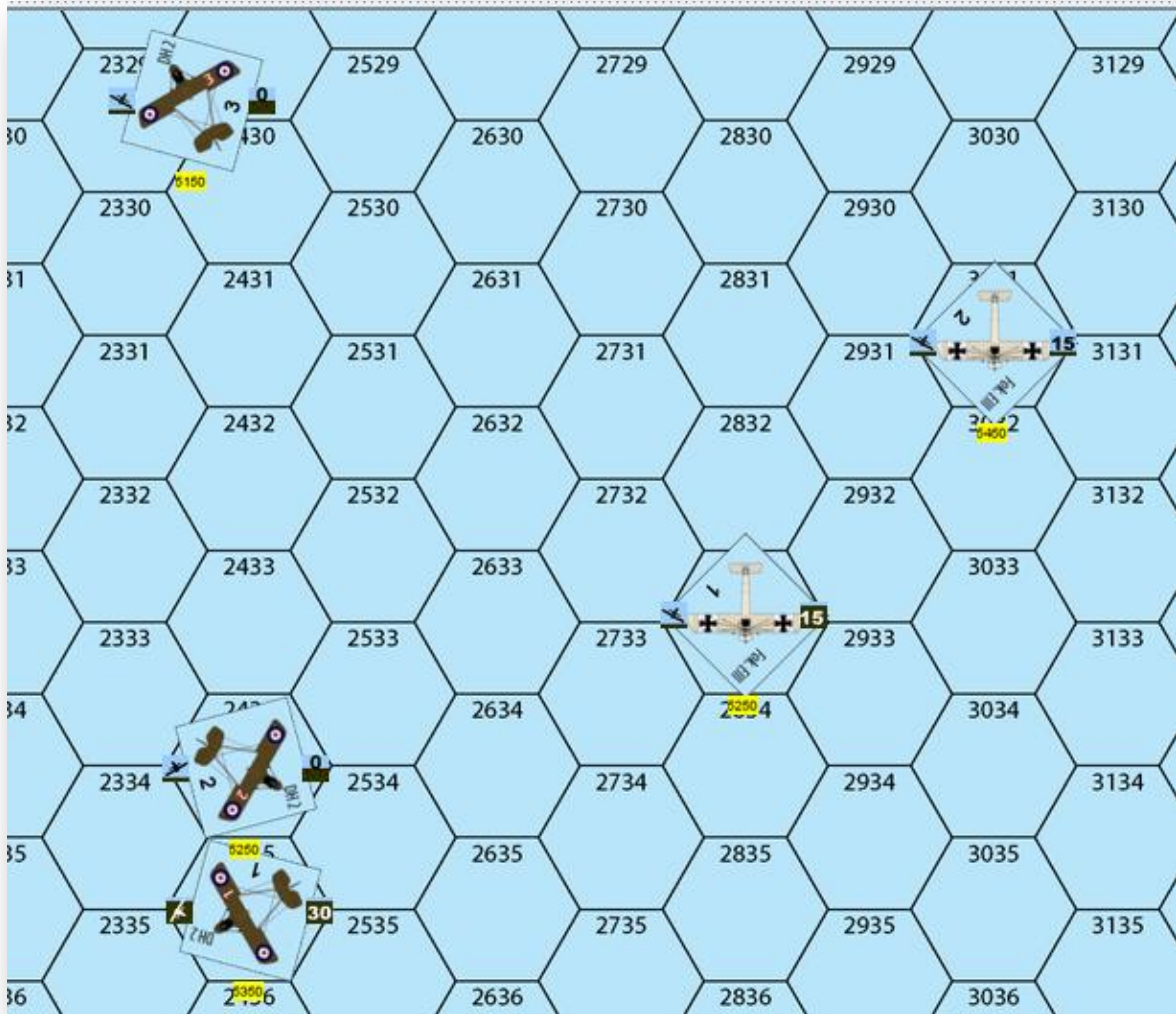


Scenario 12 – End of the Fokker Scourge – Turns 3-4

Initial Positions – end of turn 2



DH2 – 1	Alt: 5350 Nose: 30 degree dive	Bank: Inverted 120 degree right bank Spd:5.5
DH2 – 2	Alt: 5250 Nose: Level	Bank: 30 degree left bank Spd:5.8
DH2 – 3	Alt: 5150 Nose: Level	Bank: 30 degree right bank Spd:5.7
Fokker EIII - 1	Alt: 5250 Nose: 15 degree dive	Bank: 30 degree right bank Spd:5.4
Fokker EIII - 2	Alt: 5450 Nose: 15 degree climb	Bank: 30 degree right bank Spd:4.9

