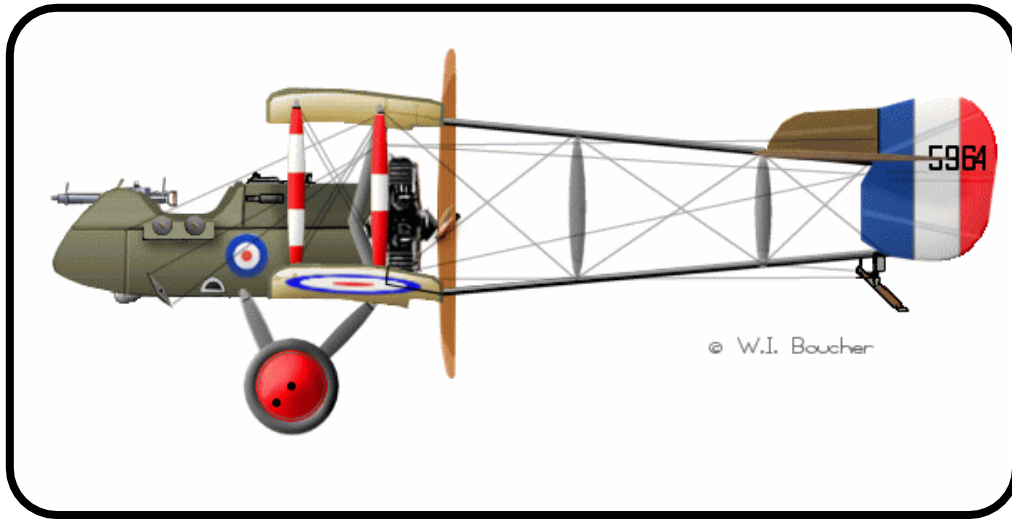


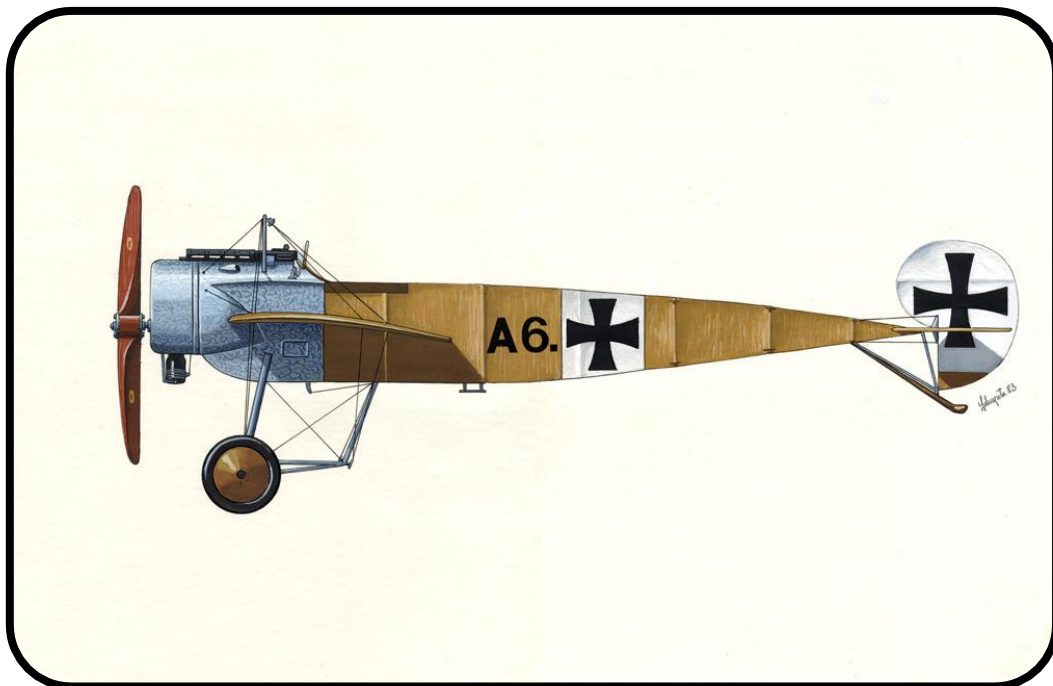
## Scenario 12 – End of the Fokker Scourge

France – 19<sup>th</sup> July 1916

Something with a bit more meat to it this time. It also features my favourite aircraft of all time...



