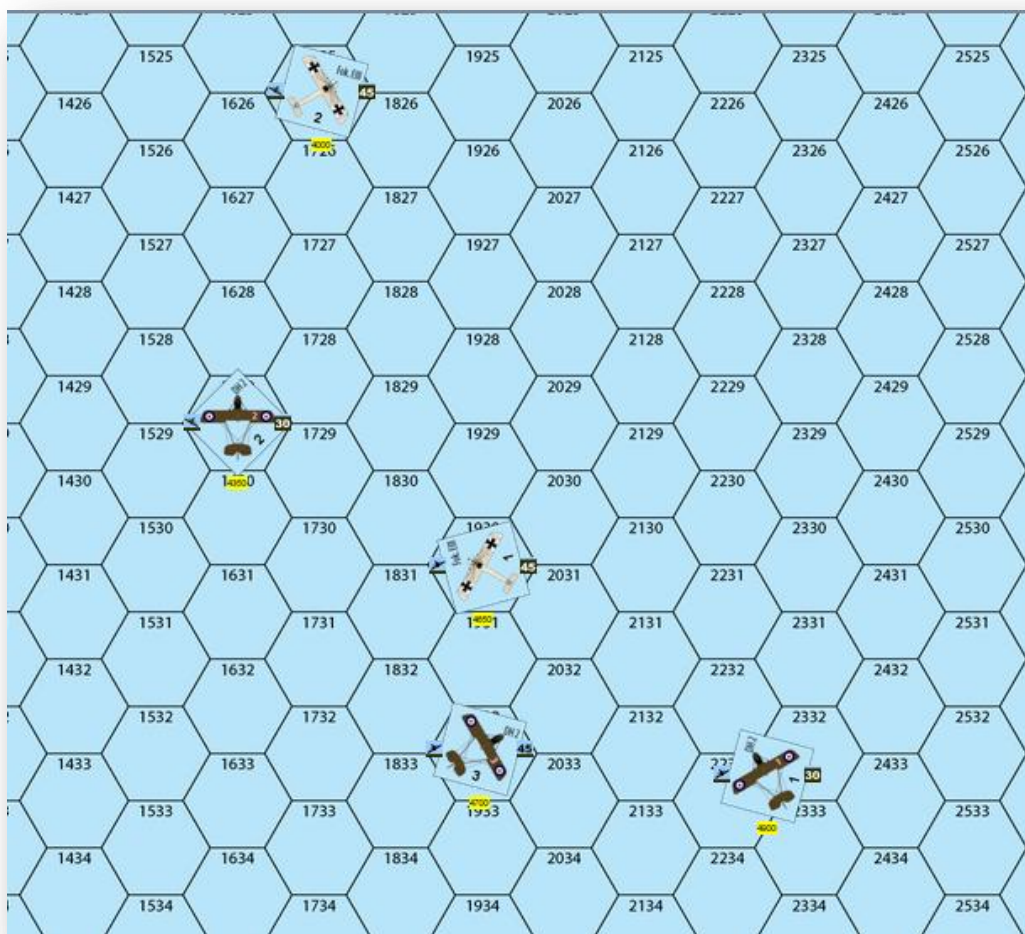


Initial Positions – end of turn 8



DH2 – 1	Alt: 4900 Nose: 30 degree dive	Bank: 30 degree left bank Spd:5.9
DH2 – 2	Alt: 4350 Nose: 30 degree dive	Bank: 30 degree right bank Spd:7.6
DH2 – 3	Alt: 4700 Nose: Level	Bank: 30 degree left bank Spd:3.3
Fokker EIII - 1	Alt: 4650 Nose: 45 degree dive	Bank: 30 degree left bank Spd:6.2
Fokker EIII - 2	Alt: 4000 Nose: 45 degree dive	Bank: 30 degree right bank Spd:6.9

Situational Awareness

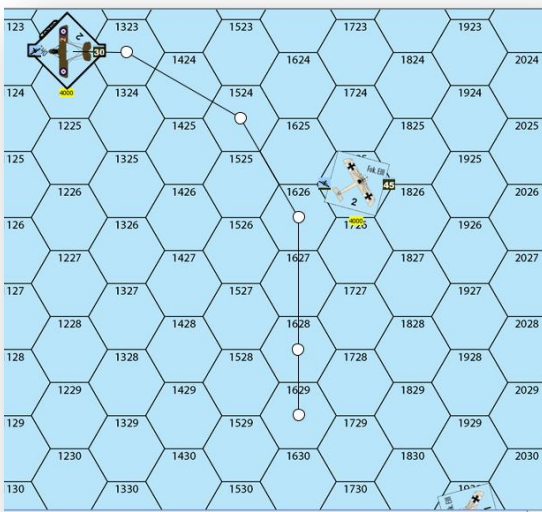
Fokker EIII – 1 gets a +1 DRM for being an Ace. DH2 – 1 declares tailing against Fokker EIII - 1

