

# Squid von Torgar's Guide to Getting Started in ROF



## **Introduction**

S! Chaps!

I thought I would put together a rough guide on how to get started in ROF. It mainly focuses on actually flying the sim.

One thing I've noticed is the same questions being asked both online and in the forums. My hope is to condense the answers in one handy place and also give new players a helping hand so they can get into ROF with the minimum of fuss.

This is an open article and I would encourage other players to post their tips and advice too.

(Update: With several more planes released I've updated the guide to include the cockpit diagrams, notes on plane performance and also a section on team tactics).

## Stage 1... Training.

ROF flight already comes with an excellent "Training Campaign". None other than the American ace Eddie Rickenbacker will take you through the paces, and by the end of it, you should be a fairly accomplished pilot. I highly recommend that everyone has a go at it before going to war 😊

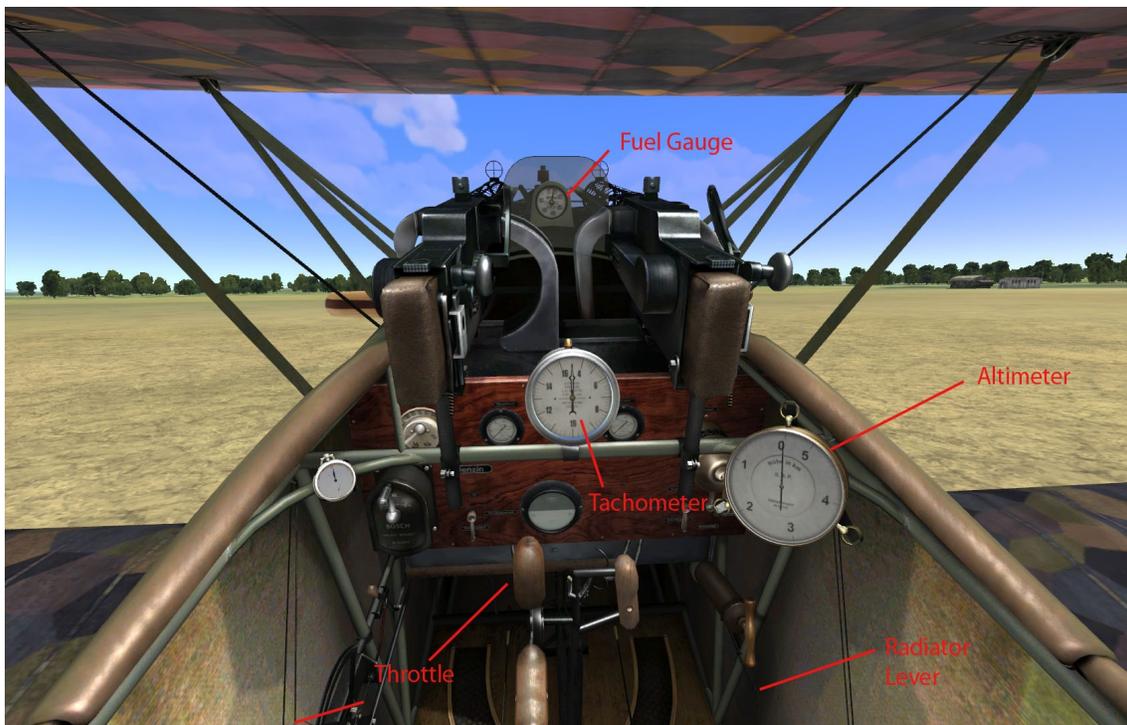
For those that don't have the patience and want to jump right in, your best bet is to load up the free flight lesson. Choose Mission-Free Flight-Plane type-Free Flight.

I suggest you start with the Fokker DVII to begin with as it is one of the easier planes to fly. You may want to set easy gauges in the difficulty options. I would recommend you also check "Engined Warmed" in the difficulty settings before mission launch.

Bear in mind, that most of the online servers will not allow you easy gauges, so try to learn what's what at the beginning.

Once the mission has loaded, you will be taken to the pre-mission screen. Here you can read the description of the mission, change your plane skin and Fuel and bullet loads (Hanger)

Once you click start you will find yourself strapped into a Fokker DVII!



*The above pics notes the main instruments and controls we will be using*

Now that you're orientated, take a final check of your controls. Move your joystick and check the control surfaces move accordingly. Pay attention to the rudder. Also check your radiator controls, check the Radiator lever and make sure it moves in and out, noting the full open position.

Time to start her up! Make sure your throttle is closed, Radiator open, and hit the engine start key (default E). It may take a couple of turns to start, just wait and it should crank up.

### **Taking off**

Now for the take off itself. I make a habit of checking around me before I start.

In multiplayer you can have an entire squadron of planes all taking off at the same time. It pays to make sure you know where everyone is.

What you don't want to happen is to collide with one of your own squadron, taking both of you out for the round!

As the airfield is clear, start your roll. Smoothly and quickly advance your throttle to full. Be aware that the engine torque and slipstream are going to make the plane swing to the right or left. Counter with rudder.

The important thing is to use small inputs. Use just enough control input to counter the swing.

Once moving forward use a little forward pressure on the stick to raise the tail and build up more speed.

Hold that attitude until you can "feel" the plane lighten, then just relax the forward pressure on the joystick. The plane should then start to climb into the air. Welcome to the miracle of flight!

As you leave the ground be aware that pretty much all of the planes are tail heavy. That means that they are going to want to raise their nose. You have to actively hold that nose down until you have enough speed and keep the stick forward to maintain level flight.

## Starting your Climb

Your biggest indicator of speed in the absence of a Speedometer is the wind. If you can't hear it over your engine, you're going too slow! Lower the nose a little.

Practice a few takeoffs until you can get into the air every time without zig-zagging around the airfield or crashing. It can take some getting used to, but the skills you form here will put you in good stead for when you go on "active service" 😊

## Further Notes on Flying.

I'll assume you know how to turn the plane, climb dive etc, (if not take the training missions) so here are just some general tips to keep you in the air and pointing the right direction.

## Engine Management

Depending on the plane, you have a number of controls you need to monitor, here they are by current plane types available. Make sure you know the controls for you plane! If you're in the air and wondering what one does, it's too late!

