings to make the most accurate painting possible. This has resulted in a flood of emails between Tim and I, and we're hoping that Frank will also take an active interest in the project and contribute everything he can recall about the event. Even though his pilot had a rough mission on this particular occasion (he bailed out and survived), he had a stellar career as one of the all-time great German pilots in the game and this is a good way to commemorate Frank's ace at the same time. Likewise, Scott Kinsley and Walt Carr flew high-level aces in this game and we'd like the painting to be a tribute to their great pilots as well.

This painting will be a great way to combine my passion for the topic of World War I aviation with a love of original aviation art and the fun of the Dawn Patrol board game. Stay tuned for more installments on the "Foxxe Project" in upcoming issues of the Dispatch. Tim and I are having a ball with this and I thought some of you might enjoy keeping track of the project as well.

Gen Con Indy Begins Aug 5th

Summer Break Ends for Indy Squadron Society Announces Gen Con Event Line-Up Gen Con Warm-Up Gaming Moves to Union Station

Indy's traditional June/July summer break is fast coming to a close and some exciting things are on the horizon. Upcoming events include Gen Con (see complete Fits Society event listing below) and a resumption of the exciting Ludendorff Campaign series. All this should produce a typically fast-paced and fun autumn gaming season.

April's Red Baron Fight spurs May gaming, but summer events usually overcome our schedule in June and July. This invariably leads to assumptions that gaming will not resume and the apocalypse has occurred, but in reality it is quite predictable and happens the same pretty much every year. Likewise, excitement over Gen Con shakes us from our midyear slumber in August and gaming is back in full swing in September and continues throughout the following spring. So dust off your dice and get ready for Gen Con and a full slate of fall gaming.

Gen Con Warm Up gaming is set for Wednesday, August 4th starting at 1 pm. This year it will be held at the Crowne Plaza Union Station on South Meridian Street in downtown Indianapolis.

Thanks to George Henion for setting up Warm Up gaming and getting this year's Gen Con event list to ISD.

Gen Con 2010: Event Lineup & Schedule

Thursday August 5th thru Sunday August 9th

by George Henion

The Black Watch Thur, Aug. 5th 8:00 AM George Henion

Join us in the skies over France in 1917, with the 18 squadron RFC in this Dawn Patrol scenario.

Where Eagles Dare Thur, Aug. 5th 12:00 PM Rich Kapustanczek

The airplane was a new technology in the Great War and the brave men who flew them were the

Knights of the Air.

Paris must be Saved Thur, Aug. 5th 5:00 PM Alan Christensen

Despite poor weather, only the Air Force can locate the big guns that are bombing Paris. Join us in this Dawn Patrol scenario.

September Rampage Thur, Aug. 5th 9:00 PM Rich Kapustanczek

Join us in September 1918 over France with speed aplenty and power to burn.

God save the King VI Fri, Aug. 6th 8:00 AM Bill Nichols

The question is, can you???. Join us in the air and find out. Can he survive his flight once again?

When it was '17 Fri, Aug 6th 12:00 PM Rick Lacy

Take off on a Morning in May. Relive the glory days in the French Countryside.

Red Letter Day Fri, Aug. 6th 5:00 PM Rick Lacy

Fly with or against 64 squadron RFC. Can the Allies score so highly ever again?

Edelweiss Forever Fri, Aug. 6th 9:00 PM Bill Nichols

Fly to defend the homeland of the Austro-Hungarian empire in this classic 1918 confrontation.

World's Largest Dawn Patrol Sat, Aug. 7th 8:00 AM George Henion

This Saturday morning event has been on the Gen Con schedule for decades. Join Game Designer Mike Carr for another classic!

Blue Collar Man Sat, Aug. 7th 12:00 PM Mike Carr

In the Great War, it was the blue collar work of the two seater which meant the difference between victory and defeat in this low level scenario.

Trick or Treat Sat, Aug. 7th 5:00 PM Alan Christensen

On October 31st, which shall it be in this Halloween event. Join us in the skies and find out.

The Australian Gunners Sat, Aug. 7th 9:00 PM George Henion

The Flying Circus is returning to avenge the loss of their greatest flier, the Red Baron. Or will the Gunners be successful again?

Showdown at the Bristol Airfield Sun, Aug. 8th 8:00 AM Alan Christensen

Join us in this low level Attack on the Bristol Airfield; remember the worst place to be is taking off as the bombs fall.

The 6th Annual Gen Con Open Sun, Aug. 8th 12:00 PM George Henion

Join us for this pinnacle event to end the convention; an engraved goblet is 1st place for this event.

MICHAEL REPEATS IN RBF XXI

Bizarre Mission Altered by Pivotal Turn

Outnumbered Camel Aces Win Day

German Aces Scheffler, Strauss Shot Down

Gen Con, Wingman Tourney Details Announced by Society

Winning RBF - How Tough Is It? A Comparison of Events

Four British Camels swept the sky in Red Baron Fight XXI, the Indy Squadron spring classic that replicates the final battle of Germany's Manfred von Richthofen. Michael Morgan became only the third player in the event's 21-year history to manage back-to-back wins and the first since May 2002.

As usual, this Red Baron Fight featured yet another star-studded lineup of Indy's finest ace pilots on both sides. Fifty percent of all pilots in the air were aces or experienced flyers. Following the standard game format that dates back nearly two decades, dice were rolled for airplane choice and the teams stacked up like this:

Red Baron Fight XXI			
British			
Kevin Richeson	LT Collier Smith	13/6	Camel 150
Rick Lacy	2LT Thaddeus Vager	18/2	Camel 150
Wayne Richeson	Luke Foxxe	13/3	Camel 150
Michael Morgan	Lt. Snoopy	6/4	Camel 150
Germans			
Dory Oda	Arnold Walhberg	5/0	Albatros DVa (rev)
Stephen Skinner	LTN Matteo Scheffler	24/6	Albatros DVa (h/c)
Angie Morgan	Justin Glider	2/0	Albatros DVa (rev)
Stephen Dale Skinner	UNT Johann Strauss	12/1	Albatros DVa (rev)
Wyatt Richeson	John Falkman	4/1	Fokker Drl
Mike Morgan, Sr.	LTN Manfred von Fokker	1/1	Fokker Drl (Red Baron)

Camels Still King in RBF

A quick review of RBF history shows that the oft-outnumbered Brits still hold a significant edge in Red Baron Fight. In 21 years of playing under nearly identical rules, Sopwith airplanes have produced 13 outright wins and 11 runner-up finishes. By comparison, the feared Fokker Triplane has won 7 titles with 5 second place positions. And the admittedly outgunned Albatris have earned 2 RBF titles and finished as runners-up 3 times.