DH 2– 1	Tailing Fokker EIII - 1
DH 2– 2	4
DH 2– 3	7
Fokker EIII – 1	11
Fokker EIII – 2	10

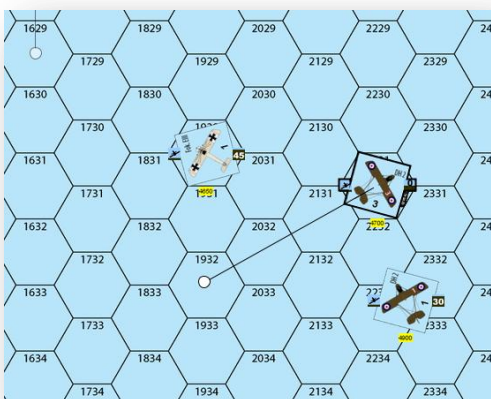
Flight Order = DH 2 – 2, DH 2 – 3, Fokker EIII – 2, Fokker EIII – 1, DH 2 – 1

Fokker EIII – 1 rolls to clear his stoppage: Roll = 84 = **Success**

Movement Phase

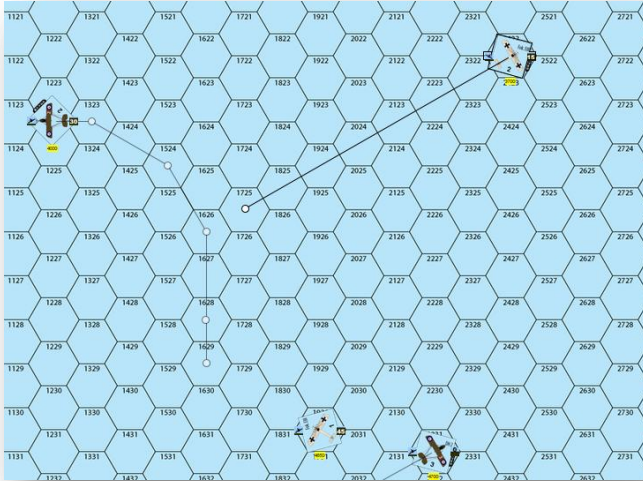


Already damaged and with the German ace coming at him DH2 – 2 decides that discretion is the better part of valour and turns away. He can't pull round very hard because of the wing spar damage. Well he could but it increases the chance of his wings falling off 😊

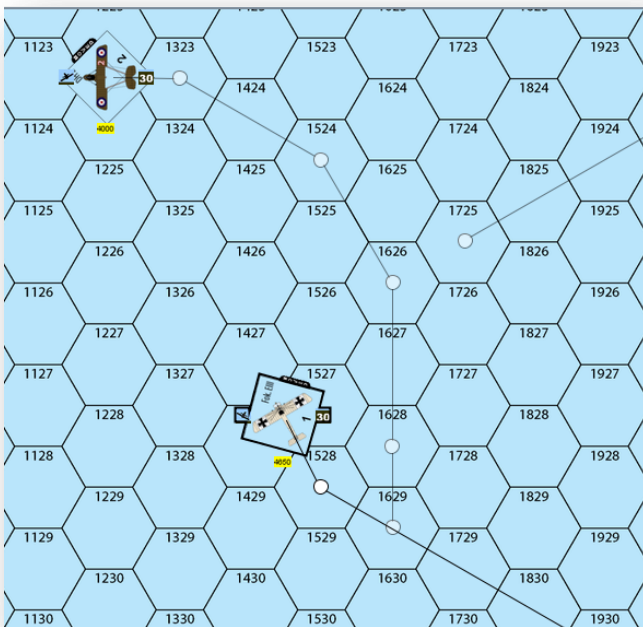


DH 2 – 3 has lost a lot of airspeed by climbing sharply and then doing a zero-G push back to level. As it stands he is at minimum speed. He will therefore fly straight and level and try and pick up some energy.

