

Jagdstaffel 99



The Eagle of Lille

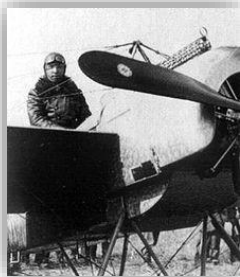
Match in memoriam of the 100th anniversary of Max Immelmann's death

Jasta 99 is proud to present a single mission match in memoriam of the 100th anniversary of Max Immelmann's death (18th of June, 1916).

German Ace Max Immelmann

Max Immelmann was born on 21st of September 1890, in Dresden, to a wealthy industrialist father. In 1905, he was enrolled in the Dresden Cadet School. He joined the Eisenbahnregiment (Railway Regiment) Nr. 2 in 1911 as an Ensign, in pursuit of a commission. He left the army in March 1912 to study mechanical engineering in Dresden. He returned to service on the outbreak of war, as a reserve officer candidate. He was assigned to Eisenbahnregiment Nr. 1, but soon transferred to aviation.

When World War I started, Immelmann was called to active service, transferred to the Luftstreitkräfte (Air force) and was sent for pilot training at Johannisthal Air Field in November 1914. He was initially stationed in northern France.



Immelmann first served as a pilot with 'Feldflieger Abteilung' (Field Flier Detachment) 10 starting at February 1915. During his outstanding career in the early days of military aviation he shot down 15 enemy aircraft and in 1916 he was the highest decorated and most popular German pilot. Immelmann was decorated with the First Class Iron Cross, the Knight's Cross with Swords of the Royal House Order of Hohenzollern and the famous Order Pour-le-Mérite, also known as the 'Blue Max'.

Max Immelmann was a brilliant fighter pilot and tactician. He understood the idea of potential and kinetic energy and the first one who used it in aerial combat. With that he recognized one fundamental principle of aerial combat which is still valid and crucial even for today's modern jet fighters.

In the late afternoon of 18th June 1916, Immelmann led a flight of four Fokker E.III Monoplanes in search of a flight of eight F.E.2b reconnaissance aircraft of No. 25 Squadron Royal Flying Corps over Sallaumines in northern France. The British flight had just crossed the lines near Arras, with the intent of photographing the German infantry and artillery positions within the area, when Immelmann's flight intercepted them. After a long-running fight, scattering the participants over an area of some 30 square



JIMMELMANN'S TODESBÜTZE 18. 6. 16

miles, Immelmann brought down one of the enemy aircraft, wounding both the pilot and observer. This was his 16th victory claim, though it would go unconfirmed.

At 21:45 hours that same evening, Immelmann in Fokker E.III encountered No. 25 Squadron again, this time near the village of Lentz. Immediately, he got off a burst which hit the pilot of F.E.2b, killing him instantly. This was his 17th victory claim, though Max Mulzer was later credited with the victory. During this aerial combat, most likely his aircraft was damaged by friendly anti-aircraft fire. At 2,000 meters, the tail was seen to break away from the rest of Immelmann's Fokker, the wings detached or folded and what remained of the fuselage fell straight down, carrying the 25-year old 1st Lieutenant to his death. His body was recovered by the German 6th Army from the twisted wreckage, lying smashed and lifeless over what was left of the surprisingly intact Oberursel rotary engine, but was only identified because he had his initials embroidered on his handkerchief.



Immelmann was given a state funeral and buried in his home of Dresden. His body was later exhumed, however, and cremated in the Dresden-Tolkewitz Crematorium.

The present-day German Air force has dubbed a reconnaissance Squadron AG-51 the "*Immelmann Squadron*" in his honor.

The Jasta 99 '*The Eagle of Lille*' Match

On **June 18th 2016** Jasta 99 is hosting 'The Eagle of Lille' Match in memoriam of the 100th anniversary of German fighter Ace and military aviation pioneer Max Immelmann.

The match will occur as a four hours single mission starting at **1700 GMT**.

The mission will be in the region of Lille starting, in game, on Friday, the 18nd of June 1916 at 1700hrs. A warm summer day with a clear sky.

Central and Entente forces are entrapped in endless battles in their trenches. Neither, the Central nor the Entente side is able to make a breakthrough. Each side got stuck in their muddy trenches.

Movement only happens in the wide blue skies of northern France. The newly build air forces, the German Luftstreitkräfte, the British Royal Flying Corps and the French Aéronautique Militaire started to develop military aviation and learn about the principles of aerial combat.



