



# Lancer News



6 8 T H L I G H T N I N G L A N C E R S

## V 1 R A I D

By Lt Col "68Mason"  
Operations Officer

After the disaster the 68th experienced last week on the Russian front, High Command saw it fit to move us back to the European theater. Maj 68Cactus and I were very much relieved to hear that, being on the Russian front was not a great time.

The great German Luftwaffe scientists have engineered a fantastic weapon, it is called the V1. The V1 was an unmanned guided plane that delivered approximately 1,900lbs of TNT into England.

The V1 was capable of killing large numbers of people and buildings. There were after action reports stating that V1 rockets had taken down 20 buildings at once!



*British neighborhood destroyed after a V1 landed in the middle of it.*

The German spies that have been entrenched in the British RAF have informed us that they and the Americans are sending over B-26's to bomb the German V1 sites.

There were only 19 pilots from different squadrons that had not signed out on the weekend R&R roster. Maj 68Cactus and I were the only ones of the 68th at Aerodrome 33. Due to the last minute intelligence reports, we were

notified that B-26's were inbound to the V1 launching site outside Aerodrome 50. This was an abandoned airfield so it seemed like it was an excellent place to place the V1s. Somehow the Allies were able to get that information and now it was being targeted.

The ragtag bunch of pilots ran to their operations tent, grabbed their flying gear and headed out to their Bf 109G-6's that were waiting for them. As we were rolling down the field, I was notified that I was the flight leader for this group and to assign patrol sectors for everyone.

After taking a quick look at the map, I assigned patrols East, North-East and North of the V1 site. After being airborne we heard reports of bombers being spotted North of the field, so I sent everyone North. Maj 68Cactus and I had been patrolling the Eastern sector so we were the last ones to get to the fight.

The first wave had been obliterated out of the sky when calls came saying that the second wave had been spotted. Within minutes Maj 68Cactus spotted 2 formations of B-26's.

I came in from a higher altitude and from the B-26's 8 o'clock position. I had closed within 600 feet of the bombers and was making a left to right pass on them. As I was strafing the last bomber, my engine was hit by the gunners and managed to stall it out. I had hydraulic fluid leaking all over the place so I made the decision to land at the V1 site. I was coming in a little too fast but thinking I only had one shot at it, I put the landing gear down, now mind you the Bf 109G-6 landing gear does not handle the wind stress above 200 mph as I soon heard and then seen my gear flying out behind me. A belly landing

isn't too bad of a thing I thought. My luck had ran out at that point as my plane exploded while I was skidding along the old rwy. I had bailed out a few seconds prior to that though!



Maj 68Cactus on the other hand did a beautiful job of avoiding a P-51B that was dogging him. When the bandit was 600 feet behind him, Maj 68Cactus performed a Canopy Roll which the bandit was not expecting and, he overshot Maj 68Cactus and this maneuver placed Maj 68Cactus 2,000 feet below and 600 feet behind him. After dodging the P-51B, he was able to get lined up on a formation of B-26's 12 miles North of A50. Trying to stay out of reach of the tail gun he manages to hit one of the B-26's engines but the trained gunner still manages to put a bullet through the manifold and oil pan of the 109 engine. The propeller seized up and would not feather, so Major 68Cactus pitched nose down and proceeded to A50 to try and land his damaged aircraft. Major 68Cactus was able to reach the airfield and managed to stop the aircraft and land successfully.

Maj 68Cactus was informed that he was given assist kills for two of the B-26s that were shot down and corroborated by his gun film.

This story was about Snapshot flown on 2 Nov 2011.

# RED GUARDS

By Lt Col "68Mason"  
Operations Officer

"The German Navy is approaching!", cried out the loudspeaker. While those of us that had been paying attention during the intelligence briefings this came as no shock. But what was shocking is hearing this at 0345! I still could have gotten another hours worth of sleep! Well since I was up, I decided to get a hot shower before the rest of the base started waking up!

Evidently the 68th Squadron thought the same thing as I ran into Majors 68Birt, Bolow, 68Cactus, 68Austex, 68JR, 68Slick and 68Wooley in the Field Grade Officers mess. While we drank our coffee and ate eggs with black bread, BG 68Falcon decided to put a couple of the guys in La-5FNs as our escorts while we flew the A-20Gs.

Well there were not too many pilots happy about that at the 68th table! We sat there and grumbled to ourselves but what can we do? Chief Marshal of Aviation Alexander Novikov wanted the 68th's to pilot the new A-20G's that had just arrived from our allies, the United States.

There were numerous calls over the maintenance radios trying to determine the loadout we were taken on this mission. The individual crew chiefs could not understand what was being said, so BG 68Falcon walked up and down the line personally given out the weapon loadouts! He was not happy by the time he got back to his aircraft!



Not only did we have a couple of our guys providing escort we also had the 9GIAP VVS RKKA flying P-40Ns as well. After we were able to get airborne, Col 68Raptor made the decision that the La-5's were going to act as scouts and locate the German Navy for us while the P-40's would continue to provide the A-20s protection.