### Entente Planes

### Engine Controls Available

SPAD XII	Throttle	Mixture	Radiator	
Nieuport 28	Throttle	Mixture		Blip Switch
Nieuport 17	Throttle	Mixture		Blip Switch
Se5a	Throttle	Mixture	Radiator	
Dolphin	Throttle	Mixture	Radiator	
Camel	Throttle	Mixture		Blip Switch

### Central Planes

### Engine Controls Available

Fokker DVII	Throttle		Radiator	
Albatross DVa	Throttle		Radiator	
Pfalz DIII	Throttle		Radiator	
Albatross DIII	Throttle		Radiator	
Pfalz XII	Throttle		Radiator	
Fokker DR1	Throttle	Mixture		Blip Switch

## ***Throttle***

Pretty self explanatory, but surprisingly it is one of the most common causes of engine failure.

WWI engines were low powered, temperamental things. The chances are the engine in your car is more powerful and certainly more reliable. One of the most common causes of "breaking it" in ROF is over revving.

The engine will run fine at full throttle (provided you don't overheat it run out of petrol or introduce it to bullets :) )

However, just like your car engine, if you go past the red line it's going to give up.

You can monitor the revs using the tachometer (rev counter).

You'll notice in a dive, the revs can increase past the Rev limit, throttle back to keep the needle under the max limit on the counter.

As you get more experienced you will find your self governing your engine revs by engine sound alone. The important thing is to be aware that in a fast dive, unless you throttle back your engine will give out in seconds.

## ***Mixture,***

The current German planes come fitted with auto mixture as standard. (Exception being the DR1).

However the allied planes do not. The most common reason for not being able to start your engine is not setting your mixture correctly .

Make sure you know the keys assigned to its setting. It's probably a good idea to map them to another set of keys you can access more easily or your joystick.

To start your engine, increase to "Full Rich". Note the position of the lever. Then hit the start key (E). Wait for the engine to turn a couple of times, it should then start.

Once running check the Tachometer and then decrease mixture (lean) till the revs peak. You're now at full power. Keep an eye on your revs as you climb and continue to lean for max revs, if descending increase mixture accordingly.

Using your mixture correctly can give you some much needed extra power and also save some fuel.

### **Radiator**

Another common cause for engine failure is incorrect radiator management. At full throttle your engine will over heat in minutes if the radiator isn't kept open. Once overheated it will seize.

Thankfully Radiator control is easy if you bear the following in mind...

***Keep the radiator open the whole time. The only time your going to do harm with it open is if you freeze your engine with a long dive with the throttle closed. So close the radiator if your are in a shallow, low rev dive.***

Note as well, unless the "pre-warmed engine" option has been selected you have to warm your engine before you take off.

To do this, start your engine, keep the radiator closed and then increase revs a little.

Keep an eye on your Tachometer needle. You will see it quivers at a set revs. Your engine is at running temperature once that needle stops jumping and your good to go.

### **Blip Switch**

This control is unique to the rotary engine planes. It's basically an on/off switch for your engine. Used properly it can give you great control over the speed of your plane.

You will have to map a key from the ROF launcher in the settings menu.

The blip switch (best mapped to a spare button on your joystick setup) cuts the engine when held down. Once released the switch returns power.

By "blipping" the engine (Think of it as a sort of "thrust" button) you can effectively control your speed. It's useful in a dogfight to keep on an opponents tail. Blip when diving to keep the speed but not over rev your engine and also when landing and taxiing.

Blipping can also help your turns. The torque provided by the spinning engine and large propeller can fight against the roll characteristics of your plane. By blipping before entering the roll you can gain precious seconds in a dogfight.

Ultimately the blip switch is more responsive than the throttle and once you're used to it you'll love the control it provides.

## **Landing**

Landing these planes can be difficult. They are easy to flip over onto their nose and all will ground roll (do a tight u-turn at the end of their landing roll).

Here are some more tips to make sure you keep your plane in one piece and don't mess up when everyone is watching you online 😊

You need to be slow on your approach fly at around take off speed. This will mean that your engine will need to be throttled right back.

I've seen some pilots come in with their engine turned off. I wouldn't recommend this because if you make a mistake on your approach or landing you may need the extra power to go around again. So keep it in idle.

Obviously if you are flying a rotary engine plane the blip switch is very useful here.

So again, listen to the wind for an indicator. Ideally you want to land into the wind. Currently the windsocks don't function on the airfields but if check the mission briefing you can note the direction of the wind.

Gently lower the plane onto the ground, you're looking for the classic "Three Point Landing". i.e. the wheels and tail skid touch the ground at the same time.

If you're going too fast or your rate of descent is too great you will bounce or porpoise. If this happens try to catch the bounce at the top

so you don't slam back into the ground. A little burst of power to check your decent rate may be necessary, if in doubt go to full power, gain speed and go around.

Once your wheels are firmly on the ground pull back full on the stick to keep your tail down. This will also help keep the plane straight. If you feel the plane going into a ground roll (swinging to one side) rev or blip the engine a little. The increase airflow over the tail will give you back your rudder control. Generally, though if you keep the stick back in your lap you should be fine.

Landing obviously is a vital skill, and one best practiced offline. So practice in the various planes in "free-flight" mission till you are confident you can land every time. There's nothing worse (or more embarrassing) than losing a good kill streak due to not being able perform a basic landing.

## **Playing Online.**

The true test of your piloting skills is to fight against others in the online arena. The AI in ROF is the best I've encountered yet in a combat sim. That said, no form of AI can compare to a real human opponent.

To get online, simply click the multiplayer Tab. There you will find a list of servers. Chose one that suits your needs, and get ready for some furious action.

You will note that the various servers have different aids available. The general trend though is towards full real. Therefore its essential that you have mastered engine management.

Currently ROF only supports "Cooperative mode". This means that you will join a team, and that team will have a mission to complete, with the opposite teams job to stop them. You can only enter an aircraft at the beginning of the mission.

When you first log on to a server, you will probably join whilst a mission is in progress. You will have to wait till the round or mission is complete to choose a plane.

