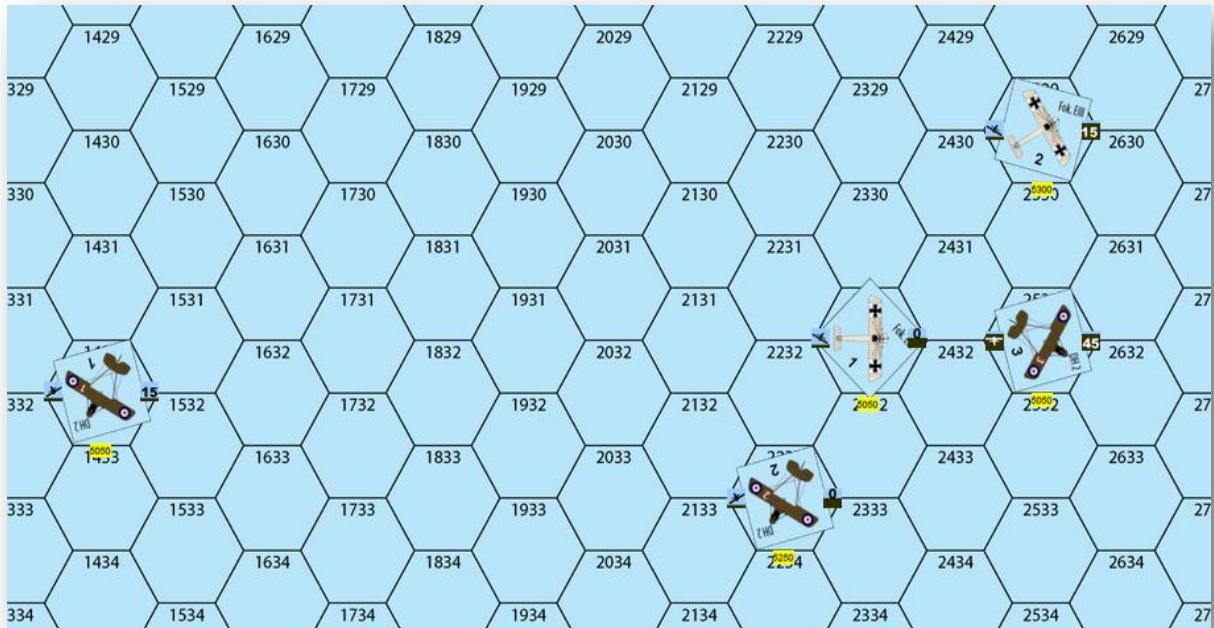


## Scenario 12 – End of the Fokker Scourge – Turns 5-6

### Initial Positions – end of turn 4



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

### Situational Awareness

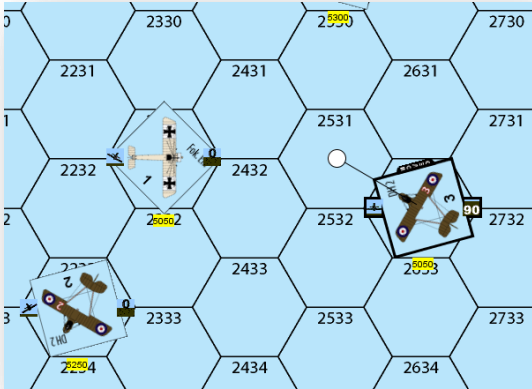
Fokker EIII – 1 gets a +1 DRM for being an Ace

DH 2– 1	5
DH 2– 2	10
DH 2– 3	2
Fokker EIII – 1	6
Fokker EIII – 2	5

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

## Scenario 12 – End of the Fokker Scourge – Turns 5-6

### Movement Phase

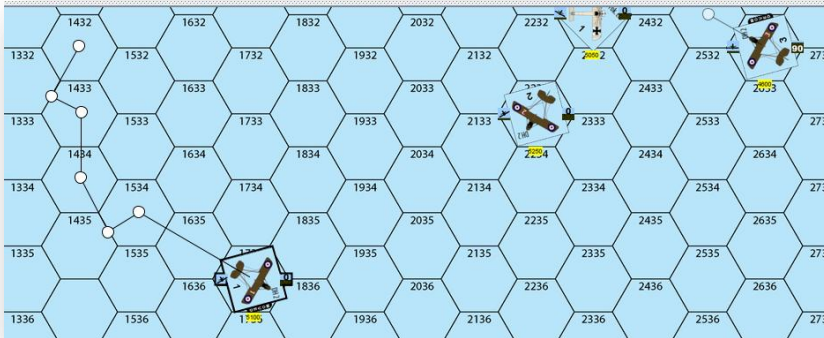


DH 2 – 3 continues his loop and enters a vertical dive.