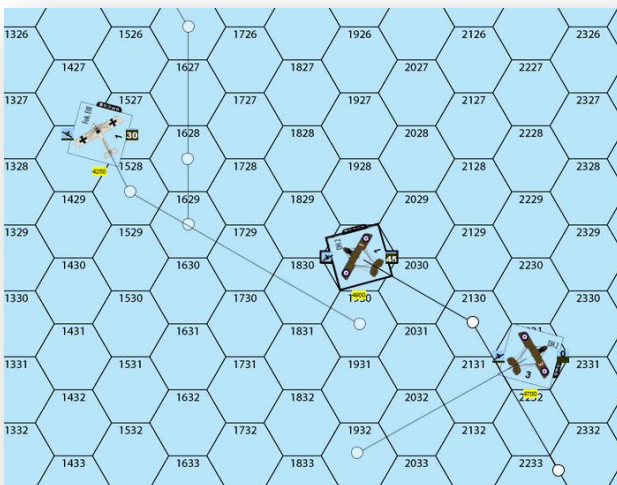
Scenario 12 – End of the Fokker Scourge – Turns 9-10



Fokker EIII – 2 continues his dive away from the fight. He does pull the nose up slightly so that he doesn't generate too much speed and rip *his* wings off.



Fokker EIII – 1 rolls right, turns to the right and lines up yet another shot against DH 2 – 2.



Lt Wilkinson gently brings the nose around to line up on Fokker EIII – 1

Combat

I will start with Fokker EIII – 1 shooting at DH 2 - 2.

Length of burst. Short

I roll for malfunction = 06 – no problems.

Py-Range = 5(-5)

Deflection Modifier = -0 (VAO 12, AOM 2)

Relative speed Modifier = -10

Gun sight= 0

Turn Rates = -5 (DH2 4G) and -10 (Fokker 3G) = -15

Ace combat modifier = +20

Total Modifiers = -10

Dice roll = 45 – 10 = -34 = **2 HITS**

I now roll for system hits = 66 = 1 system hit.

I roll for location = 56 = Engine.

I roll for the effect (0 Protection, -10 Air cooled, +15 Full Throttle, +10 Additional Engine hit) = 33
+15 = 48 = Propeller damage. Decrease engine thrust by 2.

DH 2 – 2 is now at -3 thrust but still flying.

DH 2 – 1 will now shoot at the ace.

Length of burst. Normal

I roll for malfunction = 37 – no problems.

Py-Range = 5(-5)

Deflection Modifier = +20 (VAO 12, AOM 2)