***Typically missions end when all of one side is shot down, time limit has been reached or mission goals accomplished.***

***Use this time to watch what other players are doing. You can cycle through the other plane views using the left-Cntrl F2 and left-Shift F2 keys.***

You can also chat to other players but hitting the enter key. Its always a good idea to say hello or S! (Salute!) when entering a sever.

Once the round has ended, the next mission will load, and you will enter the lobby screen. Here you can chose from the available plane types of your chosen side in the mission. Note that outside the planes that ship with the game, you can only fly planes you have purchased from the Neoqb store.

Once you have selected your plane, click on mission description tab to check the mission details. Then go to the hanger to equip your plane

accordingly. Most players will chose one of the aces skins to help identify their plane. (besides looking snazzy!)

Be sure to check the mission briefing and description so you

When you are ready, report so using the appropriate button. When all of the players have reported ready the game will count down to mission start.

Usually, you will find yourself at an airfield surrounded by your team mates.

Remember your take off drills. Look around to see who is taking off and in what direction. Online squadron take offs tend to resemble the start of a Grand Prix! Planes will weave all over the place as they struggle into the air. Make sure you don't collide and get up safely.

Once airborne I tend to circle the airfield a couple of times to gain altitude and form up with the others.

Then its time to find and kill the enemy!

***If you are shot down, or have to land your aircraft, you need to let the game know you have finished your round. To do this hit escape and click "Finish Mission"***

***This is extremely important. If you don't click finish the round will only end at its time-limit and you will hold up the game for everyone else. As you can appreciate, this wont impress the rest of the server.***

Similarly, if you are the last person on your team to survive and there are no opposition left it is usual to finish the mission as well.

As a general courtesy you are usually allowed to land. But use your common sense here. No one wants to watch you perform a 30 minute cross country flight back to your airfield.

If you are close by to your airfield, let people know what you are doing in chat and land quickly. Once you have, click finish. Again it is courtesy to let the remaining players finish what they are doing within reason.

Once the mission is ended, you can check your scores against your own team and the opposition.

Note that the Streak score is your kill streak whilst alive. Get killed and it sets to zero.

I like this feature as it gives you a reason to look after your virtual life.

Whats more, if you shoot down another player with a high streak, you will earn some special rewards for your hanger!

You will probably notice that there a varying skills of opponents online. To make the most of your chances, take a look at the next section which covers the art of dogfighting.

## **Dogfighting!**

Dogfighting is something that will take months if not years to perfect, but hopefully here are some tips to help you become a true ace.

Boom n Zoom vs. Turn and Burn.

What do these terms mean? Essentially they refer to tactics that allow you to get the most your particular planes characteristics.

Boom n Zoom

Before we go into specifics, let's consider how a plane flies. If you climb, turn or turn sharply gravity, drag and centrifugal force (G's) will all act to reduce your speed.

On the other hand, diving or flying straight will reduce these forces and allow you to pick up speed.

You can exchange speed for maneuvers and Height for speed or visa-versa.

***For example; To do a quick 180 turn you pull back on your stick, exchanging speed for a change in direction. At the end of the turn you're going much slower. Try to climb steeply now and the plane will stall.***

***Alternatively, you've performed some hard maneuvers and your planes has lost a large amount of its speed. You are at altitude to you dive down trading your height for speed.***

Your ability to maneuver you plane will depend on how much speed and height you have. You need to trade speed to turn and climb and you can increase your speed by turning or flying level. One way to think about it is that Speed and Height = money. The more "money" you have, the more things you can afford to do. The problem is when you're broke, you can't afford to do anything until you manage to earn more money and this can take time.

The entire concept of "Boom n Zoom" relies on this relationship. The idea is to keep your speed and/or height high. This effectively means you have lots of potential energy to spend in maneuvers. What you don't want to do is to be caught with no energy, if you're attacked, your options are going to be severely limited. By managing your energy you keep your options open and limit those of your opponent.

Let's consider another example...

***A Spad XII is flying at 6000 feet above the front line, at his top level speed. His energy level is pretty high. Certainly higher than any plane flying below him. At any moment he could dive, to add to his speed, or spend the speed he has in a climb to gain even more altitude.***

***Below him is a Pfalz DIII, the Pfalz has just finished a dogfight and is accelerating from near stall speed, he is at an altitude of 100 feet. His energy is low. All he can do is fly level till his speed rises, he certainly can't dive as the ground is in his way.***

***The Spad spots the Pfalz below him, what should he do?***

***He should dive down to attack certainly, but unless he shoots the Pfalz in the first pass he is going to have to bring his guns to bear again.***

***So what are his options?***

***He could after his initial dive, pull hard in the turn. The chances are that even though the Pfalz can turn faster at an equal airspeed, he will be able to get on his tail because the Pfalz doesn't have the current speed for a tight maneuver.***

***The problem is if he fails to kill the Pfalz this time, they will both be in the same situation. The Spad will have "Spent" all his energy in this do or die maneuver. If there are other enemy planes above (and always assume there are) , he will be helpless if attacked.***

***So instead once he has dived down and fired, he should pull up into a climb, the extra speed he gained in the dive can be "spent" for altitude thereby maintain his high energy state.***

***Once above the Pfalz he can then dive down and attack again or disengage (maybe the Pfalz crashed or has friends). More importantly, the Pfalz won't be able to follow him. He doesn't have the speed for such a climb. All he can do is wait for another attack.***

This is the essence of Boom and Zoom. The majority of entente fighters possess good climb rates and excellent top speeds. Therefore this tends to be their tactic of choice

That said any plane with a height advantage should try and maintain it. The reason being that it gives you options. If after an attack you are attacked you can dive again to try and escape, or simply continue to climb away.

So what about turn and burn?

As always there is an exception to every rule, and the exception in this case is the current Central plane selection.

Pretty much everyone can out turn an Entente fighter (watch out for those camels and N17's though). Get into a vertical dogfight with a Spad XIII or Se5a you will lose.

They are faster and therefore can climb better.

What you want to do is to try get them into a low energy state. There your superior turn rate can chew them up.

If your on the reeving end of a Boom n Zoom attack, turn into your opponent. Try to keep your nose pointed at him the whole time. You wont be able to climb after them, so don't try. Just keep your direction of travel pointed toward him without trying to pull back to raise your nose.