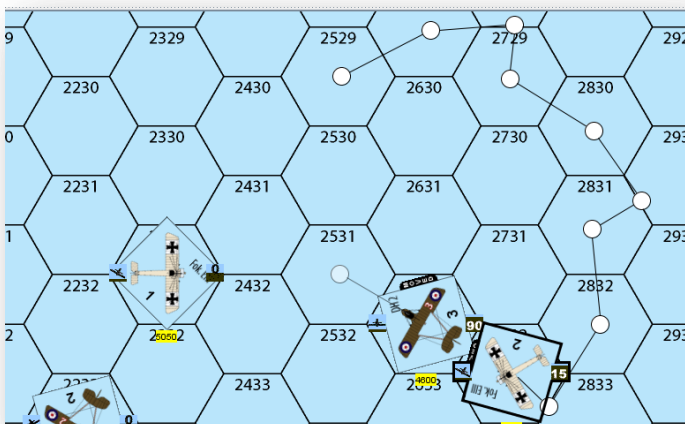
DH 2 – 1 and Fokker EIII – 2 will roll to see who goes first

DH 2– 1	2
Fokker EIII – 1	3

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

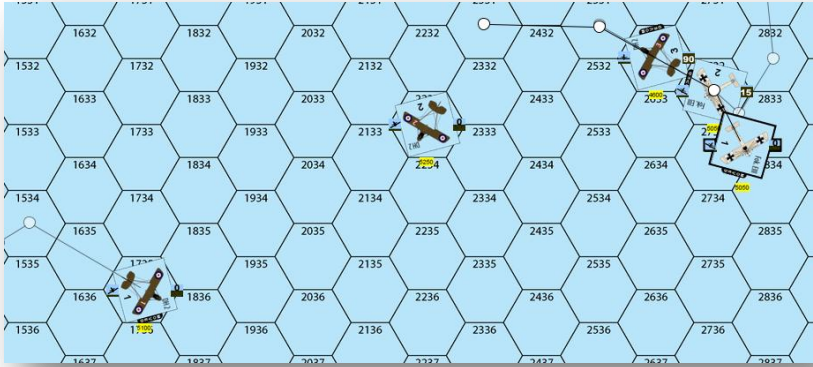


DH 2 – 1 levels out and swings around to the east being careful to keep the Fokkers on his left side.

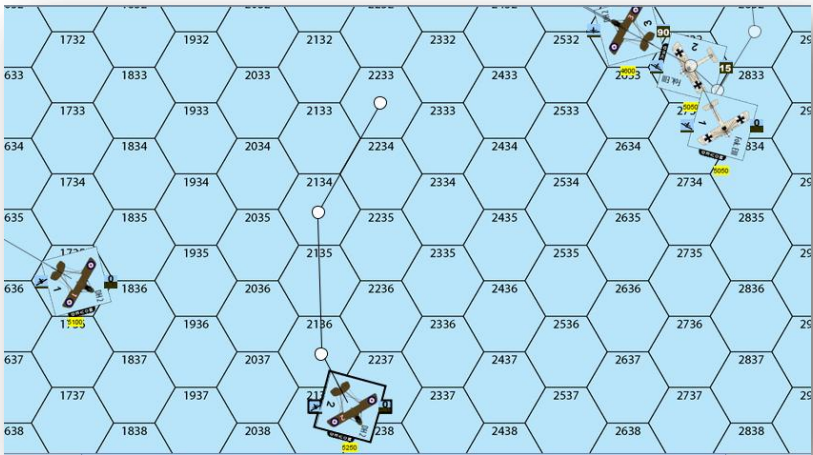


Fokker EIII – 2 spirals downwards hoping to latch onto the DH 2's tail when it comes out of its dive.