Relative speed Modifier = -0

Gun sight= 0

Turn Rates = -5 (DH2 2G) and -5 (Fokker 3G) = -10

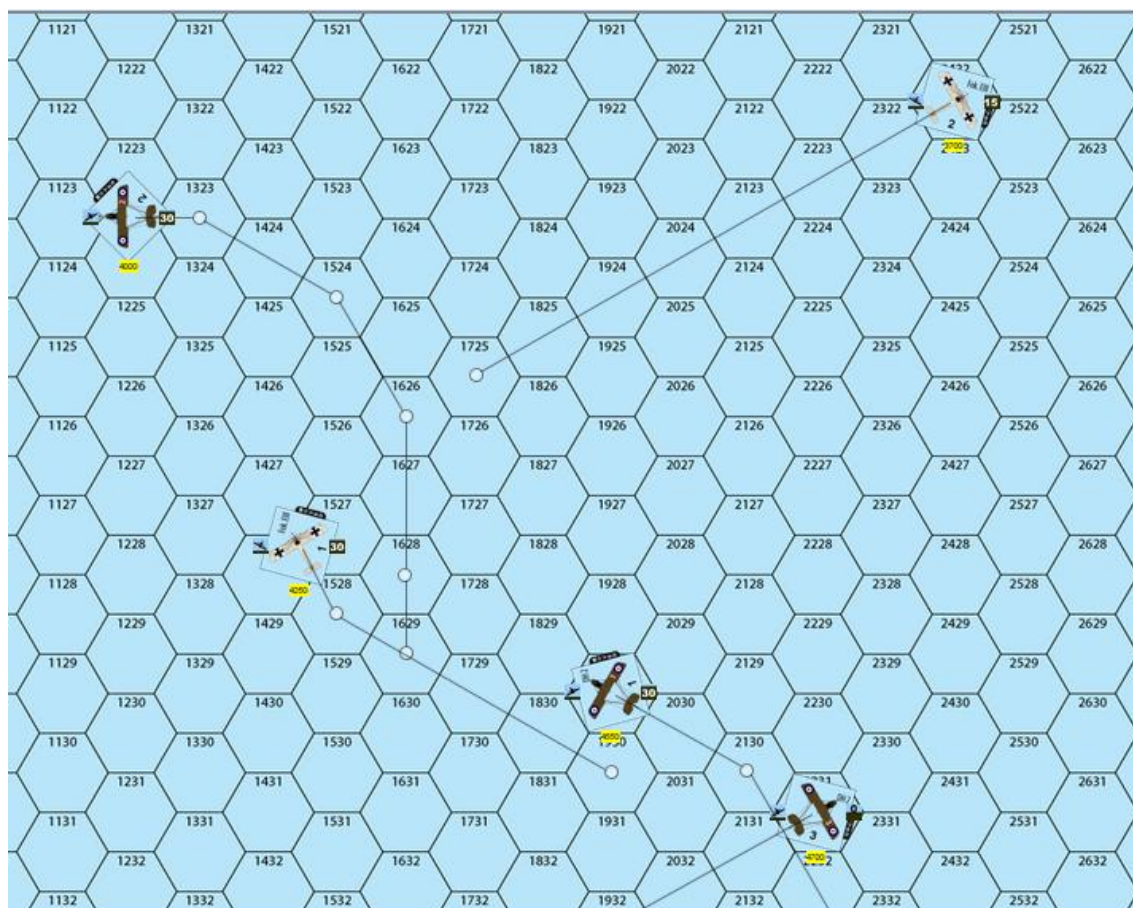
Vet combat modifier = +5

Crack Shot = +5

Total Modifiers = +15

Dice roll = 74 + 15 = -89 = **4 HITS**

I now roll for system hits = 29 = 0 system hits.



Final Positions

DH2 – 1	Alt: 4550 Nose: 30 degree dive	Bank: 30 degree left bank Spd:6.6
DH2 – 2	Alt: 4000 Nose: 30 degree dive	Bank: 30 degree left bank Spd:7.4
DH2 – 3	Alt: 4700 Nose: Level	Bank: 30 degree left bank Spd:4.4
Fokker EIII - 1	Alt: 4250 Nose: 30 degree dive	Bank: 30 degree right bank Spd:6.4
Fokker EIII - 2	Alt: 3700 Nose: 15 degree dive	Bank: 30 degree right bank Spd:6.8

I realised at the end of the turn that Fokker EIII – 1 should not have been able to clear his stoppage, as he was in a 45 degree dive at the time and 30 degrees is the maximum to fix problems with the guns. Rather than go back I decided that, as an ace, he got a bit of luck.

Turn 10

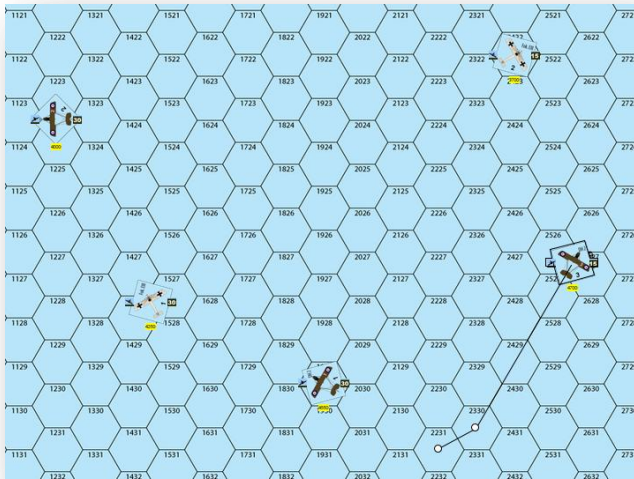
Situational Awareness

Fokker EIII – 1 gets a +1 DRM for being an Ace. DH2 – 1 declares tailing against Fokker EIII - 1

DH 2– 1	Tailing Fokker EIII - 1
DH 2– 2	5
DH 2– 3	4
Fokker EIII – 1	6
Fokker EIII – 2	8