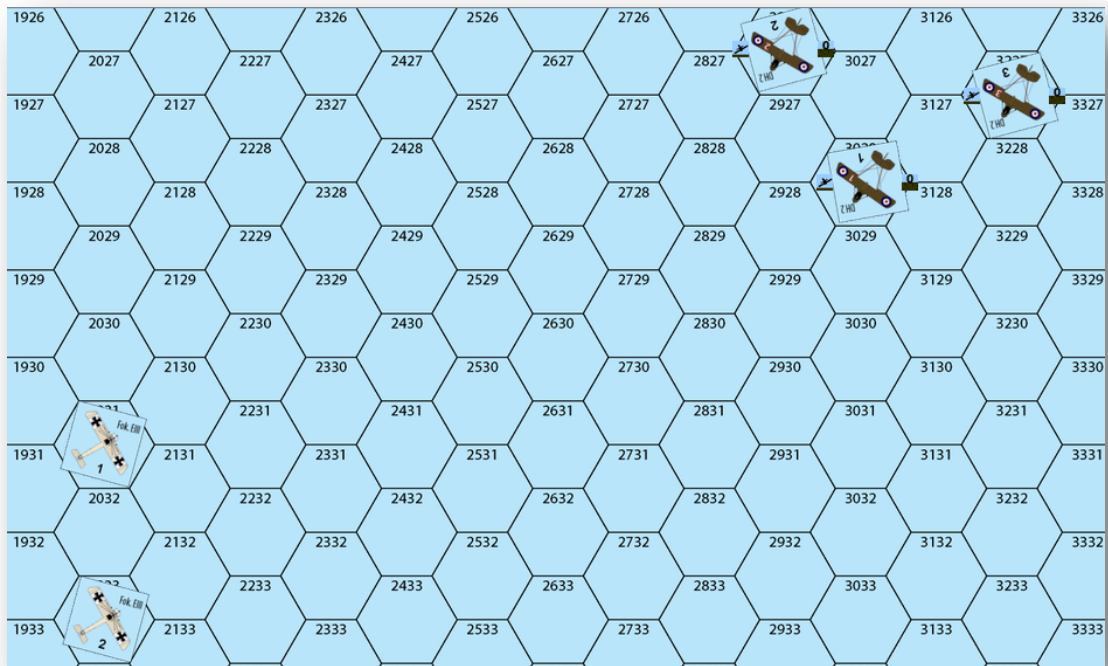
The mighty Airco DH2



Vs the Fokker EIII

## Scenario 12 – End of the Fokker Scourge

### Initial Setup



DH 2 – 1	Alt:5200	Nose:0-Lvl	Bank: 30Lu	Start Speed: 5.6 (0.0 carry)
DH 2 – 2	Alt:5250	Nose:0-Lvl	Bank: 30Lu	Start Speed: 5.6 (0.0 carry)
DH 2 – 3	Alt:5150	Nose:0-Lvl	Bank: 30Lu	Start Speed: 5.6 (0.0 carry)
Fokker EIII - 1	Alt:5300	Nose:0-Lvl	Bank: 30Lu	Start Speed: 5.7 (0.0 carry)
Fokker EIII - 1	Alt:5250	Nose:0-Lvl	Bank: 30Lu	Start Speed: 5.7 (0.0 carry)

All aircraft are at full throttle.

DH 2 – 1 is being flown by Lt Wilkinson who is veteran; all other pilots are regular. Lt Wilkinson is also a crack shot and Fokker EIII – 1 is being piloted by an ace.

I shall attempt to play this with all of the advanced rules but no optional ones just yet.

## Turn 1

### Situational Awareness

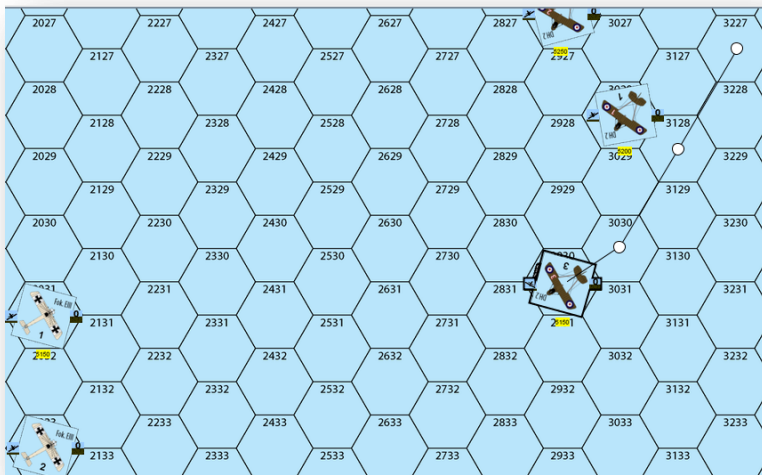
On the first turn we only use the Base situational awareness which is 7 for Lt Wilkinson (DH 2 – 1) and both Fokkers and 6 for the other 2 DH 2s; Initiative is therefore decided on a die roll for each group – Lt Wilkinson and the Fokkers and the other DH 2s. Because of the limitations, on turns and shooting if the a/c are in formation, all aircraft declare that they will break formation

