



# Lancer News



68TH LIGHTNING LANCERS

## RED GUARDS

By Lt Col "68Mason"  
Operations Officer

After sinking the German cruiser task force, we were once again called upon to reign down destruction on the Germans. This time our target was a large airfield codename A-16. The airfield was just over 75 miles northwest of our location. We were only authorized 10 A-20Gs due to other squadrons receiving heavy losses and needed replacement airframes for themselves.

Due to injuries, we had only 68% mission ready pilots for this mission. Of those that were mission ready, four were unable to make the mission due to intestinal clostridiosis. The Flight Surgeon informed us that it was probably due to the last batch of horse meat that came in.

General 68Falcon had the squadron draw straws for the two P-40Ns that were given to us. Majors 68Bolow and 68Donkey were the lucky ones evidenced by the large grins on their faces as they ran to their aircraft. Major 68Cactus was given command over the A-20G's and General 68Falcon took over the task of communicating with our escorts. Our targets were the fighter hangars spread out across the airfield. Our Intelligence office was able to get a reconnaissance flight over



it last week and we had update maps.

After takeoff our rendezvous point was in keypad 11,9 kp 5, which placed us approximately 55 miles east of our target. Our cruising altitude for this attack run was at 15k and once we were within 2 miles of the airfield we were to nose down for our drop. We did not encounter any bandits on our flight to the target, but the airspace became quite busy once we were within six miles of the airfield.

It seemed like the Germans came out of nowhere. The radios came alive with bandits spotted and even calls for help as our escorts were gunned down out of the sky. General 68Falcon yelled over the radios, "Nose down gentlemen, we have to get these hangars knocked out!" Another call came over the radio stating that we can handle the



dive better than the Germans! The A-20's immediately began a 45 degree dive, but they were too slow. The Germans had the advantage and the 68<sup>th</sup>'s could not escape the hail of bullets coming from the experienced Germans. The sky was full of parachutes as everyone bailed out of their damaged aircraft.

Our exchange pilot, Iijac was able to destroy a hangar before bailing out. Captain 68Hobo was able to knock out an AAA emplacement before he too bailed out. Our pilots flying the P-40Ns

were able to get one kill each and the German Air Force is now down two Bf-110G-2s. Regrettably, Maj 68Bolow was caught unawares and was jumped by two Bf-110G-2s and had to bail out also. Maj 68Donkey was able to escape the German horde and escaped back to friendly airspace where he spent several hours with the Intelligence officers in a mass debrief. This story was about FSO flown on 11 Nov 2011.



*"Tell them leaflet people th' krauts ain't got time fer readin' today."*

## ALLIES UNITED AFTER TEHRAN CONFERENCE

BBC Correspondent  
Unknown Reporter

Allied leaders of Britain, the United States and the Soviet Union have ended a landmark conference held in Tehran, the capital of Iran.

It was the first time Winston Churchill, President Franklin D Roosevelt and Marshal Joseph Stalin had met together.

In a joint statement issued after the four-day conference, they expressed a determination to work together to win the war in Europe and in Asia and establish an "enduring peace".

The three allies said they had reached agreement on a second front although actual details were not given - only that operations would take place in the east, west and south.

"We came here with hope and determination. We leave here, friends in fact, in spirit and in purpose"

-Joint statement by Churchill, Roosevelt and Stalin

They stated: "We expressed our determination that our nations shall work together in war and in the peace that will follow."

And they pledged to form a United Nations and "banish the scourge and terror of war for many generations".

The declaration ended: "We came here with hope and determination. We leave here, friends in fact, in spirit and in purpose."

The foundations for this agreement were laid at a conference held in Moscow a month ago between foreign ministers of the allied countries.

Days before the Moscow conference a meeting between Mr Churchill, President Roosevelt and General Chiang Kai-shek of China held in Cairo [codenamed Sextant], resolved to restore to China all land taken over by Japan and "in due course" secure the independence of Korea.

During the Tehran conference Mr Churchill took the opportunity to award the Soviet leader the Sword of Stalingrad.

The British prime minister handed over the sword as a tribute from King George VI and the British people for forcing the German Sixth Army to surrender at Stalingrad on 2 February this year.