As soon as he is committed, do a quick turning dive to get out of his sights.

If you time your turns right you will frustrate your opponents attack.

You may even be able to get a quick burst of fire off as they swoop past.

The idea is to force a mistake from your opponent, or drag them down to ground level. Get him spending energy by having to turn with you.

Turn n Burn requires aggressive behavior and split second timing.

The good news is that once you do drain them of energy, all they can do is try to escape, and that should be plenty of time to shoot them down.

Ultimately though the plane with the higher height will have the advantage. Unless you are in a dogfight, or have a reason to keep at a low altitude, you should be climbing and gaining as much energy as possible.

That's the theory anyway. In reality dogfighting is a series of fluid maneuvers. The victor will tend to be the pilot that fly's his plane to the edge of its performance envelope.

Being human we all make mistakes, and if you find yourself up against an experienced opponent flying a superior plane the odds are going to be against you. This is where team tactics come into play. We'll examine these a bit later on. Before we do lets hear from a ***real*** experten...

## **The Dicta Boelcke**

Oswald Boelcke (19<sup>th</sup> May 1891- 28<sup>th</sup> October 1916) was one of the first aces of the war. Along with the legendary Max Immelman, Bolcke was one of the first German pilots to receive the revolutionary Fokker kker in July 1915. What followed became know as the Fokker Scourge by the Entente forces, as Oswald and Max began knocking allied planes out of the sky with alarming regularity.

Oswald was keen that other German pilots should receive the benefit of his experience, so he created his "dicta" or code of air combat laws, in order to help train his squadron

Boelcke's dictum is as relevant to us as it was to the pilots of the day and therefore should be employed where possible.. For ease of reference here it is again.

**1. "Secure the upper hand before attacking, if possible keep the sun behind you"**

*(Attack from altitude, keeping the Sun at your back makes you hard to spot. The Suns glare is well modeled in ROF and you too can use it to your advantage.)*

**2. "Always continue with an attack you have begun"**

*(Maintain the pressure, don't give your opponent time to think. Be aggressive! Only disengage if he is falling or you are attacked by another aircraft.)*

**3."Only fire at close range and only when the opponent is properly in your sight"**

*(Fire when you cant miss. Pot shots have their uses but are an act of desperation. Make decisive attacks close enough to be accurate and devastating).*

**4. You should always keep your eye on your opponent, and never let yourself be deceived by his ruses.**

*(Keep your opponent in sight, its easy to lose him in a dogfight. Make sure you don't get caught out by another enemy though ).*

**5. " If your opponent dives on you, do not try to get around his attack, but fly to meet it"**

**(Turn n burn, Remember turn into him!)**

- 6. "When over the enemy's lines, never forget your own line of retreat"**

*(When you need to go, make sure you go in the right direction. Also if possible give your self an option for escape. Trying to out dive a Spad wont work. Note that even if you manage to survive a crash landing behind enemy lines, you will lose your kill streak!).*

- 7. "In any attack it is essential to assail your opponent from behind"**

*(If you can get on his tail, mores the better. If not, attacking from above and below are also good. The important thing is to attack")*

- 8. "For squadrons; In principle it is better to attack in groups of four or six. Avoid two aircraft attacking the same opponent"**

*(Work as a group, but don't double up. Apart from leaving an unmarked target, you will most likely collide with your wingman. We will examine group tactics in further the following section.)*



*Oswald Bolcke was tragically killed in action in October 1916 when he and a rookie squad-mate both engaged the same enemy aircraft. They collided and both wrecks span to the ground. Germany had lost a great hero.*

## **Squadron Tactics.**

ROF online experience evolves two teams of aircraft trying to achieve their objectives. Whilst you can fly with an "every man for himself" attitude you will find yourself gaining more kills and preserving your kill streak if you work together as a group.

There has been discussion in the forum about the use of team-speak in a WWI flight simulation. Some say it's unrealistic as obviously the real aircraft did not possess radios. Communication was conducted via hand signals (when close enough) ultimately though once the dogfight was underway, it truly was every man for himself.

Whilst I agree with the above point, I would also say the ROF is a game and a social activity. Team-speak allows you to banter with other players, and generally that's what it is used for.

That said you can also discuss and form a plan for the mission. Even if you aren't using team-speak you can communicate via the team chat function.

Three points follow, which if you decided to use, hopefully will add to both your online enjoyment and success.

### **1) Fly with the right attitude.**

ROF is a team game, and it's a social and fun activity. Whilst it's incredibly competitive, the sole reason anyone plays it is to have fun.

Regardless of teams, you should always log on with a courteous and sportsman-like attitude. This means that you adhere to the server's rules (such as no vulching) and respect other players.

If the other team has all been shot down (congratulations!) make sure you click finish as soon as possible. If you are spectating and waiting for the round to finish it is customary to inform other players that the opposition are all gone, but not to insist that the round is finished immediately.

Use your common sense. Whilst you may enjoy taxiing and parking your plane in a hanger upon landing or marveling at the stunning scenery, it's probably boring for other players watching.

Be aware that sooner or later you will suffer a collision with another aircraft. Bad enough if its an opponent, worse if its a team member. If you do collide (or have someone smash into you) best to apologise. Accidents happen and its usually impossible to say who was to blame (probably both parties). That said carefully consider the next point...

## **2) Don't be a kill stealer or a danger to your teammates.**

Whats a kill stealer? Good question, and whilst I hate labels that sometimes are banded about in chat lets consider the following scenario...

A dogfight involving a dozen planes in ensuing. In the furball you are frantically looking for a target. Planes are rushing pass your head, spinning out of control and the situation is manic! You then see two planes out to the edge of the melee. You can see that one of your teammates is nicely on the "six" of an enemy and pumping him full of holes. However your in a position to dive down. Your speed will also put you in an excellent firing position and you've no doubt of the kill.

So what do you do? Do you take the shot? After all Bolcke says be aggressive right? And its all about shooting the enemy down and scores? Wrong! Not only is this tactically unsound, its also known as kill stealing and not the done thing.

There's nothing more frustrating than to have an opponent in your sights after a hard fought dogfight, only to be barged aside by a teammate trying to claim the kill.