From a team standpoint, the British have 13 wins and 11 second places compared to the combined German total of 9 titles and 10 runner-up finishes. So the Germans have certainly given good account of themselves over the past 21 years and it is hardly a landslide win for the Brits. However, Camels do appear to have the advantage over the long haul.

Bear in mind several interesting statistics when considering these numbers - first, the scores in RBF I and III are unknown. That alone does not invalidate the numbers above, but might skew them slightly

[Updated RBF records - click here!](#)

The game started off in bizarre fashion, with both the Germans and the British retreating and taking defensive formations. Red Baron Fight is normally a hideous bloodbath, so the strategic positioning that occurred for the first three turns was really out of character for this event. But sparks finally flew when Rick and Michael boxed their Camels within shooting distance of Stephen Dale's Albatros ace the bullets began crisscrossing in both directions. Mike's all-red Drl also flew into the action and promptly missed his intended shot. Rather than miss his opportunity entirely, Mike chose a daring head-on shot at Rick's Camel. Mike scored 6 hits - 5 of which went into Rick's engine - but the Camel ace failed to connect with his return fire. With 5 engine hits and a jammed machine gun, Rick immediately flew off to the rear and kept a safe distance. To his credit he stayed in the fight at great risk to his ace pilot.

With Kevin's Camel moving first and flying far away to avoid fire, and Michael's Camel making an incomprehensible move and not coming to the aid of Rick during his recent crisis, the British were scattered and ineffective. The Germans, on the other hand, were executing their game plan to perfection. The Albatros of Stephen Dale and Angie were safely boxed up with no attackers. All six Huns were within a few squares of each other and assuming defensive positions with every move. Wyatt, Dory and Stephen all had opportunities to achieve decisive hits and all three failed on the same turn. Wyatt combined his shooting with Mike's red Tripe and needed only one hit to down Rick's Camel ace. He missed from 100 feet. Dory's Albatros had a 200-foot side shot on Michael's Camel and missed as well. Stephen's 24-mission Albatros ace had the most deadly guns in the sky (on paper). He double-attacked Michael from the same angle and managed only two hits. The Germans had every opportunity at this critical juncture to turn the game in their favor, but only Mike could score a telling hit.

The Germans lost another monumental opportunity two turns later when Wyatt's Drl scored a pilot hit on Wayne's 13-mission Camel jockey, but it resulted only in a light wound. Meanwhile, the British finally caught their first big break when Kevin's Camel ace hit Stephen's Alb ace with 7 hits from the side. Stephen had a virtually untouched airplane and showed little concern over two engine hits until they resulted in an immediate engine fire. He began sideslipping down toward German lines, hoping desperately to extinguish the flames and rejoin the fight. After two failed rolls, he passed up his final set of falling leaf maneuvers to bail out of his airplane instead. His parachute opened, but by some miracle he was captured for the duration by enemy troops only 8 squares from his own lines.

toward an unknown direction.

Secondly, remember that Indy has always had an unusually strong Camel contingent and a big following among locals. Stephen and Dory have always been huge Camel fans. Stephen's Camel roster alone has had a big impact on the statistics with Squadron Commander Christopher Foxxe winning RBF I, VII and XV, Capt. Purvis Leiter winning RBF XIII and XVII, and Capt. Peter Flanigan narrowly missing another win in RBF XX.

But Stephen's roster isn't the totality of Indy's Camel dominance... far from it. A few years back Scott Jones flew a triple Camel ace. Scott Halberstadt, Ken, Scott Campbell, Rick, Stephen Dale, and now Michael, Kevin and Wayne can all put Camel aces into the air on any given day. So the experience level of Camel players and the record of their pilots makes them formidable opponents.

Although the Fokkers are the best planes in the air, they are somewhat saddled with their Albatros wingmen and must fly within the capacity of their slower teammates. And clearly, the frequent superior numbers enjoyed by the Germans isn't enough to compensate for the speed, experience and confidence that Camel pilots regularly bring to the table.

So the rivalry has been hotly contested, but after 21 years it appears that the Sopwith pilots still enjoy a slight advantage when it comes to winning one of Dawn Patrol's most unique and desirable laurels - The Silver Goblet.

(Story continues, next paragraph below)

("Michael Repeats," con't) At this point - about a third of the way through a very long game - the Camels were still outnumbered, but the Germans had lost their flight leader and were reeling from their inability to dish out any significant damage to their opponents.

Mike now found his all-red Triplane under heavy attack by the Camels of Michael and Kevin. Michael finally inflicted the fatal burst, blowing both wings off the luckless Fokker while Kevin earned assist points by scattering bullets through the engine and fuselage. Mike bailed out of his red Triplane and dashed across No Man's Land to the safety of German lines. But still, the Germans had now lost both their best-performing plane (Mike's Tripe) as well as their most experienced pilot (Stephen's 24M ace).

The British narrowly averted disaster yet again shortly afterward when Stephen Dale's Albatros fired on Michael's Camel, despite being under attack by Wayne's British ace at the same time. Stephen Dale rolled a pilot hit but once again, the Germans could only inflict a light wound and Michael's Camel continued the fight.

Dory's Albatros pilot continued to be hopelessly anemic, failing to score a single hit so far in the game (four straight misses) and jaming a gun in the process. Angie occassionally managed a burst but never did score a decisive hit. Stephen and Mike had already been shot down while Wyatt and Stephen Dale offered the only real offense the Germans could mount. And even that didn't last long.