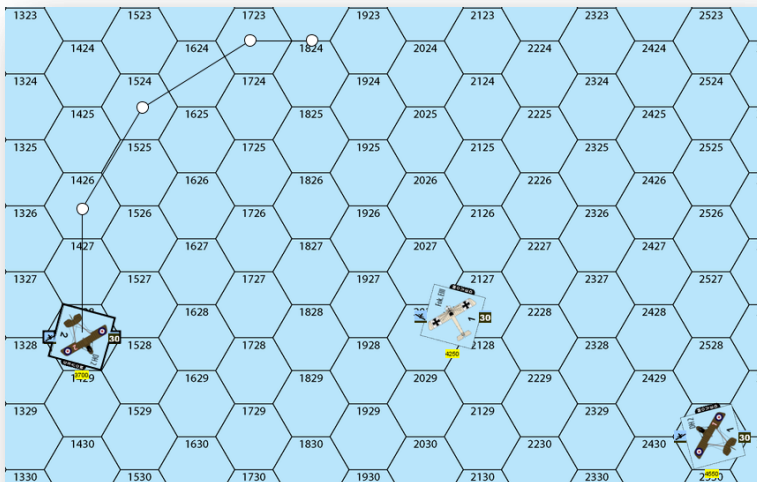
Flight Order = DH 2 – 3, DH 2 – 2, Fokker EIII – 1, DH 2 – 1, Fokker EIII – 2.

Movement Phase



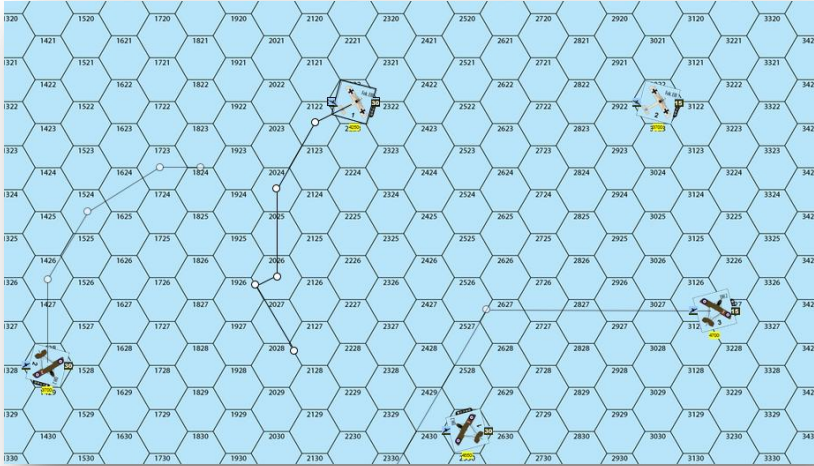
DH 2 – 3 pushes his nose down (he should have done this last turn) and brings his a/c round to try and cut off the fleeing Fokker EIII – 2.

Note: All a/c shifted 6 hexes to the right to keep them in the playing area.

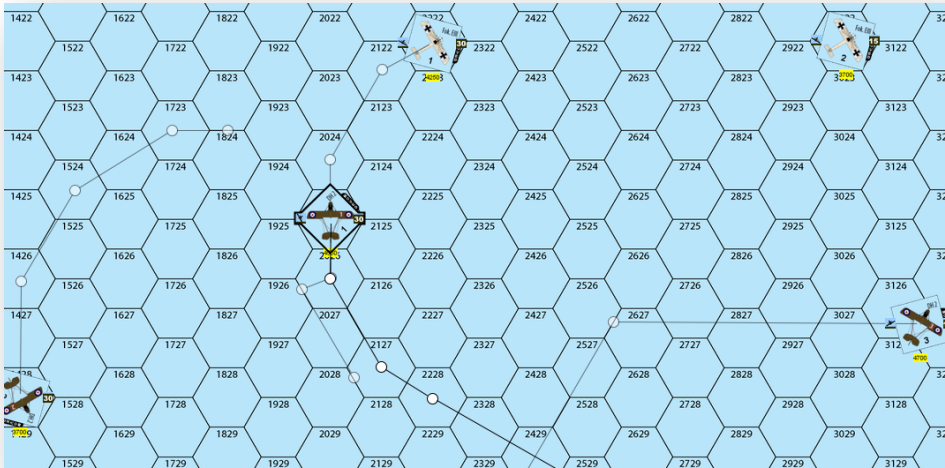


DH 2 – 2 pulls his nose up slightly and pulls out of the Fokkers gun sights.