Not only that, but remember our friend Oswald? Yep the chances of a collision will be great. And trust me you wont gain many friends by causing a collision with one of your teammate through "over enthusiasm".

The right thing to do is look for another target. Sure, if you see a teammate with in trouble, dive in and help. But try to attack unengaged targets and respect that other players also want to score kills as well as you.

Sometimes in the chaos of a fight, you get fixated on your target and wont see friendly aircraft also attacking. However you can greatly limit the chances of a collision if you keep a cool head and choose your targets carefully, and you will live longer and be more popular to boot!

But what if there are no unengaged targets? Then be a buddy and support your friends. It maybe that the tables are turned and you then have a chance to dive in and save a teammates hide. Not only is this going to be very much appreciated, its going to increase your chances of victory and maintaining those kill streaks (both yours and your teams ;) ) Which brings us on to the next point.

### **3) Fly as a unit.**

This can be as simple as buddying up two by two, splitting into groups or simply all going in together at the same time. The important thing here is that any team that fights together will beat a group of individuals.

Usually what happens online is that people will fly towards the enemy in small groups or alone. By flying as a cohesive and tight group, you can initial achieve a temporary numerical superiority. Whilst the rest of the group can pair off against the initial bandits the other group can watch out for other approaching bandits and help out in dogfights if necessary.

Its much easier to arrange this via team-speak, but the simple act of forming up as a group before flying off hell for leather across the front can make a massive difference.

You find out pretty soon that by interacting with your teammates you can add a massive amount of enjoyment to any online session.

## **The combat set up.**

You can alter you planes loadings in the hanger screen.

There has been a lot of discussion regarding gun convergence. This setting alters the angle of your guns so that the bullets fired from them will meet at a predetermined distance.

You want to set that distance to the distance you tend to fire at.

The jury is still out over the best setting, and it tends to be a personal choice of preference.

I tend to set mine at 50 meters. The reasoning being that when I am close to my target I want to do maximum damage. Experiment with different settings to find what suits you best.

You should also consider reducing your fuel load. The average length of an online mission is 15 minutes. 30% fuel load will cover you for that length of time and conserve precious weight.

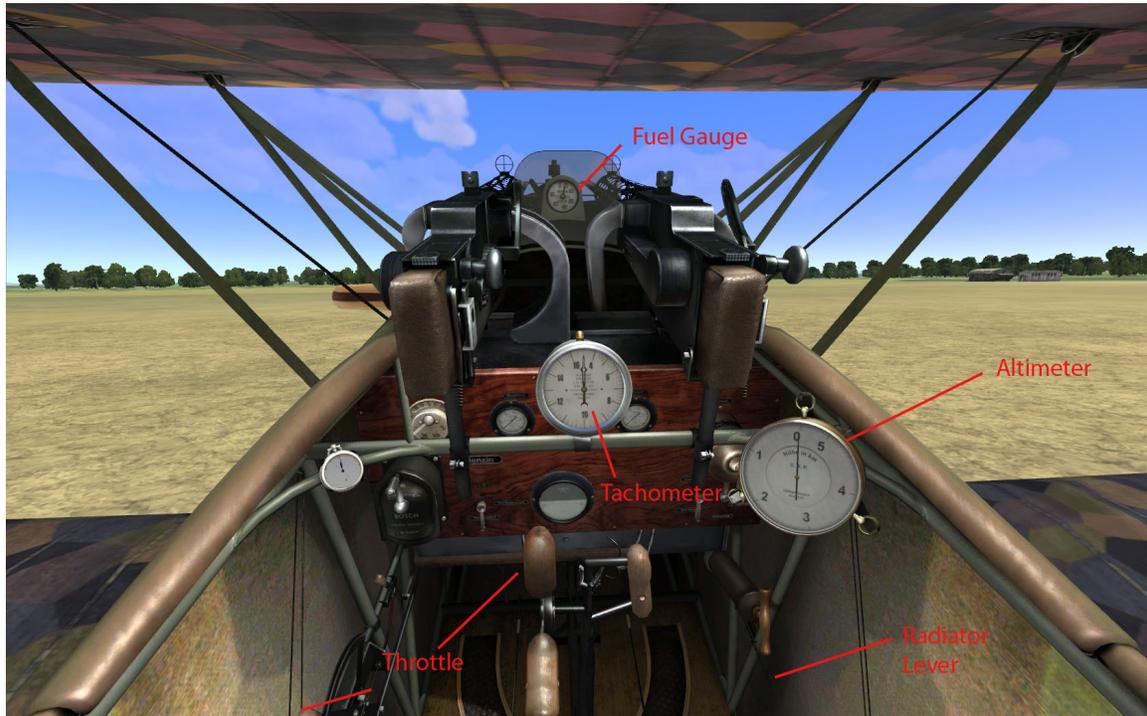
Don't forget to check the mission briefing. If you are required to bomb a target, but don't select bombs, you may have a hard time winning the round. Also be aware that some of the default loads will include bombs, so make sure you take them off if you expect to dogfight.

## **Aircraft notes.**

What now follows is a brief discussion about each of the currently available aircraft, and a cockpit diagram. Whilst I do not claim to be a master of any of them, each does have its own characteristics. Feel free to PM me if you wish to expand on the limited information contained and Ill gladly include it. For ease of reference I also note the usual tactic used with each plane in its section title.