Michael's Camel pilot was living a charmed life. Bullets seemed to bounce off his plane and even direct pilot hits couldn't stop him. Michael squeezed off a moderate, four-hit burst at Stephen Dale's Albatros... normally nothing to be worried about... but once again, the Germans couldn't get a die roll when they needed it. Michael's seemingly inoffensive shot gave Stephen Dale's Albatros a critical hit in the engine. By yet another miracle, the critical hit turned out to be "1/2," one of the most rarely seen hits in the game. Stephen Dale's engine caught fire and he began a series of falling leaf maneuvers to get back to German lines.

A thousand feet below the fight, Stephen Dale rolled a "1" and extinguished the flames. He then turned back toward the fight to aid his wingmen in their losing battle against the Camels. With both Stephen's high-compression Albatros DVa and Mike's Triplane out of the fight, the superior performance of the Camels was becoming evident and the Germans were almost entirely defensive. And the dice were still against them. On the following turn, Angie, Dory and Wyatt had close range shots and two out of the three pilots missed entirely. Dory had missed five of her six shots in the game and escaped combat in disgust.

Stephen Dale fought on until his engine was nearing capacity, then he turned to make a bolt for his own lines. The only British pilot who outrolled him happened to be The Michael Of Blessed Dice, whose faster Camel easily caught the fleeing Albatros and fired from above. Stephen Dale's 12-mission Albatros pilot was hit with a light wound and his engine was knocked out (this time for good), while Michael bagged his second solo kill. Stephen Dale saved his pilot by landing in a rough wing setdown on a road within German lines. He also survived his wound and will fly again.

The remaining Germans, Angie and Wyatt, were now outnumbered 4-2 and escaped the combat. The Camel pilots of Wayne and Michael both survived their light wounds and made it home safely. British dice were still in a good mood when Wayne passed out only to wake up at 300 feet altitude and fly safely home... and... when Michael's ace crashlanded on his home field and survived both the unsuccessful landing as well as his wound.

The scores were tallied and Michael scored a resounding victory for his second Red Baron Fight title. The British were not only good players flying a solid, strategic game, but their dice stayed warm all day. They say it's better to be lucky than good, but in this case the British were both. They seemed to have a knack for making die rolls when they really needed to. Kevin placed second and Wayne third to complete an all-British sweep of the top positions.

The Germans, on the other hand, suffered not one, but two engine fires - one of the most infrequent occurrences in Dawn Patrol. They followed their battle plan in every detail, but simply couldn't dish out the damage necessary to capitalize on their superior numbers.

Red Baron Fight XXI will be remembered as one of the most unique battles in the event's history. The lopsided final score doesn't show the critical die rolls that occurred time after time and turned the narrowest of margins into a complete route.

Red Baron Fight XXI		
May 1, 2010		
Michael Morgan	Camel 150	140
Kevin Richeson	Camel 150	95
Wayne Richeson	Camel 150	87
Wyatt Richeson	Fokker Drl	71
Angie Morgan	Albatros DVa (rev)	33
Stephen Skinner	Albatros DVa (h/c)	29
Dory Oda	Albatros DVa (rev)	23
Stephen Dale Skinner	Albatros DVa (rev)	23
Mike Morgan, Sr.	Fokker Drl (red)	23
Rick Lacy	Camel 150	19

Wingmen Tourney and Gen Con Details Released

The date and venue for this year's Wingmen Tournament has been announced by Society Head Mike Carr. The news was made available just days ago, and is listed below:

Wingmen Tourney 2010

Summit Town Hall, Oconomowoc, WI

Friday July 23 Noon to 10 pm Open gaming (all players welcome)

Saturday July 24 8:30 am to 11:30 pm Four rounds of 4 versus 4 games, pitting two pairs of wingmen against each other in every round

Pairs of players enter as two-man teams (experienced players only, please). A full field will be 16, 24 or 32 players. Non-competing players are welcome to attend on Saturday, since pickup games will occur as players get knocked out of each round. The \$80 per team entry fee includes on-site lunch and dinner. Solo players may enter singly and may be teamed with another individual entrant, if possible. For information and to make an entry, contact Mike Carr (262-646-4881).

GEN CON 2010

Indianapolis, IN August 5-8, 2010

Full slate of DAWN PATROL events all 4 days

Watch the web site and AERODROME magazine for a full schedule of games

Winning Red Baron Fight - So How Tough Is It?

Indy's Red Baron Fight regularly draws one of the most competitive fields in all of Dawn Patrol. Consider this... the Armistice Day Fits Tournament mandates that all pilots fly with a 3/0 record. Nearly all major society tournaments are even less deadly, with pilots flying with mandated 2/0 records. But Red Baron Fight not only permits the flying of ace and experienced pilots with all ace advantages intact, but doing so is actively encouraged. Where else can you fly against a 51-mission Albatros pilot, a 27-kill Camel ace and 14/10 Camel jockey... *in the same game*? Three of the top four Camel aces in America have competed in RBF. Albatros and Triplane pilots nationally ranked in the top ten regularly compete in RBF.

Red Baron Fight consistently draws fields comprised of 50% aces and experienced pilots. The intensity level is equal to any tournament, local or national. The level of risk is greater than perhaps any other in the game, because not only are you expected to fly your best pilot, but you are competing against the best pilots of nearly every other player at the table. The casualty rate is phenomenal... and oddly enough, everyone accepts it without question. This doesn't happen at the Masters. It certainly doesn't happen at Gen Con or in any squadron championship, where pilots are generally considered expendable.

The only event in all of Dawn Patrol that really compares to RBF is the Society Mini-Con's "Big Game." It regularly draws big crowds, and although flying aces isn't officially sanctioned, a number of aces are usually involved in the game. It ordinarily features some sort of special mission or unique circumstance, similar to RBF's rules for the red triplane, ground fire, and Albatros pilots. The intensity level is very high. And the Society's Big Game is almost always guaranteed to produce the awarding of several major medals for its participants. In fact, Mike Carr specifically describes the Big Game as a perfect opportunity to win major medals because of the increased level of competition and the general importance of the game.