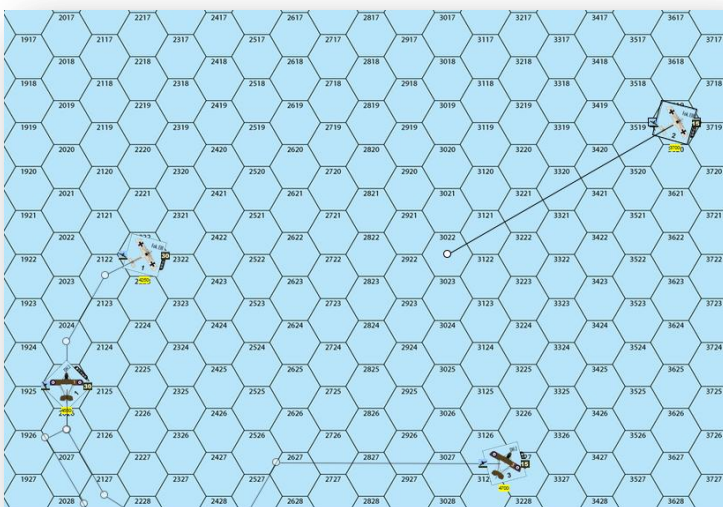
Scenario 12 – End of the Fokker Scourge – Turns 9-10



Fokker EIII – 1, outnumbered 3 to 1 and with Lt Wilkinson on his tail decides to do the smart thing and pull away to the right – he keeps his nose down.



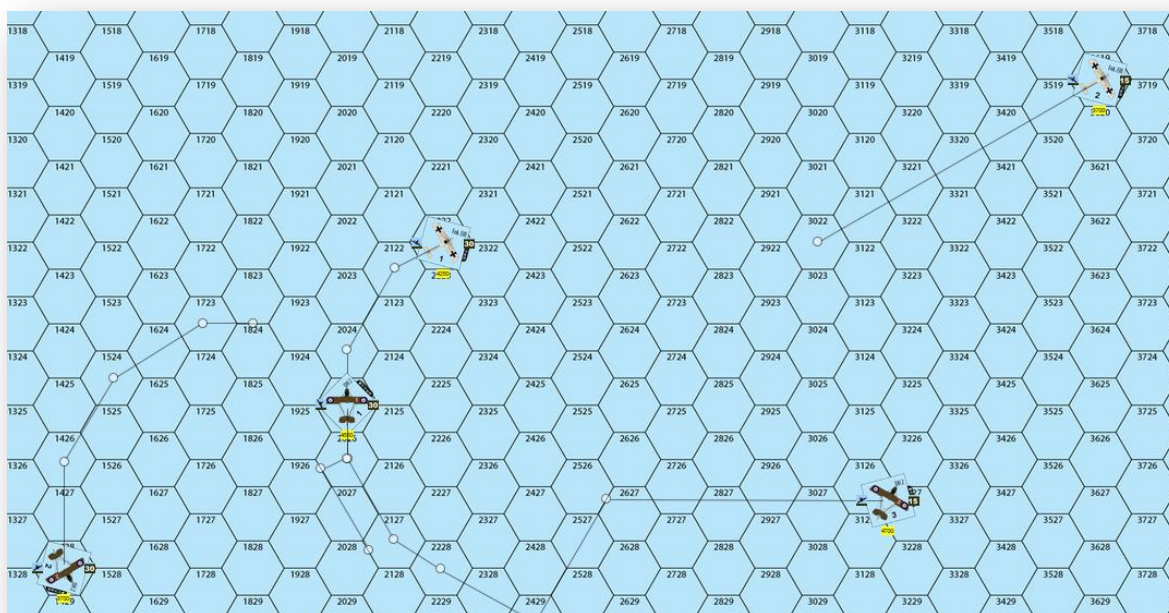
Lt Wilkinson rolls into a 60 degree bank and pulls a 4g right turn trying to stay with the Fokker.



Fokker EIII - 2 continues to dive away going for separation.

Combat

No combat. Fokker EIII – 1 was just outside of the vertical limit of Lt Wilkinson. Maybe if I had planned it better I could have got a shot.



Final Positions

DH2 – 1	Alt: 4100 Nose: 30 degree dive	Bank: 60 degree right bank Spd:7.0
DH2 – 2	Alt: 3700 Nose: 15 degree dive	Bank: 30 degree left bank Spd:7.2
DH2 – 3	Alt: 4700 Nose: 15 degree dive	Bank: 30 degree left bank Spd:5.1
Fokker EIII - 1	Alt: 3950 Nose: 30 degree dive	Bank: 30 degree right bank Spd:6.3
Fokker EIII - 2	Alt: 3450 Nose: 15 degree dive	Bank: 30 degree right bank Spd:6.8

The Germans are pretty much running away now. One lucky shot by the British (taking out the Fokker's machine gun) has turned the game around. If the ace stays to fight 3 British machines he will most likely die. Time to go.

The problem is that the British don't want to let them go – they want revenge. So now it becomes a pursuit.