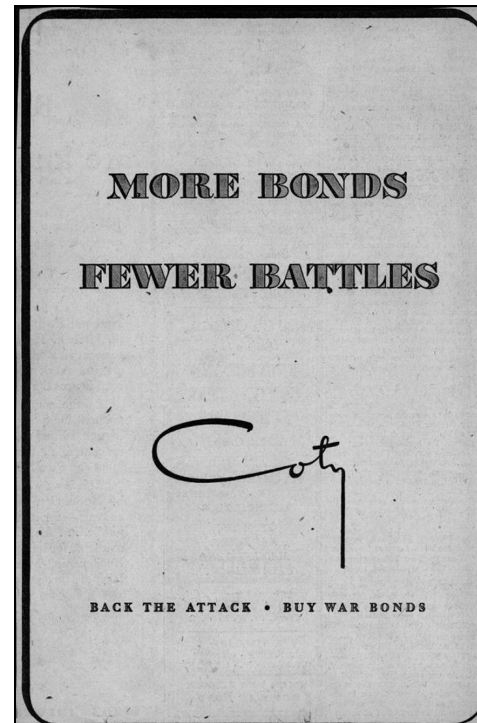
There was another occasion to celebrate in Tehran - it was Mr Churchill's 69th birthday on 30 November and a special dinner was held at the British Legation in his honour.

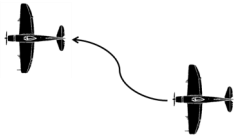
His daughter, Section Officer Sarah Oliver, greeted the guests which included the US President and the Soviet leader.

Marshal Stalin proposed a toast, "To my fighting friend, Winston Churchill," and a similar toast to President Roosevelt.



*On the Russian Embassy Porch - US Army Signals Photo*





# TACTICS TALK



By Lt Col "68Mason"  
Operations Officer

Maneuvers are rarely performed in the strictly vertical or horizontal planes. Most turns contain some degree of "pitch" or "slice." During a turn in an oblique plane, a pitch turn occurs when the aircraft's nose points above the horizon, causing an increase in altitude. A slice turn happens when the nose points below the horizon, causing a decrease in altitude. The purpose is not only to make the aircraft harder for an enemy to track, but also to increase or decrease speed while maintaining energy.

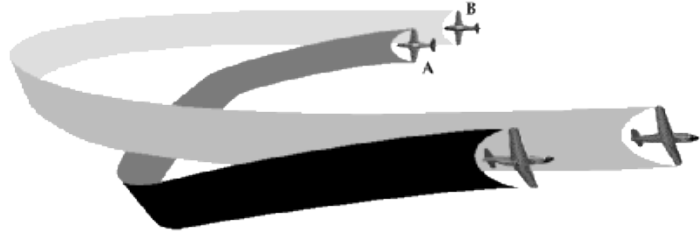
An out-of-plane maneuver enhances this effect, by diverting the fighter into a new plane of travel. Increasing the pitch or slice can quickly provide a change in speed, which can just as quickly be reversed by returning to the original plane of travel. Out-of-plane maneuvers are not only used to provide a reduction in turn radius, but also causes the fighter to fly a longer path in relation to the direction of travel. A maneuver such as a high Yo-Yo is used to slow closure and to bring the fighter into lag pursuit, while a low Yo-Yo is used to increase closure and to bring the fighter into lead pursuit.

A high yo-yo is a done by going into a climbing turn. At about the 90 degree point of your turn, you roll partially inverted and finish the turn diving back to your original altitude. It is used to convert speed into altitude during the initial part of the turn with the lower speed allowing you to make a tighter turn. Near the apex of your turn, you then convert the altitude you gained back into speed by going back down to your initial altitude.



A low yo-yo is the opposite of a high yo-yo. It is done by turning while going into a slight dive and pulling back up to your original altitude. It is used to gain some energy during the turn. Often used to turn

back on a higher bogie with enough energy to meet it nose to nose.

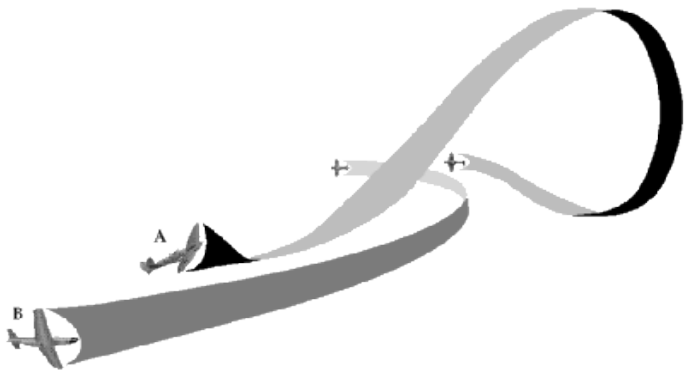


During an out-of-plane maneuver, the attacker's nose no longer points at the defender. Instead, the aircraft is rolled until its lift vector, (an imaginary line running vertically from the center of the aircraft, perpendicular to its wings), is aligned either ahead of, directly at, or behind the defender, using roll rate instead of turn rate to set the proper pursuit curve. The aircraft's velocity vector, (an imaginary line in the direction of motion) will be pulled in the direction of the lift vector.