## Fokker DVII (Turn n Burn)

*Arguably the best German fighter of the war. A forgiving flight characteristics and generally good performance make it a sound starting place for any budding German pilot. Its strength however lies in its robustness rather than performance when compared to the entente planes.*



### **Specifications:**

**Engine 6cyl inline Mercedes DIIIa.**

**Power 180hp**

**Weight 700 kg**

**Take off Weight 880 kg**

**Top speed 188.2 Kph**

**Climb speeds**

**500m- 2min**

**1000m -3 min 49 sec**

**3500m - 19min 19 sec**

**1500m - 6 min 13 sec**

**4000m - 25min 50 sec**

**2000m - 8 min 36 sec**

**2500m - 11min 20 sec**

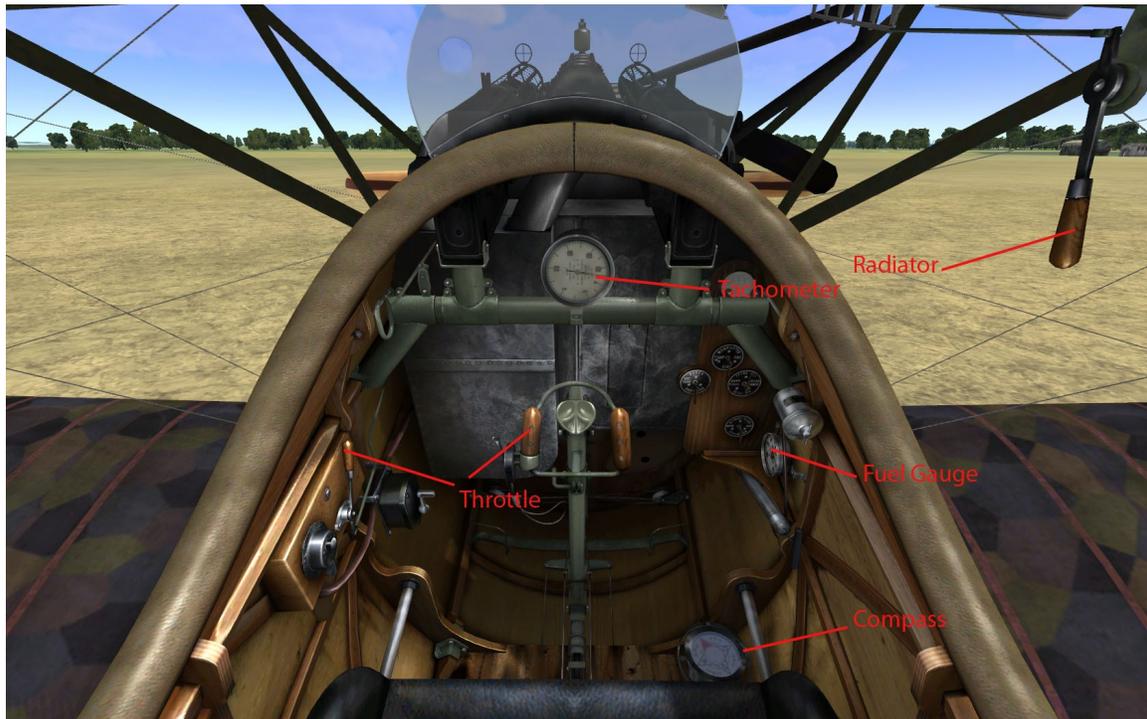
**3000m - 15min 2 sec**

**Endurance 1h 45 min**

**Armament 2×LMG 08/15 Spandau 7.92mm, 500 rounds per barrel**

## **Albatross DVa (Turn n Burn).**

*A personal favorite the D.Va is slightly more maneuverable than the Fokker DVII in the roll axis, but marginally slower. Overall a easy aircraft to fly with a nice rudder response. Beware a tendency to shed its lower wing in high speed dives.*



### ***Specifications:***

**Engine 6-cyl. liquid-cooled inline Mercedes DIIIa.**

**Power 180 hp**

**Weight 687 kg T**

**Takeoff Weight 937 kg**

**Top speed 186 km/h**

**Climb speeds**

**1000 m - 4 min**

**2000 m - 8 min 48 sec**

**3000 m - 14 min 47 sec**

**4000 m - 22 min 45 sec**

**5000 m - 35 min**

**Endurance 2 h**

**Armament 2×LMG 08/15 Spandau 7.92mm, 500 rounds per barrel**

## **Pfalz DIII (Turn n Burn)**

*A useful climb speed and rugged construction bely a sluggish roll rate. An particularly stable gun platform and forgiving flight characteristics. Its also safe to dive without the tendency to shed wings.*



### **Specifications**

**Engine 6 cyl Mercedes D.IIIa**

**Power 180 hp**

**Weight 689.5 Kg**

**Take off Weight 911 kg**

**Top Speed 180 Kph**

**Climb Speeds**

**1000m - 3 min 25 sec**

**2000m - 7 min 26 sec**

**3000m - 11 min 75 sec**

**5000m - 33 min**

**Endurance 2h 30 min**

**Armament 2×LMG 08/15 Spandau 7.92mm, 500 rounds per barrel**

## **Albatross DIIIa (OAW) (Turn n Burn)**

*Whilst being an earlier variant than the D.Va the DIII feels a superior aircraft. A nice climb rate and light feel are coupled with excellent visibility. Its lack of straight line speed and a tendency to shed wings in dives are its weak points.*