DH 2– 1	10
DH 2– 2	9
DH 2– 3	6
Fokker EIII – 1	5
Fokker EIII – 2	5

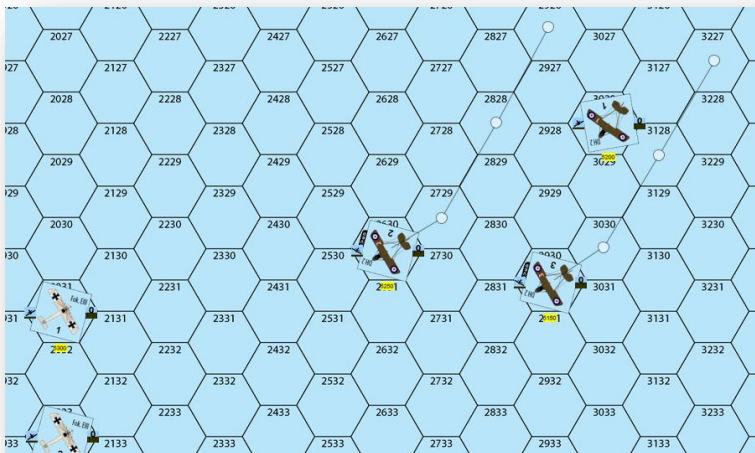
Flight Order = DH 2 – 3, DH 2 – 2, Fokker EIII – 1 and Fokker EIII – 2 will roll to see who moves first, DH 2 – 1.

### Movement

Interesting scenario – the DH2s turn better to the left and the Fokkers turn better to the right.



DH 2 – 3 like all of the DHs would turn better to the left but if they do this they will be turning away from the Fokkers and showing them their tail. DH 2- 3 will, therefore, turn towards the nearest Fokker in an attempt to get a high deflection shot before they fly past.



DH 2 – 2 will aim straight for Fokker – 2 which is at the same altitude.

## Scenario 12 – End of the Fokker Scourge

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

Fokker EIII – 1            2            Reroll = 3  
Fokker EIII – 2            2            Reroll = 2

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

Difficult decision for the Fokker. If he goes left (the way he is banked) he opens up the possibility of the DH2s dropping in on his tail. If he goes right DH2 – 1 (who has yet to move) could drop in behind him. If he goes straight he could be facing a head on pass with DH2 – 2. Maybe dive or climb past the DH2. Hmmm.

He decides to fly straight ahead for most of the move and then pull up slightly at the end. He will perform a head on attack before he pulls up. I believe that he can fly straight for 4 hexes and shoot leaving him 1 hex for a transition (1.0 out of 5.0 allows ¼ of the transition) this means that if he pulls up at 3G he will move 1 (1/4 of 4) arcs upwards to the 15C arc.



**The Fokker's Maxim spits lead !!**

The Fokker pilot must make an intent roll to attack. This is his SA (7) -2 (Range 2) = 5 or less. He rolls a 5 and so will attack.

### **Combat**

First thing to do is decide the length of burst - he decides to fire a long burst as he has been in his sights for his entire move. (I know this is an optional rule but it just makes sense)

I roll for malfunction – 77 + 6 (Long burst) = 83 – damn.

I check to see what has happened – Roll = 05 = Stoppage

I roll to see how much of the burst he got off before it malfunctioned – Roll = 10 = ¼

So he might do some damage if he can hit.

Py-Range = 2 (0)

Deflection Modifier = -15 (VAO 12, AOM 0)

Relative speed Modifier = -20

Gun sight= 0

Turn Rates = -5 (DH2-3G) and -0 (Fokker NA) = -5

Tracking shot = +20

Total Modifiers = -20

## Scenario 12 – End of the Fokker Scourge

Dice roll =  $58 - 20 = 38$  (on the 3 column because of the stoppage) = **2 HITS x2 because of the long burst = 4 HITS**

I now roll for system hits =  $98 = 1$  system hit.