At the end of the so called 'Fokker Scourge' mid 1916, the German Luftstreitkräfte were still equipped with the Fokker E.III Monoplane. However, a new model of aircraft, faster, more maneuverable and stable than the fragile

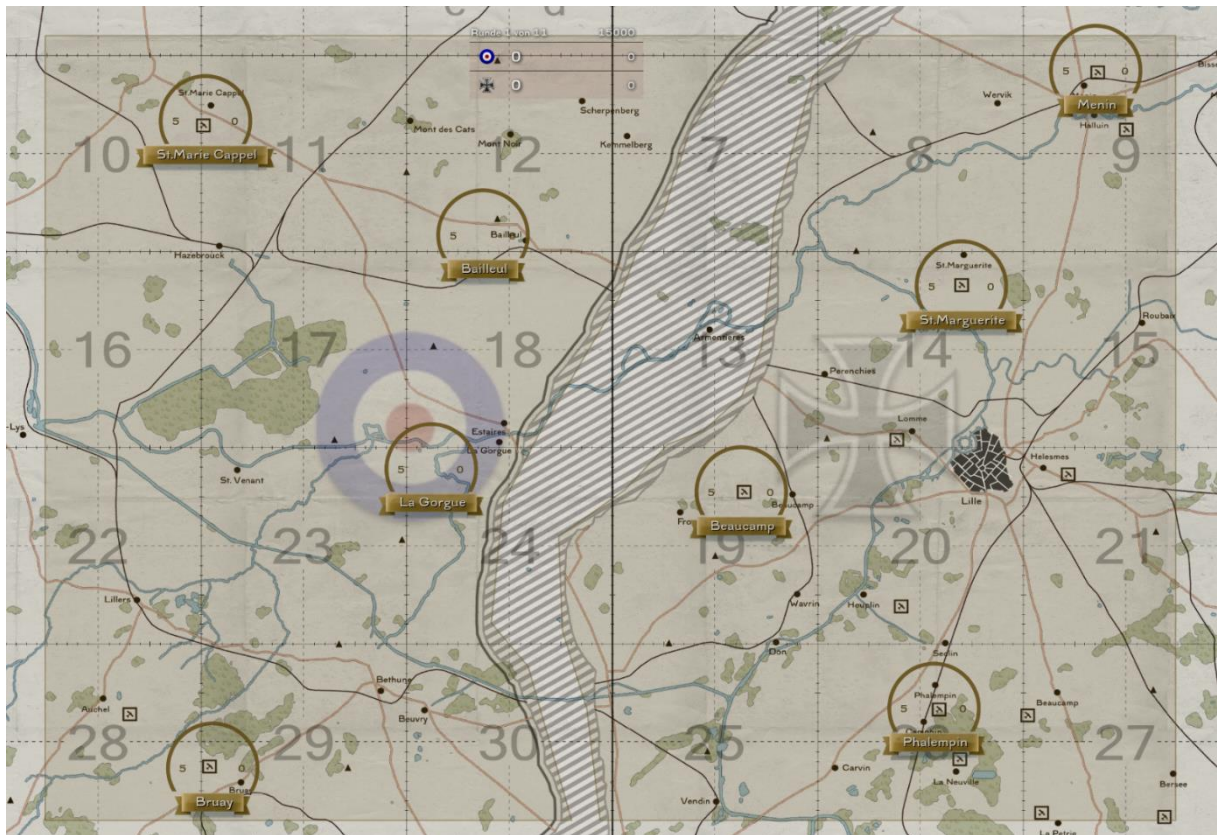
Fokker E.III entered the front: the Halberstadt D.II biplane, equipped with a 120hp 6 cylinder Mercedes inline engine.



The British Royal Flying Corps, stationed in the Lille region of northern Pas-de-Calais next to the Belgium border were equipped with the D.H.2 biplane and the F.E.2b Two-Seater biplanes which caused the end of the 'Fokker Scourge' in early 1916.

This setup will build the historical background for the Jasta 99 'The Eagle of Lille' Match.

Map



Map Area is in Sector A1 and A2, Region of Lille.

Match setup and rules

Each side will have a Chief of Staff assigned who coordinates the forces during the mission. It is up to the Chief of Staff to build an organizational structure. There will be a place on the Jasta 99 Forum where the Chief of Staff could prepare his personnel for the upcoming mission.