Scenario 12 – End of the Fokker Scourge – Turns 3-4

Situational Awareness

Fokker EIII – 1 gets a +1 DRM for being an Ace

DH 2– 1	3
DH 2– 2	3
DH 2– 3	2
Fokker EIII – 1	4
Fokker EIII – 2	10

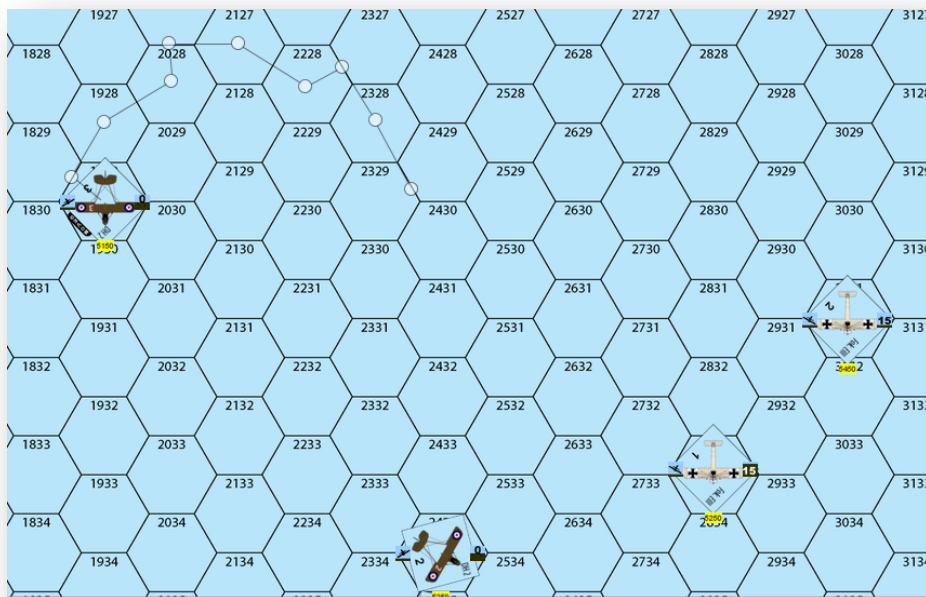
Flight Order = DH 2 – 3, DH 2 – 1 and DH 2 – 2 will roll to see who goes first, Fokker EIII – 1, Fokker EIII – 2.

Fokker EIII – 2 attempts to clear the Jam – roll = 97 weapon still jammed

Movement Phase

Lousy situational awareness rolls force all of the allied machines to go first.

Realising that the Fokker s can out turn him this direction DH 2 – 3 reverses his roll and brings his aircraft back around.



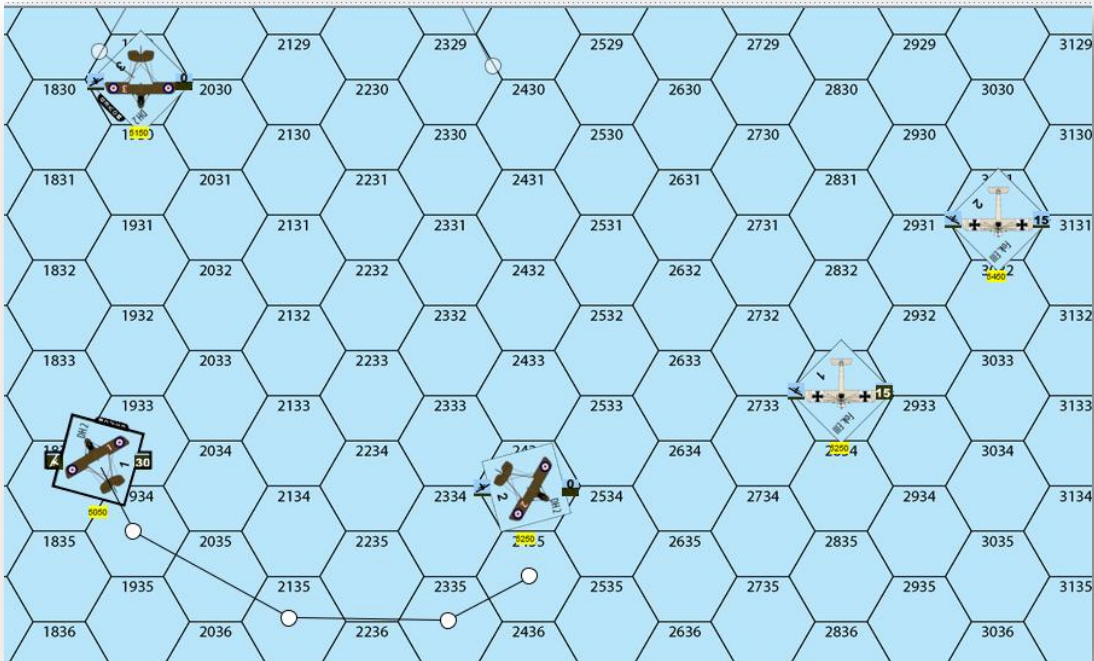
DH 2 – 1 and DH 2 – 2 will roll to see who goes first