I roll for location =  $57 =$  Engine. I don't believe this.

I roll for the effect (-5 Protection, +15 Full throttle) =  $+10 = 18 + 10 = 28$

Magneto damaged -1 thrust.

Phew - it could have been a lot worse.

DH 2 – 2 makes an intent roll to fire back - SA (6) -2 (Range 2) = 4 or less.

1 rolled – good man.

I don't believe that the DH2 can make a Long burst as the Fokker was out of the DH2's arc of fire for most of the move.

I roll for malfunction =  $85 -$  Close – but the Lewis needs 95 or more to jam.

I don't believe that the DH2 can make a tracking shot as the Fokker was out of the DH2's arc of fire for most of the move.

Py-Range = 2 (-0)

Deflection Modifier = -15 (VAO 12, AOM 0)

Relative speed Modifier = -20

Gun sight= 0

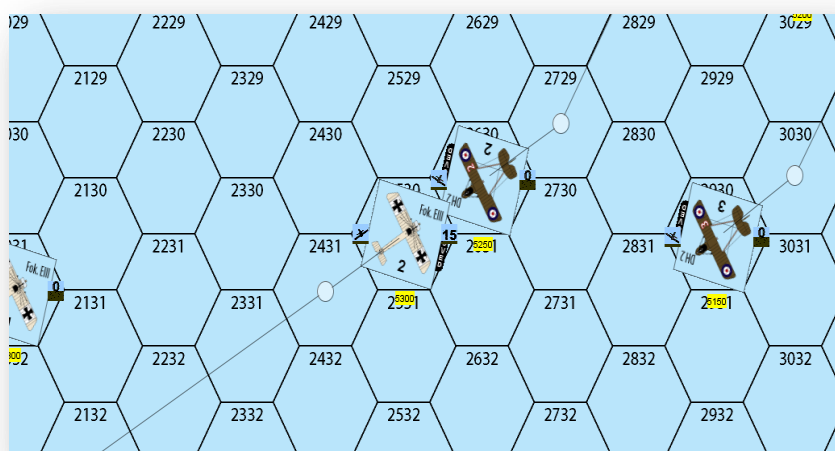
Turn Rates = -10 (DH2-3G) and -0 (Fokker NA) = -10

Total Modifiers = -45

Dice roll =  $75 - 45 = 30 =$  **2 HITS**

I now roll for system hits =  $25 = 0$  system hits.

The Fokker then uses its last FP to pull up and end the move 50 feet above the DH2 and in a 15 degree climb.



**Both aircraft roar towards each other spitting death. Something pings off the engine of the DH2 and a few bullet holes appear in the Fokker's fuselage.**

**The Fokker then pulls up at the last second.**

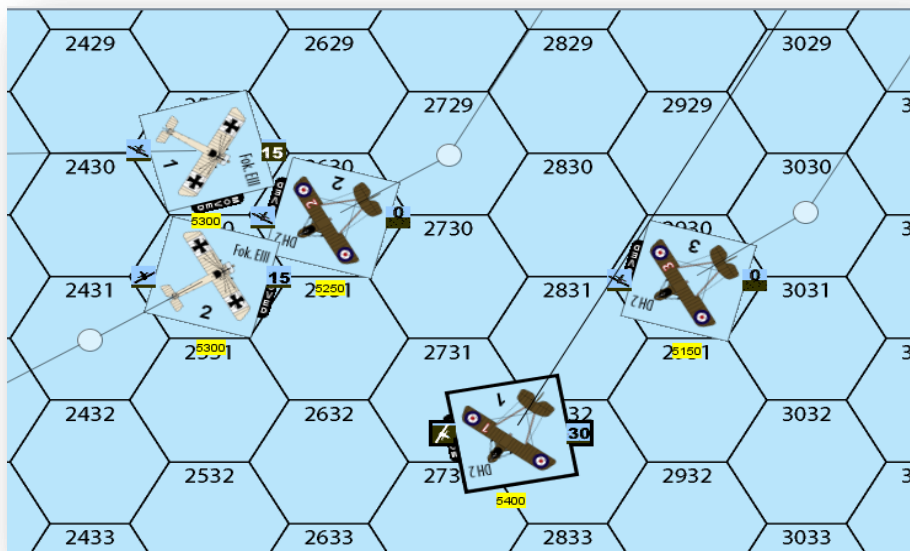
## Scenario 12 – End of the Fokker Scourge

Taking advantage of the rotary engine rotating to the right, Fokker EIII – 1 will roll right for 2 FP and then push the nose forward slightly (OG) and turn hard right. He maintains his altitude and dives in for a high angle shot



This leaves Lt Wilkinson in DH 2 – 1.