## Scenario 12 – End of the Fokker Scourge – Turns 5-6



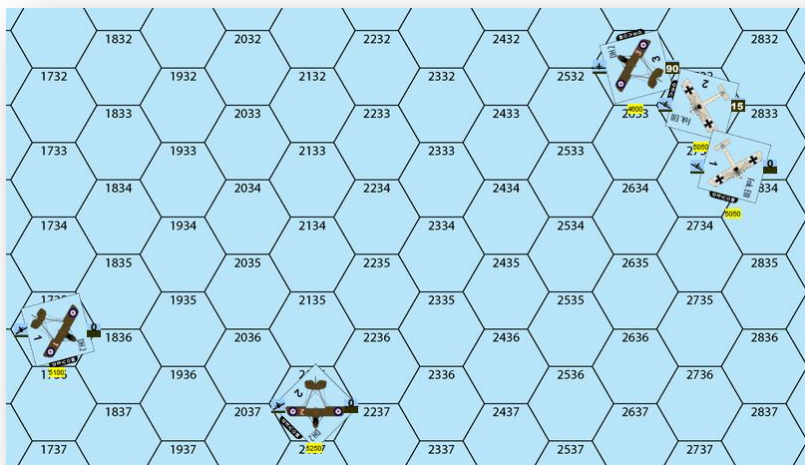
Fokker III – 1 brings his nose gently round to the south being careful to keep the British machines to his right



DH 2 – 2 matches the Fokker from his higher perch and brings his machine gently round to the SSE being careful to keep the Fokkers on his left.

### Combat

There is no combat



**Turn 6**

**Situational Awareness**

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

DH 2– 1	5
DH 2– 2	8
DH 2– 3	6
Fokker EIII – 1	8
Fokker EIII – 2	6

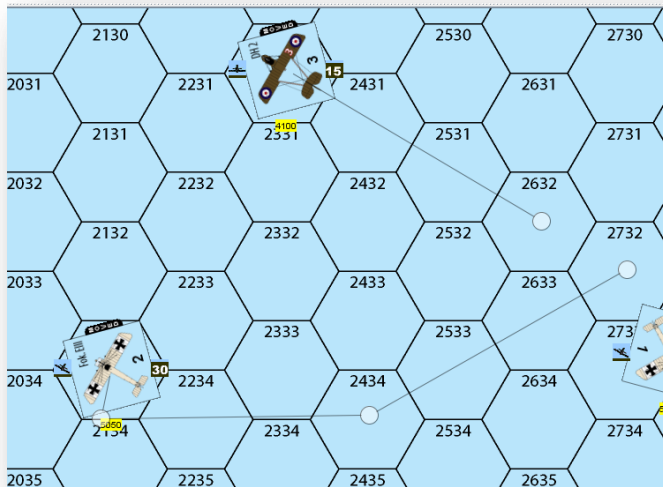
Flight Order = DH 2 – 1, DH 2 – 3 and Fokker EIII – 2 will roll to see who goes first, Fokker EIII – 1 and DH 2 – 2 will roll to see who goes first.

**Movement Phase**

Unwilling to get too close to the Ace in the Fokker DH 2 – 1 skids to the right to maintain separation.

DH 2 – 3 and Fokker EIII – 2 will roll to see who goes first

DH 2– 3	9
Fokker EIII – 2	10



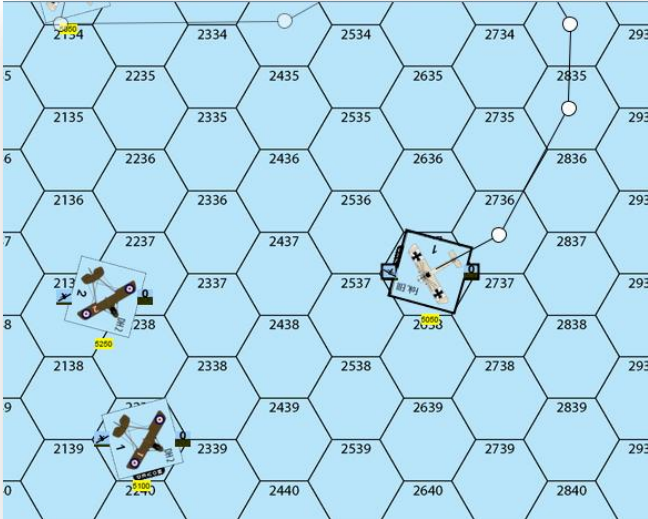
DH 2 – 3 pulls back on the stick and brings the nose back up.

Fokker EIII – 2 pushes down a tries to set up a shot on the lower DH 2. This turns out to be unlikely so he adopts a position with the DH 2 to his right and increases his dive rate.