### **Specifications**

**Engine 6 cly Mercedes D.IIIa**

**Power 180 hp**

**Weight 673 kg**

**Take off Weight 908 kg**

**Top Speed 175 Kph**

**Climb Speeds**

**1000m – 2 min 30 sec**

**1500m – 6 min**

**2000m - 6 min 13 sec**

**3000 m – 11 min**

**4000 m 17 min**

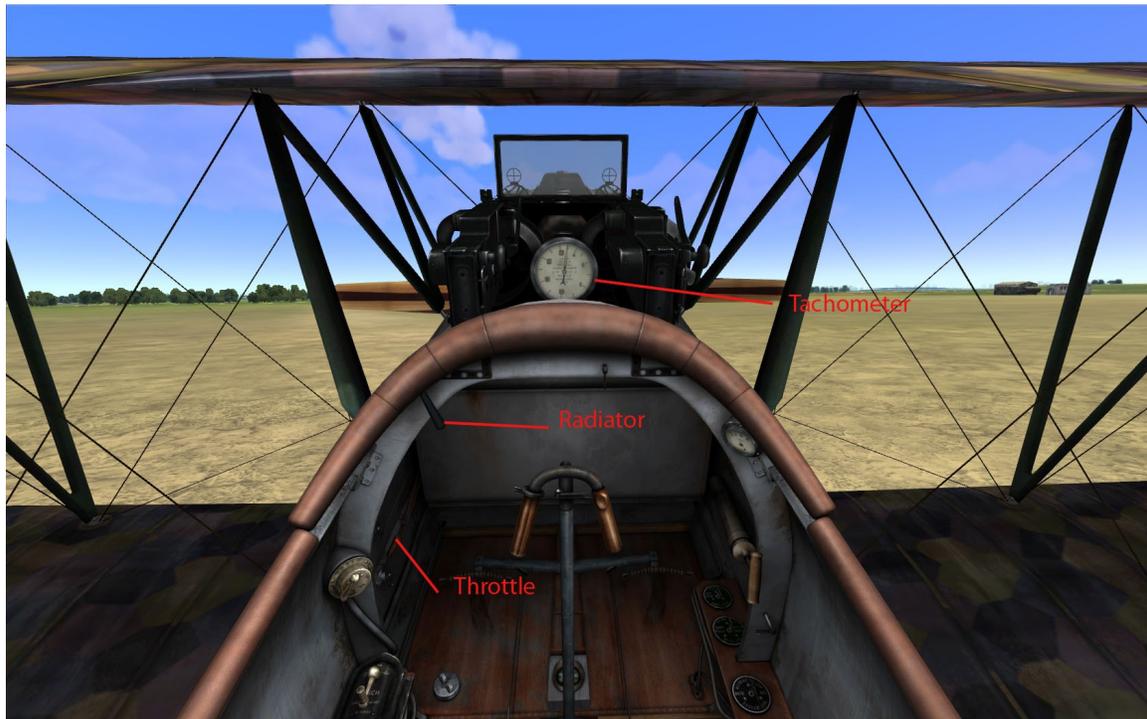
**5000 m 24 min 30 sec**

**Endurance 2 h**

**Armament 2×LMG 08/15 Spandau 7.92mm, 500 rounds per barrel**

## Pfalz XII (Boom n Zoom)

*This German fighter feels sluggish but dives well. That said it has the best climb rate of any current German fighter and reasonable visibility. Designed for Boom N Zoom, an altitude advantage is a must due to its lack of speed compared to contemporary Entente fighters.*



### Specifications

Engine 6 Cyl Liquid Cooled Mercedes DIIIa

Power 180 hp

Weight 722 kg

Take off Weight 902 kg

Top Speed 180 Kph

Climb Speeds

1000m – 2 min 12 sec

2000m – 6 mins 6 sec

3000m – 11min 18 sec

4000m – 18 min 42 sec

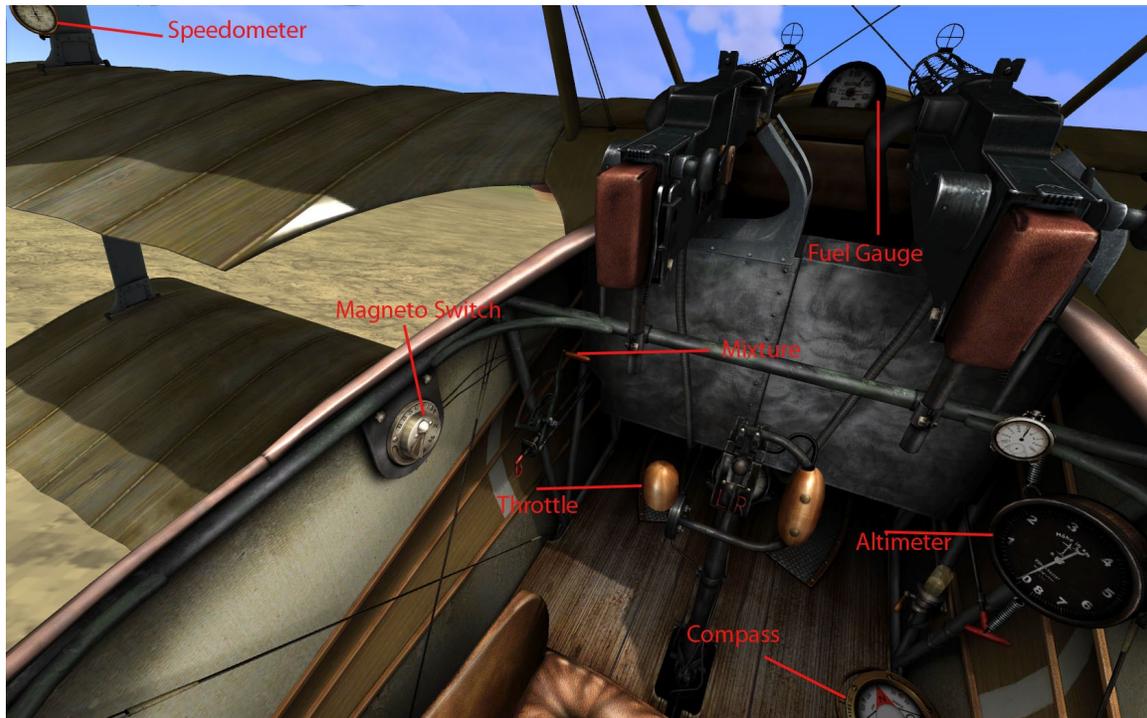
5000m – 30 min 42 sec

Edurance 2h 30 min

**Armament 2×LMG 08/15 Spandau 7.92mm, 500 rounds per barrel**

## Fokker DR1 (Turn n Burn)

*Probably the one of the most recognisable aircraft of the war the "Driedekker" was applauded by German aces on its release. Possessing incredible agility the DR1 suffers from unforgiving handling. Hard to master but deadly in the right hands.*