The Big Game has more participants, while Red Baron Fight has a far higher casualty rate for its players. The Big Game is difficult to win because it has so many players, while RBF is difficult to win because the average mission/kill record of participating pilots is perhaps higher than any other event in the Dawn Patrol universe. It is also unique in that it consistently replicates a historical event. There is nothing else like it in the game. It has drawn players from Ohio, Missouri, Michigan and Illinois. That is not remarkable for a national society event, but it's nearly unheard of for a local squadron game.

Those of you who have participated in Red Baron Fight have done something special. Those who have won it are the champions of an event so unique that only one game in Dawn Patrol compares to it. For those Indy players who don't travel frequently to Society events, you should consider doing so simply to compare our major events to those at the national level. What you find will be very interesting, and very satisfying for RBF veterans.

GERMANS CLOSE THE GAP

Michael Saves Mission for Central Powers Chase Tightens After Game 5 of Ludendorff Campaign Casualty Rates May Force Suspension of Indy Squadron Campaign XII

Four turns into Game 5 of the Ludendorff Campaign, held during March 27th Indy Squadron gaming, one German pilot was shot dead, another plane was forced to land in enemy lines, the British led the campaign 115-55 and the German cause appeared to be going down in flames. That's when Michael's humble two-seat crew took over the skies.

The German team (Angie, Michael, Rick, Stephen Dale and Wayne) had chosen an airfield bombing mission in the hopes of destroying the British planes on the ground, but the aggressive Allies (Kevin, Garrett, Mike Sr. and Stephen) defended their territory fiercely. While both German two seaters (Rick and Michael) dove hard for the British field, the SE 5's of Kevin and Garrett double attacked Stephen Dale's German Albatros DVa. Kevin's SE poured 9 hits into the enemy aircraft while Garrett's SE added five more. The German's engine took five hits in a single turn and sustained a critical hit that sent Stephen Dale down immediately with a dead engine over British lines. He crashed badly on landing, destroying the DVa and killing its pilot... and the Germans could afford to lose neither at this point.

But the action that would determine the outcome of the mission was happening a thousand feet below, at ground level, where the Albatros two seaters of Rick and Michael were making a desperate beeline run toward their target. Rick had positioned his two seater at zero feet altitude above a wide river about a quarter mile to the east of the British airfield. He fired on Stephen's Bristol fighter, and both Stephen and Mike Sr. (SE 5a) scored hits with return fire. Rick's pilot was hit and killed in the exchange and his Albatros two seater crashed into the river, taking the observer's life as well. The cut for credit was later awarded to Mike Sr's SE 5 jockey. Wayne's Fokker Drl triplane dove down to join the fray, taking a side shot at Stephen's two seater crew and hitting the observer, Lt. Delbert Cassidy (5/0) with a light wound.

While Angie's German fighter struggled to hold off the SE 5's of Kevin and Garrett, Stephen's Bristol pursued the lone remaining German bomber (Michael). Sending Michael down was now the key to victory - if the Germans lost both bombers they would be unable to inflict any damage to the Allied planes on the ground while having suffered three of their own planes destroyed. The result would have been an overwhelming British lead in the campaign. But Stephen's shot at Michael was not decisive. The following turn, Wayne's Drl Triplane took another shot at the Bristol and hit Stephen's already-wounded observer again (with another light wound). This resulted in a cumulative critical wound and also smoked Stephen's engine and left the Bristol with 7 left wing hits. Rather than risk his Bristol in future missions, Stephen chose to land his plane on his home field nearby and allow his wingmen to perform what by this time appeared to be simple mop-up work. The turning point of the entire game occurred when Stephen's Bristol trundled to a stop on the ground below.

Stephen had made a serious tactical error by allow his Bristol to taxi to a stop within one square of an SE 5 that was parked on the tarmac. That allowed Michael's Albatros bomber to target both the SE and the Bristol with bombs and machine-gun fire in the same turn (actually it didn't, since the observer should not have been able to perform both functions in the same turn, but that's

water under the bridge now). Not only did Michael's bombing run take out the SE 5 emphatically, his machine gun fire also put enough additional damage into the Bristol to destroy it as well.

Mike Sr., Garrett and Kevin, all in SE 5's, then attacked Michael's ground-hugging Albatros two seater as it retreated to the safety of its own lines. Kevin managed to put a light wound into Michael's pilot before taking 7 engine hits and exploding (there goes the 2nd British SE 5). Mike Sr. pressed his attack until he was finally driven off with 5 engine hits (there goes the 3rd SE 5), and Garrett showed wisdom beyond his years by escaping. Michael's light wound came back to haunt him when he passed out and crashed (losing both plane and crew), but his heroic effort, along with considerable help from Wayen, was enough to tip the scales.

The final analysis showed a real bloodbath. The Germans lost three planes: Stephen Dale's Albatros DVa, and the two seaters of Rick and Michael. But the British managed to lose four: Stephen's Bristol, an SE 5 parked on the airfield, and the SE's of both Mike Sr. and Kevin. The current campaign score after 5 of 16 games is 180-155 in favor of the Allies.

The future of the campaign is now in question since both sides have now lost enough airplanes to seriously cripple their unit effectiveness. As campaign designer, Rick is contemplating a "bad weather" break where both sides can re-equip and prepare for the home stretch, some other type of contrived benefit to make both squadrons combat ready, or the possibility of returning to tough-guy rules in which a team must fly regardless of the odds so long as they have two airworthy planes. Watch the Indy Squadron Forum for more details and a complete discussion on where the bloody Ludendorff Campaign goes from here.

Brits Surge Ahead in Campaign

***Germans Seize Game 2, Lose Ground in 3 and 4
Rick's Alb Pilot, Halberstadt Observer Shot Dead
Last Week's Pick-Up Games - Report by Michael Morgan***

Campaign Score After Game 2 British 50, Germans 30

Games 2, 3 and 4 of Indy Squadron Campaign XII, "The Ludendorff Offensive," was held on February 13th at the Skinner's house and all three game were unusually enjoyable.