Maj 68Cactus lead the charge this day. He



managed to get the squadron in a tight group after we changed course after takeoff. We had flown approximately 50 miles when Col 68Raptor called out bandits in the 8,5 sector. We changed direction by 10 miles so that we would avoid the enemy and kept our formation tight. Still keeping our heads on a swivel, we kept looking for the German Navy. Across the radio came the call, "German ships have been spotted!"

We only encountered 6 Bf 109G-2's on our way to the target. But wouldn't you know, I was a casualty almost immediately! I had just started my bombing run when I noticed I had no rudder or ailerons! You cannot pull out of a dive without those important pieces of the airframe! So I told my crew "Bail Out, Bail Out" and out we went into the cold Black Sea!

Floating out in the rubber dingy that the Russian Air Force provided us, actually gave us a great view of the destruction we rained down on the German Navy! Our squadron sunk 3 ships that day! What a glorious sight it was, my crew and I toasted shots of vodka to our squadron! (The vodka was in the emergency food ration container.)

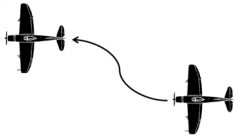
Here are the breakdown of kills for the 68th:

**Iijac** - 1 ship sunk, 26 objects destroyed  
**68Bolow** - 1 ship sunk, 12 objects destroyed  
**68Hall** - 5 objects destroyed  
**68Hobo** - 7 objects destroyed  
**68JR** - 1 ship sunk, 12 objects destroyed  
**68RacrX** - 2 Kills  
**68Wooley** - 1 Kill

The 68th Fighter Squadron had 5 of 7 pilots on the most objects destroyed board during this mission. The 68th Fighter Squadron was also the top squadron with the most objects destroyed at 65!

This story was about Friday Squadron Operations flown on 4 Nov 2011.





# TACTICS TALK

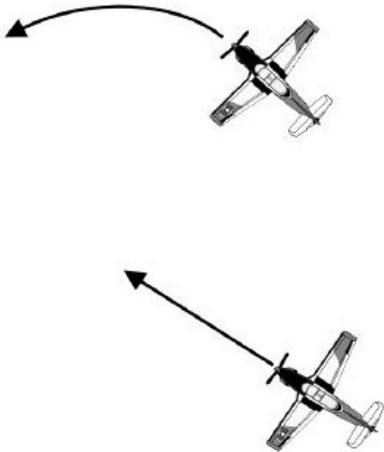


By Lt Col "68Mason"  
Operations Officer

During the last issue I covered just the basics of what is required of successful Basic Fighter Maneuvers. In this issue I will go a little more in detail about the three different types of pursuits.

## Lead Pursuit

The primary purpose for lead pursuit is to provide closure, even when chasing a faster opponent. The high AOT presented during lead pursuit allows the attacker to quickly decrease the separation between aircraft simply by traveling a shorter path. However, lead pursuit causes the AOT to increase at a rapid rate. This causes the closure rate to increase as well, and, in an attempt to prevent an overshoot, the attacker will have to pull an increasingly tighter turn upon nearing the defender.

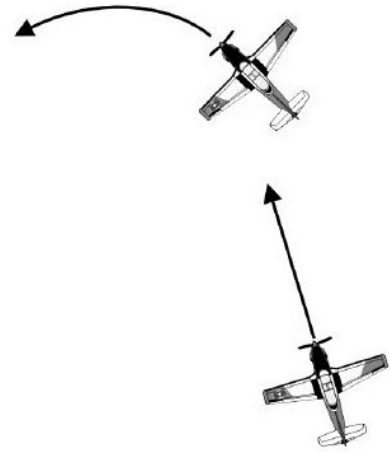


An attacker in lead pursuit is well within the defender's rear view. Unless the defender has enough of a speed advantage to escape by relaxing the turn and dropping into a shallow dive, the defender will likely turn sharply in an effort to increase the AOT, forcing the attacker to turn even harder, to overshoot, or to perform a maneuver out of the horizontal plane to compensate.

Lead pursuit is used during gun attacks, because the fast motion of combat requires that the aircraft's cannons be aimed at a point in space ahead of the defender, where the enemy will be when the bullets arrive. This is called "leading the target." Lead pursuit presents the attacker with difficulty in maintaining sight of the opponent, as the nose of the attacking aircraft becomes an obstruction to the pilot's view.