## Displacement Rolls

A useful type of out-of-plane maneuver employed to decrease AOT are various barrel rolls called displacement rolls, in order to shift the aircraft laterally from its projected flight path onto a new flight path. By controlling the roll rate the pilot can control the degree of displacement. An attacker following a more maneuverable opponent may become stuck in lag pursuit, (outside the defender's turn radius), unable to achieve a firing solution. By displacing the turn, the two aircraft's flight paths will eventually cross. The AOT will then decrease until the nose of the attacker's aircraft points momentarily at the defender, and then ahead of the defender. A displacement roll is a good tactic when ever a reduction in turn radius is needed, but a decrease in turn rate is allowed.

A barrel roll is done by applying left or right stick and pull back slightly to cause the aircraft to roll in a corkscrew pattern. Adding a bit of rudder amplifies even mover. This is a good evasive maneuver when you have an enemy on your tail.



# LAVOCHKIN LA-5FN

## Firepower

Notwithstanding having the La7 around, the La5 probably lacks popularity for this main reason. It carried two nose mounted 20mm cannons with 200 rounds/gun, which is good on paper but the problem is they are quite inaccurate and don't hit as hard as other 2 cannon planes. Typical firing ranges for accurate hits need to be under D300, usually under D250. Part of the problem is likely to deal with a slower rate of fire because of the synchronization of firing through the prop. This makes it a bit easier for enemy aircraft to slip between rounds or take fewer hits in a short period of time. This certainly will turn off the spray and pray crowd as the La5 is almost totally incapable of being effective in that role. For a more patient pilot though who can get close for his shots, the La5 still offers a decent kill potential against even the most heavily armored enemy aircraft.

## Maneuverability

Maneuverability of the La5FN is very good, probably because it is so light and holds energy very well. The large amount of excess power allows the La5 to continue to pull high G's and bleed energy while replacing it with acceleration and climb-rate. The La5 also has rather gentle flight characteristics and doesn't tend to depart controlled flight even under harsh high G maneuvering. At low speeds though the La5 still has a nasty habit of rolling counterclockwise if pushed too hard. The La5 can maneuver in an angles fight but probably doesn't want to stay in one forever, using angles to get a shot, then accelerating away to extend beyond retaliation. High speed maneuverability is good although the La5 tends to require a fair amount of trim at very high speeds to keep the nose from pulling up. In general, anything that the La5 cannot out-run it can out-maneuver, and vice-versa. The La5 seems a bit better balanced than the La7 and not quite as quick to snap stall on you thus makes for a better aircraft if the going gets twisty. Where the La7 is typically only a runner, the La5 is a superior knife-fighter.

## Fighting in the La-5FN

There are a bunch of little issues, good and bad, with the La5 that you should be aware of. The vision of the cockpit is rather poor, making it a tough plane to maintain situational awareness in. If you have problems with people sneaking up on you in a plane with good visibility, the La5 is going to be a real problem for you. Also, people tend to think of aircraft as either turners or runners, well, the La5 is a bunch of both. On the plus side, the La5 really is tiny to the point of actually making for a hard target, plus it accelerates and turns so quickly that they can be tough to hit. Handling is good right across the spectrum too, from high to low speed, so La5's seem to have no fear of taking a fight slow, or fast.

Offensively, get close and try and keep your speed up. The La5 is right on the verge of a top speed demon, easily able to out-run turners like the Spit IX or N1K, as long as you keep your speed high enough in the first place. High speeds also tend to protect your rear from enemy who might try and sneak in there for a shot. Don't bother taking shots at anything outside D400, even if the enemy is flying straight and level. Save your ammunition for closer shots. Few planes can actually escape at low levels from you, so take your time if you can and close to short ranges before firing. Be careful to control your speed, the La5 can quickly get out of control and you can notice too late that your closure is too high and end up in an over-shoot situation. If that is the case, pour on the power, maneuver to avoid an easy situation for the enemy, and dive away if necessary to high speed.

Defensively, use your small size, good acceleration and climb to toss yourself around the sky and make yourself a very hard target. Speed is very important because it gives you defensive options and the ability to possibly gain separation from an attacker. Again, most of the planes you can't out-run you can out-turn so try and sucker them into turn-fights if necessary. Just realize that once in an extended turn fight, while you may be gaining angles on the enemy, other bogies will be looking at you as a predictable target which they can vulch. Roll rate is also good, you can scissor effectively and reverse direction quickly. Most other aircraft will not be able to match you quick turns and nimble maneuvers. Don't be afraid to take a fight to the ground, the La5 performs very well down low and likely gains advantage over other aircraft when near sea-level.

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