The campaign is scheduled to cover 8 "days" of historical combat during the great German offensive in the spring of 1918. Each "day" of combat will consist of two games. A mission will be alternately assigned to each side so that both teams have one mission per day.

The British nabbed a small 25-0 lead in Game 1 but lost three planes to crashes. Game 2 saw the German team take the offensive on a bombing mission low over Allied lines. The German team was comprised of Rick's bomber and his escort of Albatri piloted by Wayne, Michael and Stephen Dale. Rick, always known for his "stay on mission" mantra, wasted no time bolting straight for the target (a British warehouse and several outbuildings). Stephen Dale hovered high above while Wayne and Michael mixed it up with the Allied fighters (Mike and Kevin in SE 5a's, Stephen in a Bristol 275). Rick's bombs were true and the successful mission was worth 30 points, theoretically giving the Germans the narrowest of leads had they chosen to escape quickly.

But they didn't.

Mike, who had taken a severe beating throughout much of the contest, deliberately used his SE as a decoy. Limping around with a ton of hits in his plane, he actually made a pretty tempting target and a legitimate opportunity to expand the German lead. Michael took the initiative and dove his Albatros back into the fight to take a shot at Michael's SE, followed by his wingman, Stephen Dale, in another Alb. Meanwhile, Kevin's SE flew in to help protect Mike and shot down Michael's Albatros in the process.

Pick Up Games at the Morgan's House

story by Michael Morgan

Ian Cunningham came over last week so we decided to roll up a game, I don't know what the odds are about this.

First I rolled up October 1918, low altitude, and no clouds. Then the Germans got Seimens Schuckert DIV's (SSW D IV's). While the Brits had Camel 150's.

The ensuing battle was absolutely crazy! The only advantage the Allies had over the Germans was rotary rights, and this proved to be a big player in the game.

Dad (Mike, Sr.) was flying his 1/1 pilot, Capt. Randy "Slypork" Cunningham. And I was flying my ace, Capt. John Wolfgang, whose record was 9/7 at the time. The CP's, being unaware that Fokker DVII pilots could fly SSW's, flew rookies.

The fight consisted of a TON of strategic maneuvering, and the thought occurred to me during the game, "If we were in Snipes, we wouldn't be able to climb to get even ok shots." So I will say this: the Sopwith Camel 150 is the best

Michael's pilot was captured and escaped, but since he was taken deep into Allied lines to a prison camp, he is considered out of the campaign.

While this was happening, Stephen's Bristol crew tried to be heroic and force a point blank range head-on confrontation with Rick's shot-up and fleeing German bomber. But the Bristol attack failed when Stephen missed by a mile and took a smattering of head-on shots from the German observer for his trouble.

On the strength of Kevin's kill over Michael's Alb, the British took a 50-30 overall campaign lead after Game 2.

Campaign Score After Game 3 British 75, Germans 55

Game 3 began with a surprise announcement from the Germans that they had selected a standard dogfight as their mission. To exploit their opportunity, the Germans hauled a fresh Fokker Drl out of the hangar (flown by Michael) in addition to a trio of Albatros flown by Stephen Dale, Wayne and Rick. On paper, this looked to be a smart decision. The Drl was the best plane in the sky and they had the Brits outnumbered 4-3 (Kevin and Mike were again in SE 5a's while Stephen's Bristol crew went aloft once more). But the Allies had two small factors in their favor - the mission began at the dizzying height of 15,500 feet, and the British flight held a slight altitude advantage to begin the game.

With the exception of Stephen Dale's Albatros, the entire German team dove over a thousand feet on the first turn. The Brits refused to follow but Kevin soon found himself getting pounded by 6 bottom hits from Stephen Dale, who figured that he would continue his feisty one-against-three battle until he lost initiative. He never did.

Instead, the game actually closed up again slowly over a period of about 4 turns, which is a bizarre departure from the usual pattern when one team universally dives. Stephen Dale then hit Kevin with 5 more bullets before Michael regained sufficient altitude to rejoin the chorus. Both Albs fired on Kevin's damaged SE 5a, with Stephen Dale missing (and losing his chance at a kill after a hard battle with Kevin) and Michael scoring the hit of the game. Kevin's airplane flashed into a fireball, exploded instantly and killed his 2nd mission pilot.

Once again, the Germans had a chance to escape with a lead, and once again, they didn't do it.

The battle began to break up and Stephen's Bristol dove

Allied fighter, if not the best fighter, in the game.

The first turn started out with a bang when Ian went after my Dad (Mike) with a 50 foot top shot and missed. While Wolfgang put 9 hit factors in Ian's tail from 50 feet in defense of his wingmate. John would put every shot, except for a sole bottom shot, in the tail. While Wes (in the other SSW) shot Dad's tail from 300 feet.

On the second turn, Ian (of course) picks the one tailing card I thought about but put away and nothing exciting happened.

On turns 3 and 4, Wolfgang (Michael) and Cunningham shoot at Ian and Wes' rookies, respectively. Dad missing in turn 3, and putting 9 hit factors in Wes' (SSW DIV) tail on turn 4. While I put 6 in Ian's tail on turn 3 and 5 in his bottom on turn 4. The former giving me a pilot shot on Ian, which ends up grazing his left shoulder for a light wound.

Turn 5. Wes puts 8 in Dad's top from 50 feet. Myself missing the return fire on Wes from 50 feet.

Turn 6. Wolfgang is back on Ian's unknown rookie's tail, for 6 hits. Wes continues his attack on Dad's top, this time for 5 hits.