DH 2– 1	4
DH 2– 2	7

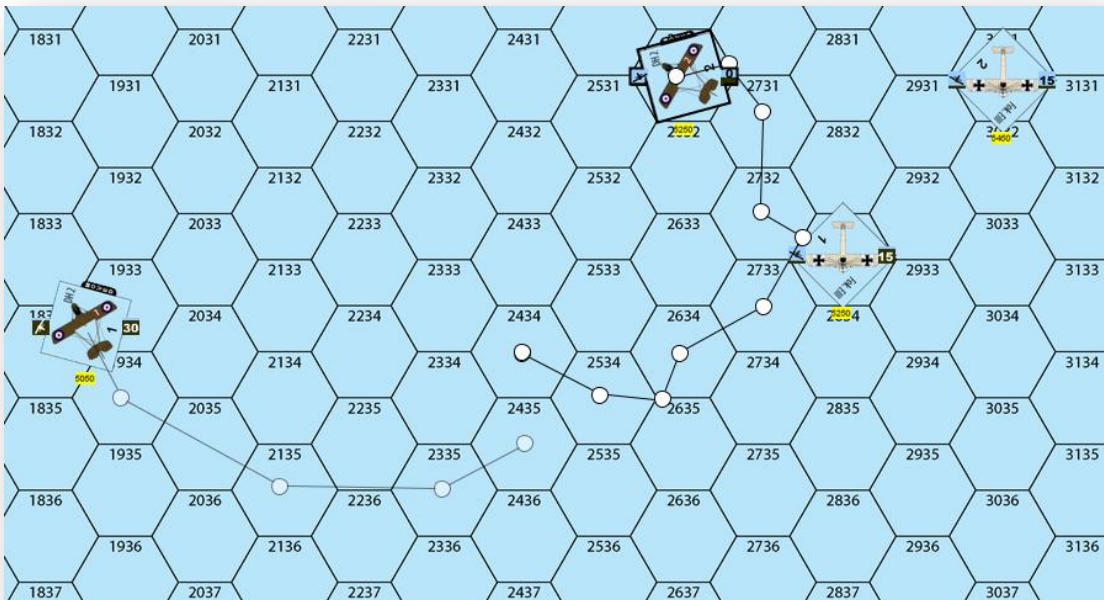
Flight Order = DH 2 – 1, DH 2 – 2

Scenario 12 – End of the Fokker Scourge – Turns 3-4

DH 2 – 1 is forced to fly defensively and so will continue to dive to the right. Hopefully this will force the Fokkers around in front of DH 2 – 3.