The single mission will provide 26 airplanes for each side on four airfields around the city of Lille in northern France. Ten of the available airplanes will be F.E.2b on the British side and Roland C.IIa on the German side used for photo reconnaissance or bombing missions. The other 16 airplanes will be D.H.2 on the British respectively Fokker E.III on the German side.

There is a set of objectives prepared for each side. Reaching these objectives will result in earning a certain amount of points. The side, which ends the four hours mission with the most points will win the match.

Match procedures

Start

The mission, respectively hostilities, will start at 0700. The map will start at 0655 in game to give all pilots the chance to connect and prepare for takeoff before mission starts.

- One minute before hostilities start, airfield personnel will give one red flare.
- 30 seconds before hostilities start, airfield personnel will give one yellow flare.
- At 1700 airfield personnel will give three one flare and a siren to signal the start of the match. Planes are permitted to start now.

End

Mission will end after four hours of hostilities. There will be a message that informs pilots 15 minutes, and an additional one 1 minute, before mission ends. At mission end you will hear a siren the screen turns transparent grey and mission objective scores will be displayed.

Final mission results will be available at June 25nd.

Map

Targets and Objectives will be displayed on the map for both sides. During the mission targets will be marked on the map if they were destroyed. Each side will get the same information from the map, where to attack and where to defend.

Observation

Airfields will fire green flares when friendly aircraft come near and yellow flares when an enemy aircraft comes near. Additionally there are several observation points that fire yellow flares when an enemy aircraft comes near.

AAA

There is anti-aircraft artillery deployed near the frontline and at each airfield and target.

Objectives

Balloons

There are three observation balloons on each side that have to be destroyed. Each balloon is covered by anti-aircraft fire. Once a balloon is destroyed, it will remain destroyed for the rest of the mission. Balloons will fire yellow flares if an enemy plane comes near and fire a red flare when being attacked. A destroyed observation balloon will be marked on the map by a cross.

Trains

There are two trains on each side commuting between two locations. Trains can be combated by either a fighter using his machine guns or a 2-Seater using bombs. A destroyed train will be marked on the map by a cross.

Convoys

There are three convoys on each side commuting between two locations. Each convoy consists of five unarmoured vehicles. Convoys can be combated by either a fighter using his machine guns or a 2-Seater using bombs. A destroyed convoy will be marked on the map by a cross.

Photo Reconnaissance Missions

There are two Photo-Reconnaissance missions for each side. These missions can be flown from each 2-Seater aircraft that is carrying a photo camera. There is a minimum altitude of 1500m / 5000ft for a successful mission. After taking the photos that cover minimum 75% of the Photo-Reconnaissance area the aircraft have to carry them back to the airfield. A successful Photo-Reconnaissance mission will be marked on the map by a cross.

Bombing and Photo Reconnaissance Missions

There are two bridges and two artillery positions on each side, which have to be destroyed by a 2-Seater aircraft carrying bombs. At each artillery position there are two batteries each consisting of four guns that have to be destroyed completely. A destroyed bridge or artillery position will be marked on the map by a cross.

After a bridge or an artillery position was destroyed it is subject to an additional Photo-Reconnaissance mission. These missions can be flown from each 2-Seater aircraft that is carrying a photo camera. There

is a minimum altitude of 1500m / 5000ft for a successful mission. After taking five photos of the Photo-Reconnaissance area the aircraft have to carry them back to the airfield. A successful Photo-Reconnaissance mission will be marked on the map by a camera symbol.

Score

Table of objectives and mission score:

Quantum	Objective	Mission Score	Maximum
2	Photo reconnaissance	2	4
3	Balloon busting	2	6
2	Bridge bombing	2	4
2	Photo reconnaissance of destroyed bridge	3	6
2	Artillery position bombing	2	4
2	Photo reconnaissance of destroyed artillery position	3	6
2	Train attack	3	6
3	Convoy attack (5 vehicles per Convoy)	5	15

This means a maximum of 51 mission points for each side.

Additionally each confirmed kill of an enemy airplane will add one point to the total score. A confirmed kill will be considered as a kill that is stated in the server statistics. In case, that server statistics are temporary offline, maybe a kill will not count. This will reflect the fact of several unconfirmed kills of pilots, like Max Immelmann, during the Great War.

Limited by the amount of airplanes available, there is a limit of 26 pilots for each side. However, there may be more pilots for reserve and at least five gunners for two-seater at each side.

Penalties

A pilot who is killed in action will be blocked for 15 minutes.

An airplane that was shot down or has been landed outside an active airfield will be replaced by a new one after 15 minutes.