Turn 7, the final turn. Wolfgang (Michael) gets Ian's rookie in his sights from 300 feet and pulls the trigger, "maxing out" for 4 hits, again in his tail. With 25 hit factors in his tail, the unknown pilot (Ian's SSW DIV) looks over in horror to see his right wing tear away from his supposed "super plane" thinking on his way down to the ground, "They told me this was the best aircraft of the war!" True that may be, but I think about what Capt. Thenault said: "It is the man and

hard toward Allied lines, chasing Stephen Dale's Albatros. Rick dove into the melee as well and was targeted by Mike's SE, whose bullets were on target and scored a pilot hit. Rick's pilot died instantly, giving each side one kill. Wayne was essentially a no-show and rolled numbers so horrible that he only got mission credit by virtue of being shot at. So instead of claiming a narrow lead, the Germans once again trailed by an identical 20-point margin, 75-55 after Game 3.

It was a very frustrating situation for the Germans, who had flown very well and fought very hard in both games but were unable to gain any significant ground at all.

Campaign Score After Game 4 British 115, Germans 55

The British pondered long and hard as to what mission they would select for Game 4 (the second mission of "Day 2") of the campaign. They eventually decided to play to their strength by selecting a photo recon mission rather than an artillery spotting sortie. The artillery spotting could only be carried out by the slow, lumbering and weak RE 8, while the faster and more robust Bristol could be used for photo recon according to game rules.

It turned out to be a good decision. The Germans had suffered damage to two Albatros and their Drl, and would have to fly other airplanes while their star fighters underwent repair. That robbed them of any technical advantages whatsoever. Instead, they took to the sky in a pair of Halberstadt CLII two-seat fighters and their remaining Albatros. The Halberstadts are excellent fighters and can absorb serious damage, but they are a bit slow and have less firepower. The Allies were still able to put a fresh Bristol and two untouched SE 5a's in the air, giving them clear superiority in performance.

The British also learned from earlier German misfortunes (somewhat) and swore to accomplish their mission as quickly as possible and escape right away.

Rick put forth a valiant effort in his Halberstadt to keep pace with Stephen's Bristol and force an engagement. The faster Bristol soon got on Rick's tail for repeated shots. The two exchanged fire for four straight turns, with Rick's observer being killed by a direct hit. His pilot survived to fly the airplane home albeit with two critical hits that must now be repaired at their airfield.

Michael and Wayne fought tenaciously against the SE 5's of Mike and Kevin, who took 22 and 28 hits in their fighters, respectively. So the Allies will have at least two

not the machine that matters." How true that statement is.

Campaign Reviews: Both Sides Leave Positive Comments about Campaign XII

We didn't fly any other missions other than the campaign games on February 13th, and everyone on both sides seemed to really enjoy it. Choosing your airplane and taking battle damage into account is a lot of fun. The ability to choose your mission and select the best available planes for it also makes things really enjoyable. And playing the games back to back allows participants on both sides to see the ebb and flow of the battle and watch the overall campaign develop. It's a good format and has received high marks from everyone.

Info on Campaign Pilots, Observers

Just a reminder to all players that it is very helpful to get written information on your campaign pilots and observers. Our coverage will focus a bit less on personalities because everyone started with a relatively inexperienced pilot, but any information on surviving pilots is appreciated. In this campaign setting, a 3-6 mission pilot or observer is actually one of the top crewmen in the campaign simply due to the nature and rules of the event. So don't be shy about telling us who your crewmen are, especially after they survive a couple of missions. We will list them here to help track the successful crews from each side. So far, the only known crew with more than two missions is:

2LT Clayton Butterworth, pilot, 5/0

SE's unavailable for all of Day 3.

No kills were scored by either side, but the Bristol's successful photo run was worth 40 points which gave the British a 115-55 overall campaign lead after 4 of 16 games.

*LT Delbert Cassidy, observer, 4/0
Bristol F2b (Stephen)*

There are surely at least a couple of other successful campaign crews out there, even given the high casualty rate of the first four games. Let us know who they are so we can recognize them. Please send pilot info to Stephen by email or PM on the Indy Squadron forum.

GARYCON COMING IN MARCH Dates, Games, Details from Mike Carr

The GARYCON gaming convention is coming to Lake Geneva, WI on March 19-21 and Indy players are invited. Mike Carr is heading up the Dawn Patrol contingent at GaryCon and games have already been announced as part of the con's schedule (see below). More information on registration is available at GaryCon.com.

Event 3-1: A Day at the Beach Friday, March 19 5 PM
Game Master: Mike Carr

Description: On the Channel coast in the fall of 1918, British missions over German-held ports are bringing their fighters and bombers into enemy airspace, where landplane and seaplane fighters await. Can the British succeed in carrying out their work or will the Germans deny them their objective?

Event 5-7: Flying Fury Saturday, March 20 9 AM
Game Master: Blake Taylor

Description: Take to the skies in a Dawn Patrol scenario featuring a late 1918 dogfight between American Sopwith Camels and a mixed flight of German Fokkers and Roland fighters.

Event 8-5: Hornet's Nest Saturday, March 20 9 PM
Game Master: Blake Taylor

Description: It's March 1918 and the long-awaited German Spring Offensive is underway. A German reconnaissance flight is crucial to helping the ground troops continue their advance, but British fighters are flying cover over their retreating army, intent on intercepting German planes in the area. Which side will succeed in its mission?

SPECIAL GAMING EVENT

Event 6-3: Giant Le Mans Racing Game Saturday, March 20 1 PM
Game Master: Mike Carr
Game System: Modified Avalon Hill Le Mans Racing Board Game

Description: Mike Carr is bringing a unique classic to Gary Con this year -- a customized large scale version of the 1961 Avalon Hill racing game, "Le Mans." Using model cars purchased in France, Mike debuted this game in 1976 at GenCon IX, where it was an instant hit and became a popular GenCon event for many years. This is your chance to jump into the driver's seat and test your skill and endurance on the giant size Le Mans racetrack, which measures 8 by 14 feet. Drivers will don race jerseys, keep track of their car's status on their own clipboard and monitor race positions on the huge, custom scoreboard. There is space for up to 24 players and depending upon the number participating, the event can be run in either a single driver or team driver format. All skill levels are welcome at this event; all rules will be taught. Giant Le Mans is a double time slot event, which means more than 4 hours of exciting action for all players!