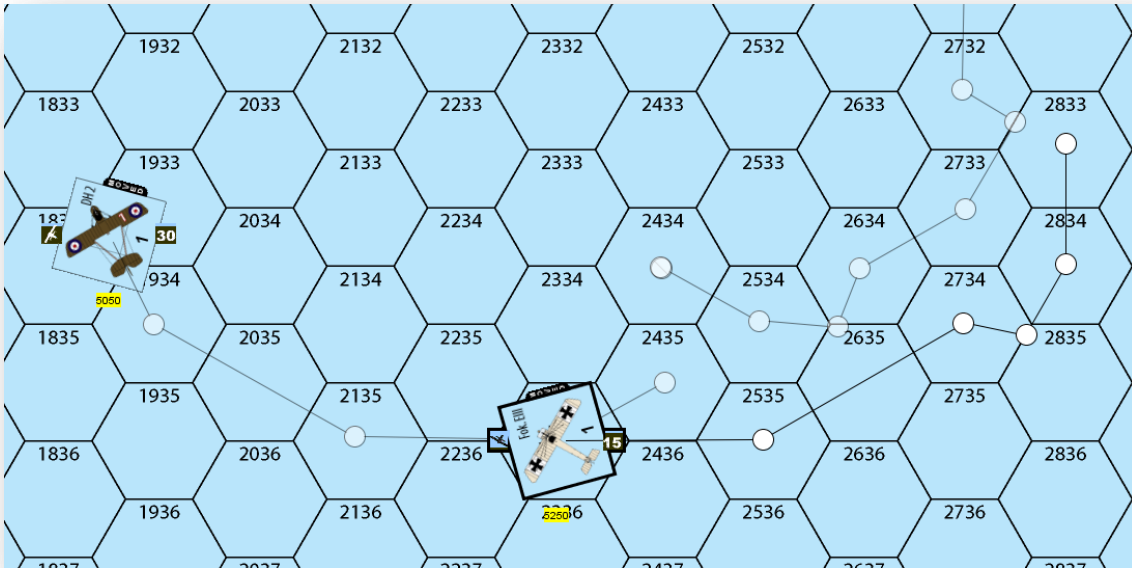
DH 2 – 2 has limited options. Because the Fokkers have yet to move he can't shoot at them during movement. He doesn't want to roll right because he won't do it very well and also he may end up in front of the Fokkers. He therefore keeps the stick hard over and pulls to the left as hard as he can.



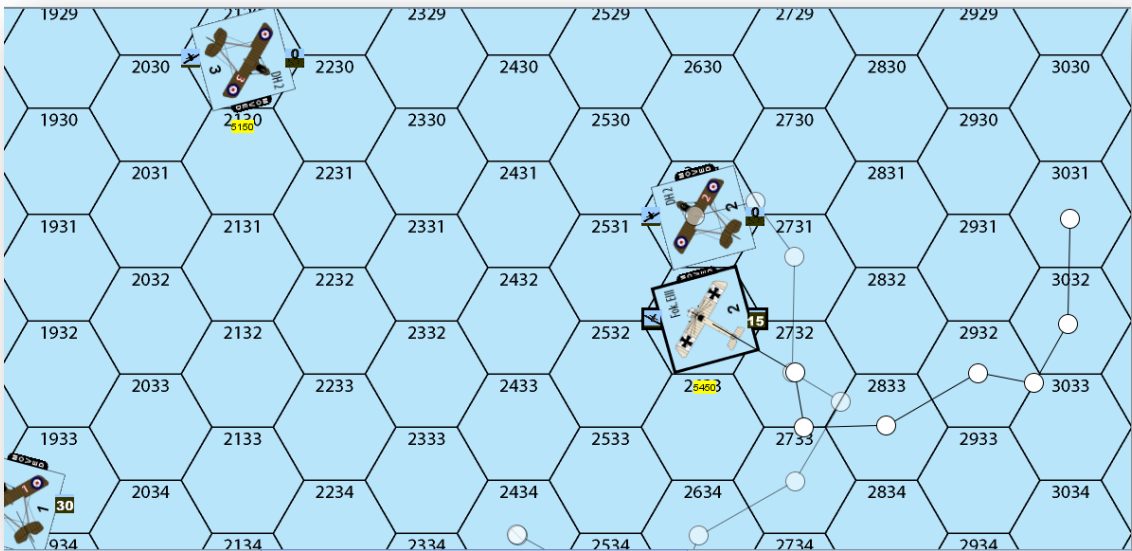
Scenario 12 – End of the Fokker Scourge – Turns 3-4

Right. Time to meet the Fokkers.

Fokker EIII – 1 realises that Lt Wilkinson has made a mistake and moves in for a clear shot.