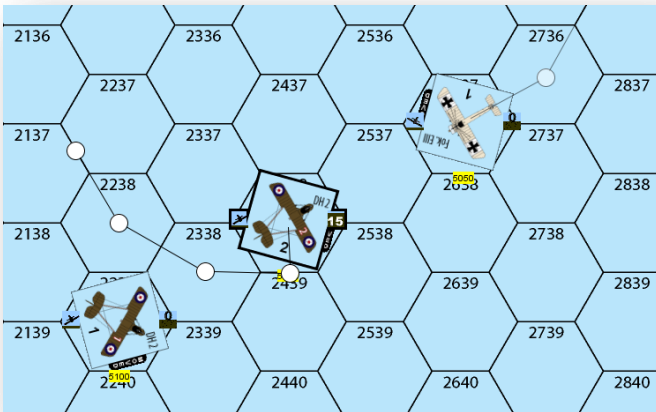
Fokker EIII – 1 and DH 2 – 2 will roll to see who goes first

DH 2– 2	9
Fokker EIII – 1	8

## Scenario 12 – End of the Fokker Scourge – Turns 5-6

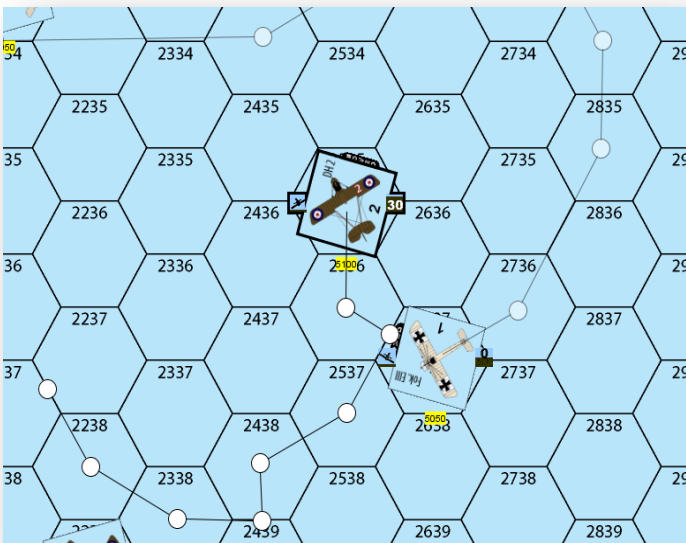


Fokker EIII – 1 pulls hard right and lines up a high deflection shot on Lt Wilkinson



DH 2 – 2 pulls hard left and points his nose downwards at the Fokker.

The pilot must make an intent roll to attack. This is his SA (6) - 2 (Range 2) = 4 or less. He rolls a 10 and changes his mind.



He continues his left turn and flashes past the nose of Fokker EIII- 1.



## Scenario 12 – End of the Fokker Scourge – Turns 5-6

### Combat

Fokker EIII – 1 checks for length of burst. As he has had the DH2 in his sights for ½ a move he can fire a normal burst.

I roll for malfunction = 18 – no problems.

Py-Range = 4 (-5)

Deflection Modifier = -35 (VAO 11, AOM 0)