CLARK RETIRES ON KILLS

*DP's Top American Ace Survives War
New Indy Campaign Begins
New Aces: Dudlegorf, Tinglestad Log 12th Missions
December 12, January 16 Gaming Reports
Famed War Diary Now In Print*

December 12, 2009 Gaming Report New Indy Campaign Begins New Rules, New Planes, New Designer

The first full length Dawn Patrol campaign in Indy Squadron history began last month when Game 1 of 16 was flown in the new "Ludendorff Offensive" series designed by Indy's Rick Lacy. Your reporter does not have a copy of the campaign rules, but this much is known: the 16-game contest will be flown over 8 game days of combat, each day consisting of an morning and an evening patrol. The group had hoped to fly two campaign missions per gaming day in order to wrap up the campaign in 2010, but that looks unlikely since we only got in one game on the first go-round.

The British are flying a combination of Bristols, RE 8s and other planes, while the Germans are in Fokker Dri's and a mixed bag of other fighters and two-seaters. In Game 1, the British took to the offensive in the morning patrol. Wayne, Kevin, Garrett and Mike all crashed their two-seaters with only one English crew (Stephen's) surviving. The Brits chose to attack the German airfield with bombs, but the idea backfired as one by one, the Allied planes flew into the ground (trees, buildings, and whatever else they could find) while taking out only two German planes on the ground. While the Brits hold an early 25-0 lead, they are now at a tremendous disadvantage having dusted four of their own planes in the first mission. Game 2 - the afternoon mission of the first day of the campaign - is scheduled to be run at the next Indy gaming day on February 12th.

The only other game played on December 12, 2009 was a brief, four-turn affair featuring 10 players. Wes, Wayne,

THE ULTIMATE ACHIEVEMENT Colonel Harold Clark Retires on Kills

Being a Dawn Patrol pilot is a death sentence. Every pilot is born to die. It's just a matter of time. But every now and then - every five to ten years or so - a pilot beats the odds and manages to outlive the game through a retirement rule so rarely utilized that many DP players don't even know it exists.

Dawn Patrol rules state that a pilot must retire once his kill total matches the highest ever historically recorded by an actual pilot in WWI. Such pilots are considered to have reached Dawn Patrol's ultimate goal - to serve to the war's end and survive the conflict as their country's most successful ace. In a game that kills 99.99% of all pilots who ever take to the air, that's about the best you can hope for.

After playing DP for 22 years, Stephen finally reached The Holy Grail of Fitsdom when his American

Kevin, Michael and Angie flew British Camel 130's against the Albatros DVa's of Stephen, Ethan, Rick, Mike Sr. and Garrett. The mission produced no kills although Wes' Camel pilot and Garrett's Albatros jockey were both forced to flee for home. The game was called after four turns in order to leave sufficient time for the first game of the new campaign.

January 16, 2010 Gaming Report Outnumbered French Fight Germans to a Draw Americans Lose Balloon to Attack, Top Ace to Retirement

The first gaming day of 2010 started with a whimper when an unevent, April 1917 mission was rolled up. The random mission scenario called for a trio of French Nieuport 17's (Mike Sr., Michael, Angie) to tackle five Germans - one Albatros DIII (Kevin) escorting four Roland CII's (Stephen, Wes, Wayne, Garrett). This game had potential to be very interesting had time permitted its conclusion. Several young Dawn Patrol players were involved, and several additional interruptions slowed the game to a crawl. After three turns it became apparent that we needed to call it in order to have a second game at all. All parties survived and no notable events occurred, except that Lt. Buzza Dudlegorf (Kevin, 12/2) joined the ranks of ace/experienced pilots by surviving the mission. Vz. Hasso Tinglestad (Stephen's German two-seat pilot) logged his 12th mission as well in a Roland CII. In the sparse and casualty-ridden world of two-seater crews, that's something of an accomplishment.

The day's second and final game was everything that the first one wasn't... exciting and action-packed almost from the initial turn. Three American SPADs (Kevin, Michael, Stephen) tried to defend their balloon from attack by four Germans (the Pfalz DXII's of Sierra and Mike Sr., Wesley's high compression Albatros DVa and Wayne high compression Fokker D7 160). The lengthy, 13-turn dogfight began with the Germans flying straight through the American cover flight - or at least, as straight as possible, since the SPADs were firing at anything that moved. Kevin (Lt. Michael Jamison, 9/4) was cursed with abominable shooting, but Stephen's American ace (Major Harold Clark, 22/26) managed to pepper Wayne's Fokker with a boatload of engine hits. Wayne had no choice but to turn around and abandon the balloon mission after only three turns. Stephen's ace dared not leave his flight to close the kill since the balloon was still in danger. The remainder of the German flight slipped through to the balloon without sustaining any additional casualties or critical hits.

Wesley and Sierra made quick work of the balloon.

pilot, Col. Harold Clark, scored his 26th kill in January 16th gaming, matching the actual World War I score of Eddie Rickenbacker, America's ace of aces.

Born in Massachusetts in 1893, Clark entered service as a Lieutenant. His character first appeared in a game on December 28, 1991 in Connersville, Indiana. Over the next two decades he flew 22 missions, his final game being held on January 16, 2010.

His career started with a bang when he scored a double on his first sortie. After several relatively uneventful missions, Clark was vaulted into national prominence by scoring four straight double-mission kills, placing him atop the American category of the Dawn Patrol Ace & Experienced Pilot Roster. Throughout his career, he scored double kills on seven occasions as well as two triples.

Clark was also lucky when he really needed a good dice roll. On December 7, 1996 Stephen was flying Clark against Graham Shepfer (DrI) and Dory Oda (D7 185) - two of Indy's all time great players with five Victory Medals between them. The engine of Clark's SPAD XIII seized over No Man's Land due to a critical hit and he was forced to glide to a landing in the front. He managed a successful landing roll and then made the sprint to Allied lines to return home. As late as March 23, 2002, on his 21st and next-to-last mission, Clark suffered 5 engine hits and a critical and barely made it home. He was equally lucky in rolling for medals and promotions.