Although Fokker EIII – 2 has a jammed maxim he pulls around in a tight 2G turn taking advantage of his rotary engine and ends up slightly behind and 200 feet above DH 2 - 2



If he can clear the jam DH 2 – 2 could be in trouble next turn.

Scenario 12 – End of the Fokker Scourge – Turns 3-4

Combat

First thing to do is decide the length of burst - as the Fokker only has the DH 2 in his sights for 1/3 of his move he can only fire ...ah...in the rules it says a short burst for ¼ move or less and a normal burst for ½ move or greater. I will rule that a normal burst is allowed

I roll for malfunction – 25– Hooray the damn gun worked.

Py-Range = 4 (-5)

Deflection Modifier = -15 (VAO 11, AOM 1)

Relative speed Modifier = 0

Gun sight= 0

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

Ace Combat Mod = +20

Total Modifiers = -15

Dice roll = 54 – 15 = 39 = **2 HITS**

I now roll for system hits = 96 = 1 system hit.

I roll for location = 28 = Pilot. Uh oh.

I roll for the effect (-10 Protection) = 33 - 10 = 23

Lightly wounded.

Lt Wilkinson feels a sharp sting in his arm. Damn – He's got a Hun on his tail



The German ace cuts inside of the Allied airman's turn and fires an accurate burst into him.

Turn 3

Situational Awareness

Fokker EIII – 1 gets a +1 DRM for being an Ace and declares that he will tail DH 2- 1

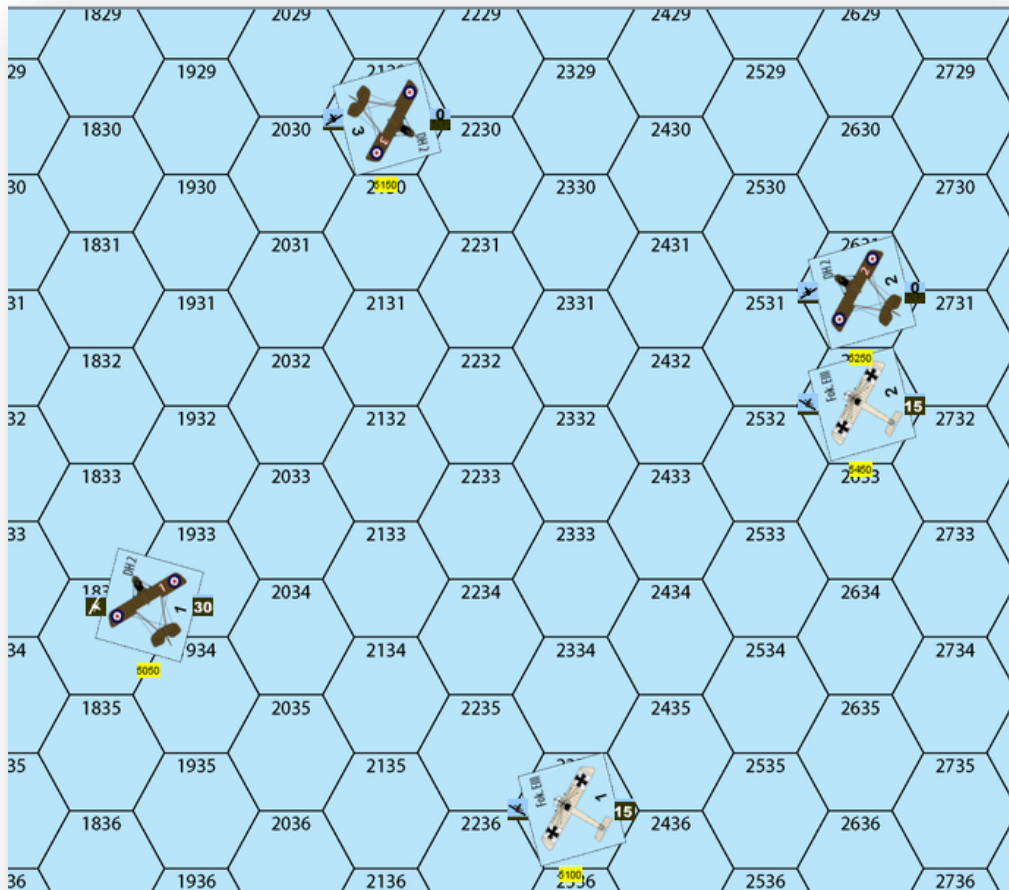
DH 2– 1	9
DH 2– 2	6
DH 2– 3	8
Fokker EIII – 1	Tailing DH 2 - 1
Fokker EIII – 2	10

Better rolling by the British doesn't help them much as the Fokkers either rolled higher or are tailing.