Unable to get the nose around fast enough to engage the Fokkers he decides to pull the nose up and roll hard to the left so that he ends up in an Inverted right bank. This should enable him to roll in behind Fokker – 2 next turn.





## Scenario 12 – End of the Fokker Scourge

### Combat Phase

Fokker EIII – 1 is the only a/c that can fire and he will only be able to fire a short burst because he only had the target in his sights for 1/3 of a move.

I roll for malfunction – 84– damn – cheap German \*!\$% Machine guns

I check to see what has happened – Roll = 11 = Stoppage

I roll to see how much of the burst he got off before it malfunctioned – Roll = 5 = 1/4

Not going to do much with ¼ of a short burst.

Py-Range = 1 (0)

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

Relative speed Modifier = -15

Gun sight= 0

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

Ace Combat mod = +20

Total Modifiers = -25

Dice roll = 35 – 25 = 10 (on the 1 column because of the stoppage)= **1 HIT** – DH2 – 2 now has 5 hits

I now roll for system hits = 63 = 0 system hits.

A neat line of holes appears in the top wing.

### Turn 2

#### Situational Awareness

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

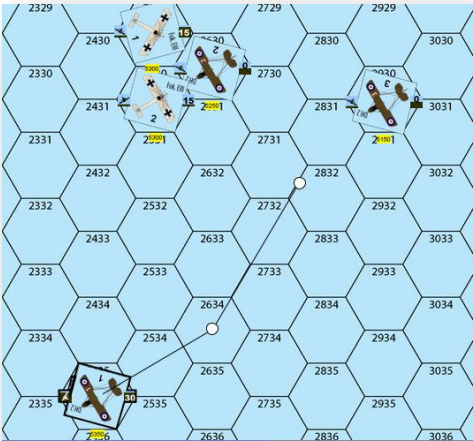
DH 2– 1	4
DH 2– 2	8
DH 2– 3	6
Fokker EIII – 1	7
Fokker EIII – 2	10

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

Fokker EIII – 1 attempts to clear the stoppage – roll = 34 weapon recharged

Fokker EIII – 2 attempts to clear the stoppage – roll = 98 weapon jammed

**Movement**



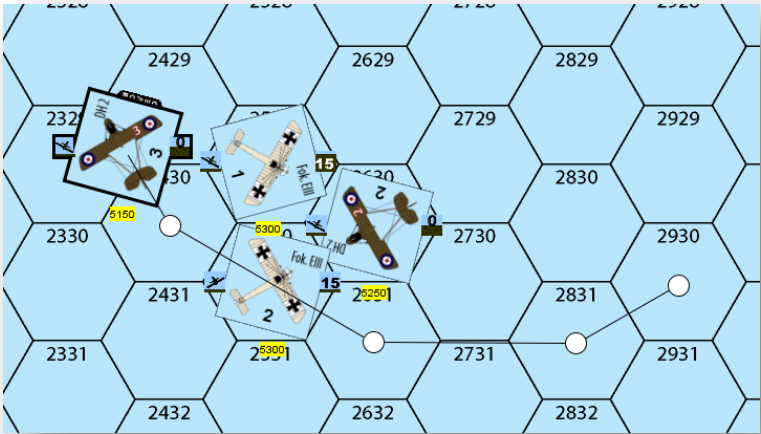
Lt Wilkinson is forced to go first. He will stay with his original plan and pull the stick back and hard to the right. Unfortunately, at this speed, the DH2 will only allow 2G turns/transitions. As he was inverted he ends in a 30 degree dive and so hopefully he can pick up speed and turn faster before he leaves the fight all together.

DH 2 – 3 is up next and he will continue to pull hard to the right to try and get behind Fokker EIII – 2.

Because he is within 50 feet of Fokker EIII – 2 he rolls for collision.+10 entered the 150-180 arc, I don't think I get the head on shot modifier as that was last turn,.

I roll – 42 + 10 = 52. The Fokker passes a few feet over the head of the DH2.