He was also well traveled. Clark was flown against some of the top players in Dawn Patrol all around the country. He vied for the Spring

Attacking in unison from close range and good positioning (without coaching!) they pummeled the gasbag with 12 rounds in their first and only pass, Wes scoring 4 hits in his Albatros and Sierra adding 8 more in her Pfalz DXII. The balloon flamed instantly with the credit going to Sierra's pilot.

With the balloon dropping in flames, the Allied flight attacked once again. Mike Sr. and Kevin got into their own private battle, with Kevin receiving a critical hit that smoked his engine. He also jammed a gun and couldn't shoot the ocean on a clear day (at one point missing 4 of 5 consecutive 100 foot shots!), rendering him entirely useless as an offensive weapon. Still, his tenacity kept Mike Sr's Pfalz DXII at bay.

To this point the Germans had flown extremely well and accomplished their mission. But Wayne's demise had taken away their numerical advantage. They were also some 45 squares behind Allied lines. And at this point, the Germans made a critical mistake - they attempted to outrun the SPADs rather than turn to fight them. The German flight lost initiative and made a bolt for the front lines, turning tail to the enemy and failing to box. Stephen's ace and Michael's SPAD pilot jumped on Wesley's high compression Albatros, which surprised everyone with its improved performance. Although he put up a great fight, nothing outruns a SPAD. Stephen and Michael tailed the Albatros for three turns before its wings fell off, with the credit going to Harold Clark (Stephen) as his 24th victory. Wesley's pilot, Edmund Reinhold (6/1), was killed in the crash.

While Michael split off to join Kevin's SPAD in his attack on the Pfalz DXII of Mike Sr., Stephen's SPAD pilot continued his assault on Sierra's Pfalz. He fired four times from the tail, chasing Sierra all the way to the front lines and wounding her pilot, before sawing off a wing. Sierra's wounded pilot failed the bailout attempt and died as Harold Clark's 25th victim. Kevin, still seeking a fifth kill for his 9/4 American SPAD pilot, couldn't have had much worse luck.

While Michael lost initiative and Kevin dealt with a smoking engine and gun jams, the lone remaining SPAD (Stephen) then dove onto the tail of the lone remaining German (Mike) and opened fire. A 9-hit burst from the tail, combined with the damage already inflicted by Kevin's single-gun, compelled Mike to try and save his pilot by force landing just inside German lines. It didn't work. His Pfalz DXII flipped over on landing in Crash #4, again killing the pilot.

This gave Major Harold Clark 3 kills and one enemy forced to escape. Wayne's Fokker would have been the fourth kill

Mini Con title at Kanakakee 1992. He flew against game creator Mike Carr and Society Open champ Al Christensen at the WWI event in Boaz, Alabama later that same year. His first Medal of Honor came at a game in Dayton during the Over The Front WWI Seminar in 1993.

There is an odd gap in Clark's career that deserves mention. He was not flown for eight years from 2002 until 2010. That is because he was fast approaching retirement and didn't want to rush into it too soon. It's not easy getting a 22-mission American pilot and retirement is not to be taken lightly. So during that time, Stephen focused on building a backup pilot (Eli Matthews) who won the Congressional Medal of Honor and became an ace but, ironically, failed to outlive the pilot he was supposed to be backing up. Clark came out of retirement after an eight-year layoff and immediately scored a triple kill, making retirement mandatory.

But perhaps the biggest key to success in his career was his wingmen. Clark lost only three cuts-for-kill throughout his time at the front and owes many of his victories and medals to the faithful wingmen with which he flew. Those wingmen knocked many a Hun off his tail, scored many hits into airplanes that will go down in Dawn Patrol records as Clark's kills, and they are an indispensable part of his legacy. Clark flew with nearly every long-time Indy player since the squadron's inception and each of them contributed greatly to his career. His final victory list is a credit to those with whom he flew.

Colonel Harold Clark

- *22 missions – 26 kills*
- *Congressional Medal of Honor*

but the SPAD pilot was unable to leave his own flight to pursue the victory early in the game. He was awarded the Congressional Medal of Honor (his second) and the Citation Star (another second) in addition to two minor foreign medals available after retirement. Since Eddie Rickenbacker's 26 kills were tops for an American pilot in World War I, Major Clark is now forced to retire. More on Clark's career and retirement is found in a separate article in this issue.

(2)

- *Distinguished Service Cross*
- *Distinguished Service Medal*
- *Citation Star (2)*
- *Legion d'Honneur, French*
- *Croix de Guerre with palm, French*
- *Distinguished Flying Cross, British*
- *Croix de Guerre, Belgian*

Famed War Diary Now In Print Private Beatson's War from Pen & Sword Publishing

In May 2006 the war diary of Private James Beatson of the 9th Battalion, Royal Scots went up for sale at Sotheby's auction house. It was one of two diaries kept by Private Beatson during his tenure on the Western Front of World War I. Of the many thousands of diaries that survived the war, this one is particularly intriguing because the second matching diary was lost forever when its author was killed in action in July 1916, just days before his 24th birthday.

Private Beatson saw the war that modern readers can only imagine. He wrote of it frequently, sparsely, and with telling words that survive in the new book from Pen & Sword Publishing of England. "Private Beatson's War" is particularly easy to read. Beatson's entries were brief and to the point. His observations are written with a flair for entertainment as seen through the eyes of a 23 year old youngster. This book will tell you more about his personal life and his adventures and experiences that it will the Battle of the Somme in which he died, but that is the beauty of the book, not its shortcoming.

The editors have selected an outstanding variety of photos for the book, all of them reproduced with great quality and clarity. A few are somewhat common, but many of them are rare gems. For those just beginning to study the war to end all wars, this book is a personal experience that cannot be beat. Its simplicity, straightforwardness and brevity make it enjoyable. Its maps and footnotes make it understandable. Its photos and emotions make it real. "Private Beatson's War" is a great addition to any WWI library and is recommended.

PRIVATE BEATSON'S WAR
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