A damaged airplane that has been landed on an active friendly airfield will be repaired after 15 minutes.

An intact airplane that has been landed on an active friendly airfield will be rearmed after 10 minutes.

An intact airplane that has been landed on an active friendly airfield will be refueled after five minutes.

Mission Reports

Mission reports have to be prepared by each Chief of Staff and handed over to the match organization committee in the J99 forum. A mission report shall contain a list of pilots attended the mission including information about their flight time, planes flown, number of air kills and objectives achieved as well as a textual description of the events that used to happen during the mission. We advise to add screenshots esp. for destroyed ground targets.

Planesets

The following airplanes will be available during the match:

Central	Initial	After photo recon 1+2
Menin Airfield (9a)	5x Roland C.IIa 3x Fokker E.III	5x Roland C.IIa 3x Fokker E.III
St. Marguerite Airfield (14b)	5x Fokker E.III	5x Fokker E.III

Beaucamp Airfield (19b)	5x Fokker E.III	3x Fokker E.III, 2x Halberstadt D.II
Phalempin Airfield (26b)	5x Roland C.lia	5x Roland C.lia
	3x Fokker E.III	3x Fokker E.III
Entente	<i>Initial</i>	<i>After photo recon 1+2</i>
St. Marie Cappel Airfield (11a)	4x F.E.2b	4x F.E.2b
	1x Sopwith 1½ Strutter	1x Sopwith 1½ Strutter
	3x D.H.2	2x D.H.2
Baileul Airfield (12a)	5x D.H.2	5x D.H.2
La Gorgue Airfield (24a)	5x D.H.2	3x D.H.2, 2x Sopwith 1½ Strutter B
Bruay Airfield (29c)	5x F.E.2b	5x F.E.2b
	3x D.H.2	1x D.H.2

Achieving the two photo reconnaissance objectives, each side will be equipped with a new advanced fighter model.

Teamspeak

Jasta99 will host a Teamspeak Server on **ts3.no-parachute.one** with the following Structure:

- EagleOfLille
 - o Central Command
 - Airfield Menin
 - Airfield St. Marguerite
 - Airfield Beaucamp
 - Airfield Phalempin
 - o Entente Command
 - Airfield St. Marie-Cappel
 - Airfield Baileul
 - Airfield La Gorgue
 - Airfield Bruay

Every pilot or squad is welcome to use this TeamSpeak server. Usage of this TeamSpeak server is not mandatory. Communication between flights and airfields on one side is not limited.

We believe, if someone wants to cheat and spy on the other side, rules can't prevent such behavior since we can't verify or control. We call everybody to fair play.

Something to mention

A kill is a kill and that means an additional point for one's team score, but we consider ourselves as 'Knights of the sky'. Chivalry is not dead! If a poor guy is bullet-ridden so that his plane is obviously unmanageable, turn off and grant him a chance to land his damaged aircraft.

Honours

Jasta 99 will reward

- the “Adler von Lille” fighter medal to the most effective fighter pilot.
- the “Adler von Lille” bomber medal to the most effective two-seater pilot.
- the “Adler von Lille” reconnaissance medal to the most effective reconnaissance pilot.
- the “Adler von Lille” gunner medal to the most effective two-seater gunner.
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- the “Adler von Lille” badge to every attending pilot.
- the “Adler von Lille” Commanders badge to Flight-Commanders.



Registration

We will follow a simple set of rules regarding the registration for the match:

- While the amount of pilots flying is limited by the amount of available planes for each side, more pilots may register for the event.
- A pilot may register for one specific or both sides if there is no preference.
- First come, first serve!
- Register at <http://eagle-of-lille.one/>
- Registration will be open until June 16st.

After successful registration you will receive a confirmation email containing further information regarding the event.

Timeline

May 15 th	Announcement of the event
May 15 th	Start of registration period
June 16 th	End of registration period
June 17 th	Announcement of pilot assignment
	Announcement of the Chief of Staff
June 18 th – 1700 GMT	'The Eagle of Lille' Tournament
June 25 th	Announcement of tournament results and awards

Expression of thanks

We would like to say "Thank you!" to

- J99*Himmelhund for designing Orders and Badges and setting up our Forum for the event.
- J99*Falke for maintaining our server and intensive testing of the map.
- J99*Spitfire for translating the map to Spanish language.
- GenMarkof007 for translating the map to French language.
- BaronVonMyakin for translating the map to Russian language.