Relative speed Modifier = -15

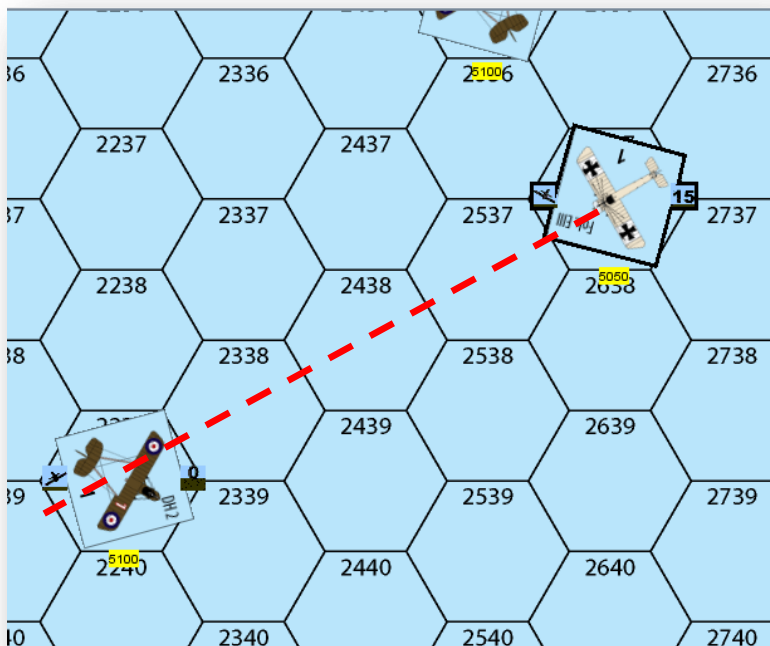
Gun sight= 0

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

Ace combat modifier = +20

Total Modifiers = -50

Dice roll = 41 – 50 = -9 = **MISS**

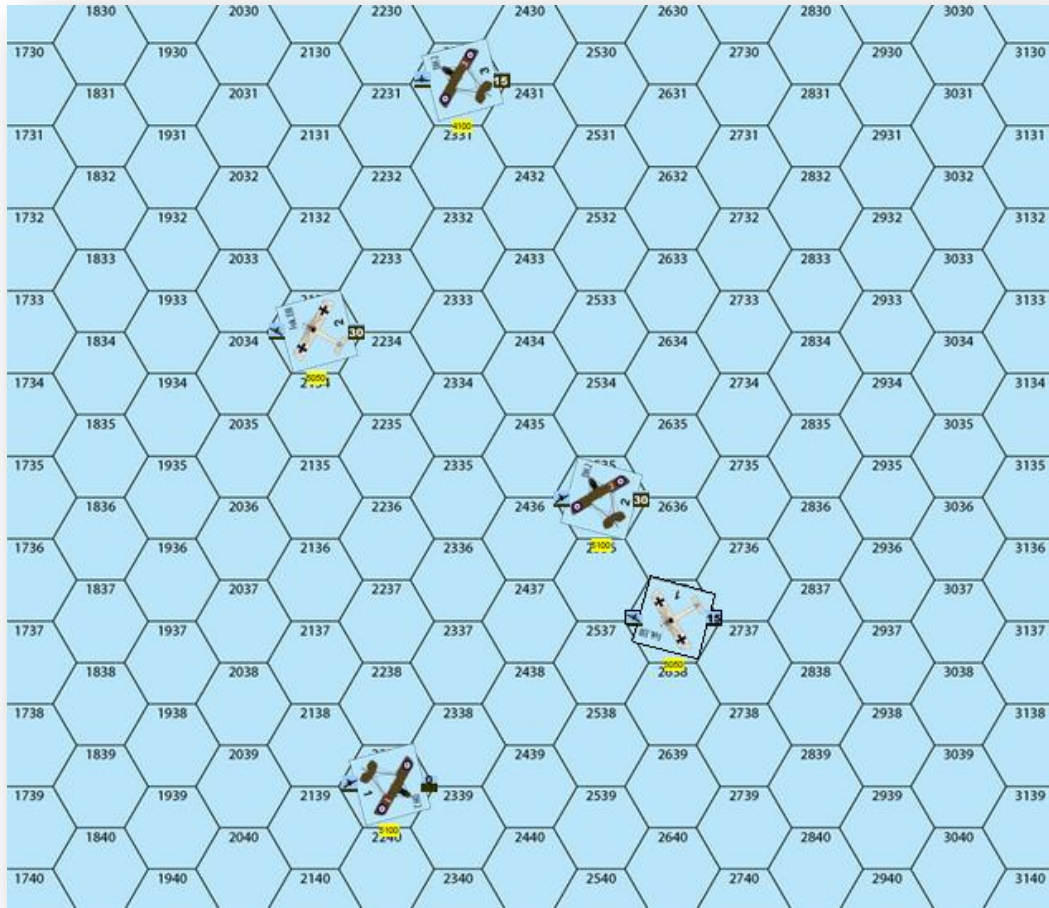


Close but no cigar.

### Final Positions

DH2 – 1	Alt: 5100 Nose: Level	Bank: 30 degree left bank Spd:5.5
DH2 – 2	Alt: 5100 Nose: 30 degree dive	Bank: 30 degree left bank Spd:5.9
DH2 – 3	Alt: 4100 Nose: 15 degree dive	Bank: Level Spd:7.3
Fokker EIII - 1	Alt: 5050 Nose: 15 degree climb	Bank: 30 degree right bank Spd:5.6
Fokker EIII - 2	Alt: 4850 Nose: 30 degree dive	Bank: 30 degree right bank Spd:5.8

## Scenario 12 – End of the Fokker Scourge – Turns 5-6



The British have managed to regain some of the advantage although the damn ace is still getting shots off. More by then luck than judgement DH 2 – 2 managed to end up on the tail of Fokker EIII – 2 when he tried to line up a frontal pass on Fokker EIII – 1.

**On to turn 7....**