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

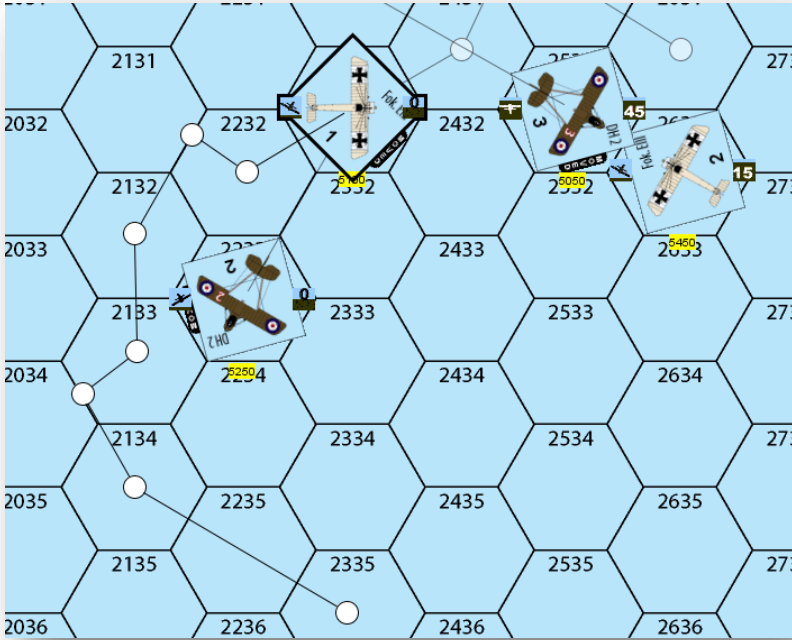
Fokker EIII – 2 attempts to clear the Jam – roll = 46 Jam cleared – he's back in business.

Movement Phase

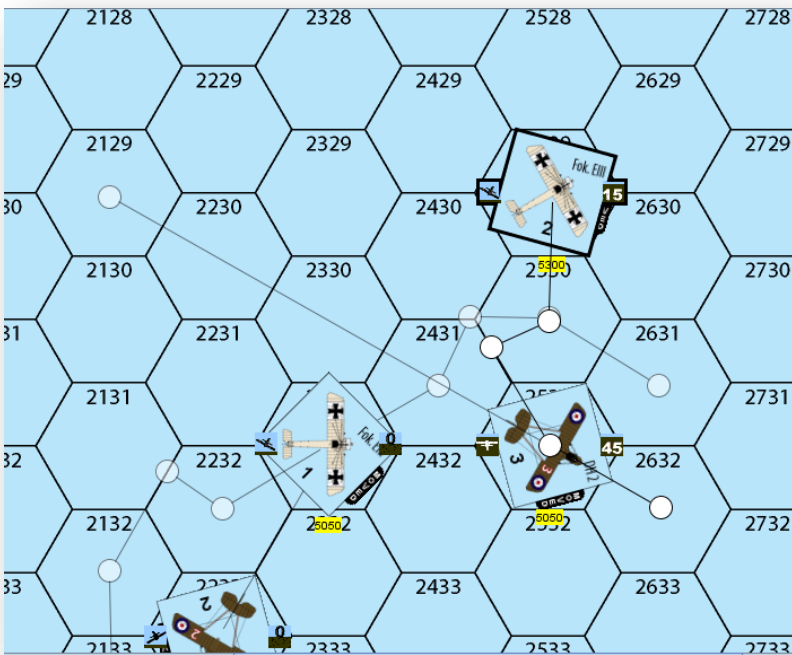


Initial Positions

Scenario 12 – End of the Fokker Scourge – Turns 3-4



The ace in Fokker EIII – 1, realising that he is not going to turn with the DH 2 in that direction, looks around for easier prey. DH 2 – 3 would seem to fall in to that category.



Fokker EIII – 2 will continue turning anti clockwise waiting to see what DH 2 – 3 does.

He is slowly diving and picking up speed.