## Pure Pursuit

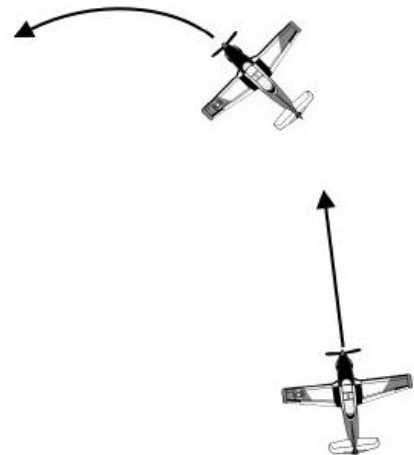
Like lead pursuit, pure pursuit is used to provide closure. However, closure is not as rapid, nor is the rate of increase in AOT. This is not as effective against a faster moving opponent, so the attacker may need to accelerate to maintain pure pursuit. Pure pursuit is used when acquiring a missile lock. It both places the attacker further aft of the defender and presents the defender with the smallest amount of surface area to see. This complicates evasive action, since only the front of the attacking aircraft is in view



## Lag Pursuit

Lag pursuit is used to stop or reverse closure rate and to decrease AOT, while allowing the attacker to maintain or increase forward separation. Following outside the defender's turn radius, the attacker can maintain or increase energy while forcing the defender to turn at an energy depleting rate. "Hot side" lag occurs when there is a large amount of forward separation between aircraft, showing the top side of the defending fighter. This puts the attacker in the defender's rear view, and the common defense is to tighten the turn. "Cold side" lag occurs when there is little separation, leaving the belly of the defending fighter in view. This puts the attacker in the defender's blind spot, and the common defense is to reverse the turn. Unless the defender is markedly more maneuverable, and lateral separation is just right, lag pursuit can not be maintained for long, causing the AOT to decrease until a suitable firing solution is presented.

In the next issue, I will cover out-of-plane maneuvers.



# A-20G 'HAVOC'

## Firepower

The A-20G has 6 center mounted .50 caliber machine guns. This provides concentrated firepower with no convergence issues and a relatively "flat" trajectory that routinely allows for significant damage at ranges up 800 yds. The cockpit layout and gun sight location combined with a very liberal 2100 round ammo load out make the A-20 a potentially deadly adversary.

It carries a bomb load out of both internal and external stores with a maximum of 4 x 500 lbs carried externally on pylons and 4 x 500 lbs carried in an internal bomb bay. The A-20G is a "solid nose" plane and not a bomber so it does not have a bomb site for level bombing. It is however an excellent dive-bomber as long as careful attention is paid to speed and G force since the A-20G will break up at higher speeds and heavy G loading. As a general rule attacks on ground targets should be executed at medium altitudes (6,000 to 12,000 feet) at low initial speed with throttle at idle. Bombs should be released ("pickled") before speed exceeds 320 MPH and G forces carefully monitored at speeds over 380 MPH.

The A-20 also has an upper turret with 2 x 50 cal machine guns that provides moderate protection against attacks from above for a full 360 degrees (accept for directly astern where the tail interferes with the lane of fire). Except under a worst case scenario your better off utilizing the A-20G's surprising "air to air" capability (for a "bomber" anyway) then relying on defensive fire from the turret.

## Maneuverability

Very good for a bomber, you should be careful to keep speeds reasonable and lose weight once over the target to improve on defensive maneuvering potential. Losing 4,000lbs in bombs alone can really help and consider dropping the wing ordnance first as that also improves roll rate and lowers your overall drag. Be careful at very high weights, will full fuel, ordnance and ammunition the A-20G can top out at 26,000lbs.

Between around 250mph and 350mph the A-20G is pretty maneuverable and has decent roll, just be careful to not get into extended turn-fighting as you will bleed energy fairly quickly and the A-20G has difficulty replacing what is lost. Vertical zoom potential is very good, all the weight (~18,700lbs when "light") once at speed tends to give you the momentum you can use to out-zoom a lower speed target. Structural creaking tends to start in ~350mph IAS but the aircraft can typically handle light maneuvers up to ~460mph before shedding parts.

## Fighting in the A-20G

The A-20G is a good medium attacker. Build up some altitude before arriving at the target and use a nice dive attack to get in, drop your ordnance, and get out quickly. Remember to use the vertical to store as much energy as you can and keep you out of reach of most of the fighters. Hit-and-Run tactics are typical and work really well given the A-20's speed and ability to take a few hits from heavy caliber AA that would reduce a fighter to scrap. Even against fighters, if you have some altitude for BnZ attacks, the nose guns are more than sufficient to quickly tag and dispose of fighters. Don't forget to open your bomb-bay doors prior to your dive, nothing is more frustrating than pushing the trigger to see you forgot and spoiled your run.

Defensively, stay fast and try to leave before the situation deteriorates too badly. The A-20G can work a bag of tricks against a single opponent but if you get 2 or 3 enemy on you then you'll be in real trouble in an extended fight. Use your vertical zoom and try to keep your energy level as high as you can. I typically don't like to rely on the dorsal guns for defense, a smart enemy can hide low in your blind spot and cause you real trouble (not to mention that twin .50's is enough to cause damage but takes too long to get a typical kill). Acceleration in a dive is good if you have some altitude to work with and taking a could of medium caliber hits is not likely to cause immediate concern like in a snapshot. If you can get a gunner to help you out, the combination of some maneuvering and zooming can really make the A-20G a frustrating target for an enemy because the dorsal gunner can plink away at longer ranges. Given some decent maneuvering, the enemy may not be able to get enough focused fire that would knock the A-20 down

\*Thanks to Soda's Aircraft Evaluations for this page.