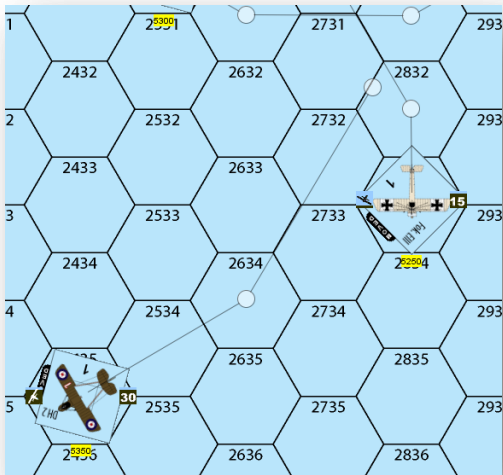
The DH2s have been drawn into turning to the right which is playing into the hands of the Fokkers – I will need to rectify this soon.



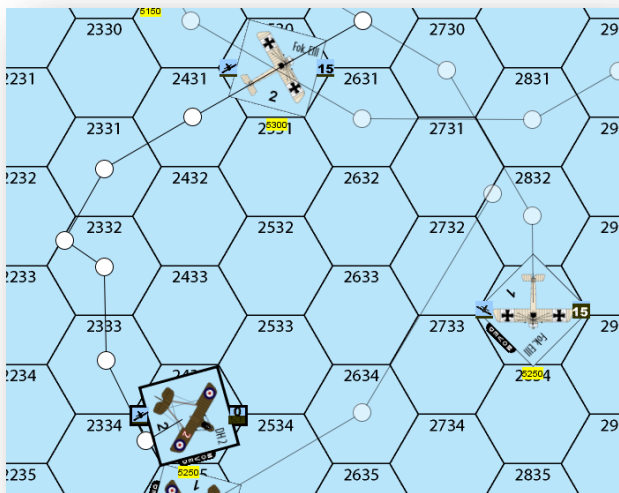


## Scenario 12 – End of the Fokker Scourge

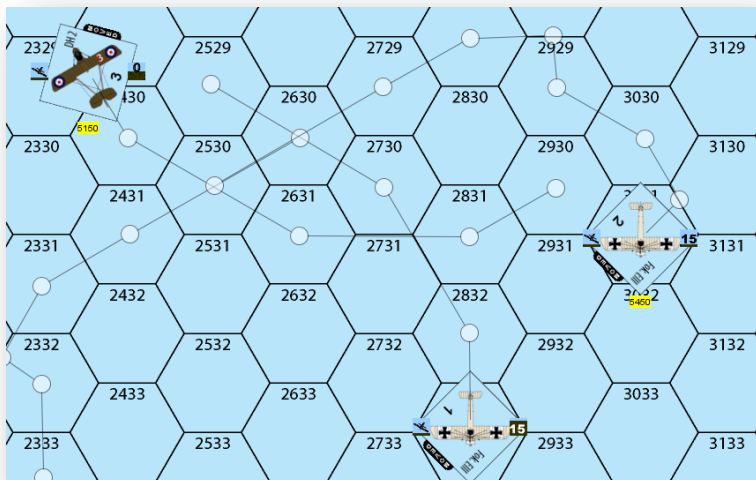
Fokker EIII – 1 will swing round to the right and try and come up behind DH2 – 1



**Fokker EIII – 1 gets behind and below DH2 – 1.  
He is now in his blind spot but not tailing.**



Rather than swing around the outside of DH 2 – 3, DH 2 – 2 will switch direction by rolling left and try to come to the aid of Lt Wilkinson. He doesn't end up in a very good position but at least no one is shooting at him.



That leaves Fokker EIII – 2. He rolls to the right and will turn to support his Flight leader.

I have just realised that Lt Wilkinson could have taken advantage of Rule 17.9 'Turning while inverted' and turned much tighter than he did. Lesson learned.

## Scenario 12 – End of the Fokker Scourge

### Combat Phase

No combat

### End of Turn



DH2 – 1	Alt: 5350 Nose: 30 degree dive	Bank: Inverted 30 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

Positional advantage has definitely gone to the Germans. This was helped by the aircraft having the enemy on their right sides. The ability to reduce turning by 1 FP if turning with the rotation of the engine helps enormously. The British may suffer here if they can't change this.

Combat has also gone to the Germans with DH 2 – 2 taking 5 points of damage, 1 shy of counting as light damage. I realised, after the event that the German should probably have not been allowed to take a long burst as on the last FP he pulled his nose up taking the DH2 out of his gun arc and you have to have the target in your sights for a whole turn...never mind

**On to turn 3....**