Scenario 12 – End of the Fokker Scourge – Turns 3-4

Combat

Length of burst - as Fokker EIII – 1 only has the DH 2 in his sights for 1/6 of his move he can only fire a short burst .

I roll for malfunction – 72– Close but OK.

Py-Range = 2 (-0)

Deflection Modifier = -10 (VAO 9, AOM 1)

Relative speed Modifier = 0

Gun sight= 0

Turn Rates = -5 (DH2-3G) and -15 (Fokker 4G) = -20

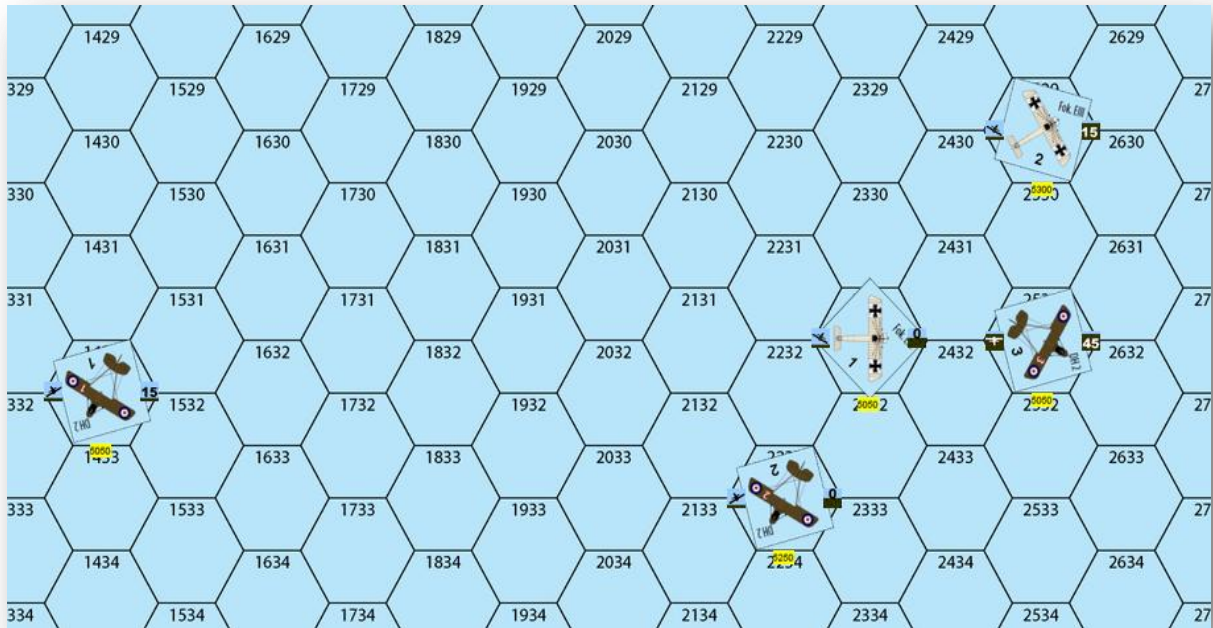
Ace Combat Mod = +20

Total Modifiers = -10

Dice roll = 03 – 10 = -7 = **MISS**

Wow he can miss.

End of Turn



Final Positions

DH2 – 1	Alt: 4950 Nose: 15 degree climb	Bank: 30 degree left bank Spd:5.9
DH2 – 2	Alt: 5250 Nose: Level	Bank: 30 degree left bank Spd:5.4
DH2 – 3	Alt: 5050 Nose: 45 degree dive	Bank: 180 degree inverted Spd:5.5
Fokker EIII - 1	Alt: 5050 Nose: Level	Bank: 30 degree right bank Spd:5.1
Fokker EIII - 2	Alt: 5300 Nose: 15 degree dive	Bank: 30 degree right bank Spd:5.7

The major mistake that the British made was to turn into the Germans on turn 1. At the time I didn't realise how effective turning in the direction of engine rotation was. You can, effectively, turn twice as fast in the direction of the engine. This makes for a fascinating battle, where the Germans are trying to keep the British on their right side and the British are trying to keep the Germans to their left. As you can see above the British have managed to pass through the Germans and should start to regain some of the positional advantage; although the Germans will also have them on the side they want.....

On to turn 5....