### Specifications

**Engine Oberursel UR11 Rotary 9 cyl**

**Power 110 hp**

**Empty Weight 376 kg**

**Take off Weight 571 kg**

**Maximum Speed 185 Kph**

**Climb Speeds**

**1000m - 3 min**

**2000m - 5 min 30 sec**

**3000m - 9 min 18 sec**

**4000m - 14 min**

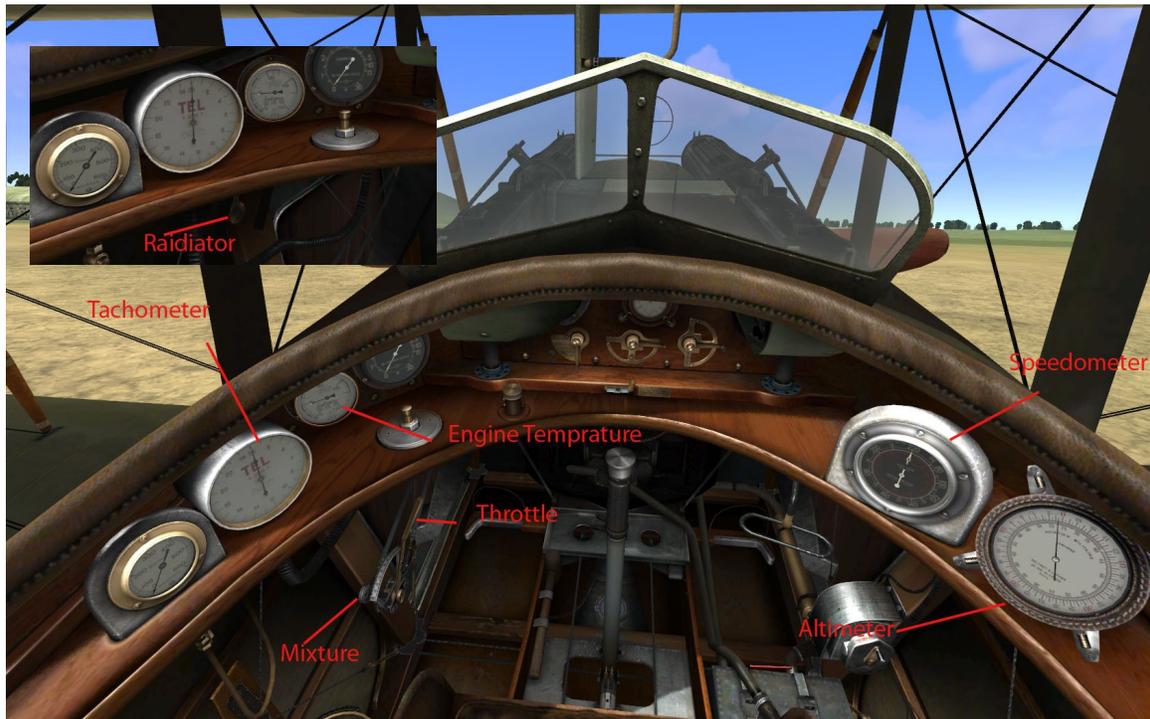
**5000m - 22 min**

**Endurance 1h 30 min**

**Armament 2×LMG 08/15 Spandau 7.92mm, 500 rounds per barrel**

## Spad XIII (Boom n Zoom)

*Best described as a "flying bedstead" the marginal visibility of the spads cockpit is its biggest drawback. However its stunning dive performance, climb and top speed make it a very effective Boom n Zoomer. Its easy to fly and has one of the most advanced cockpits.*



### Specifications

**Engine 8 Cyl Hispano-Suiza 8Be**

**Power 220 Hp**

**Weight 601**

**Take off Weight 865kg**

**Top Speed 218 Kph (@ 2000m)**

**Climb Speeds**

**500 m – 55 Sec**

**1000m – 1 min 55 Sec**

**2000m – 4 min 40 sec**

**3000m – 7 min 50 sec**

**4000m – 12 min 10 sec**

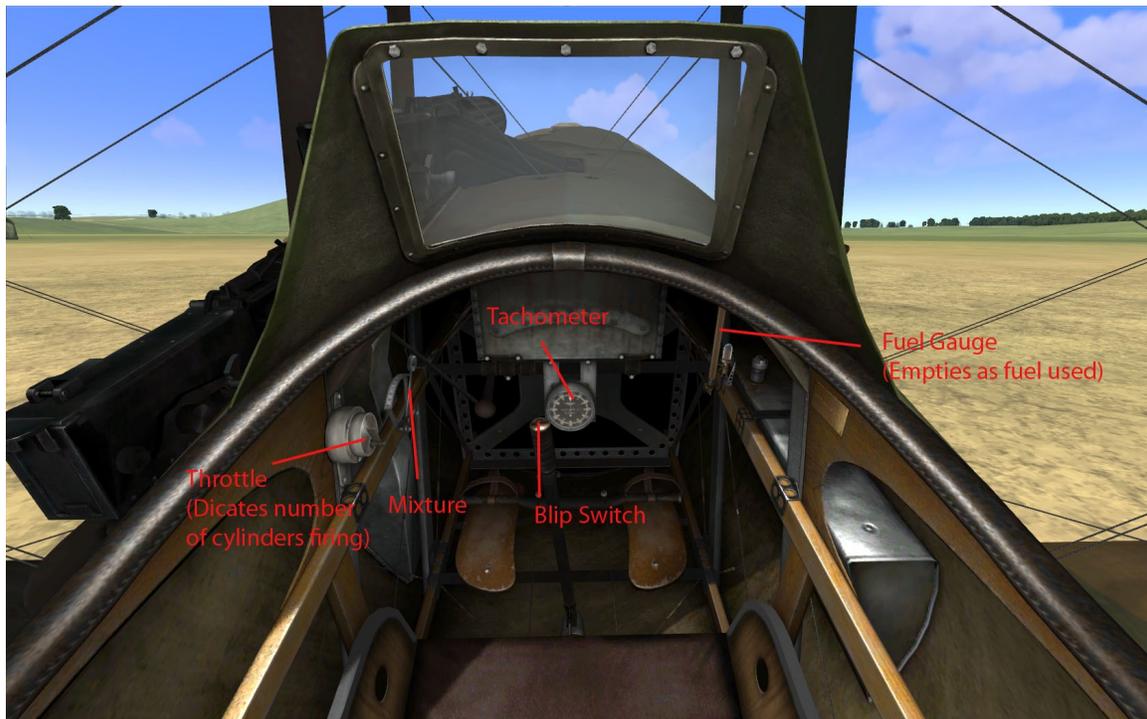
**5000m – 18 min 30 sec**

**Endurance 2 h**

**Armament 2 x Vickers 7.69, 400 rounds per barrel.**

## Nieuport 28 (Boom n Zoom)

*A fast plane only compared to the German fighters, the Gnome rotary provides the N28 with reasonable maneuverability. Its disadvantages are its limited ammo and lack of compass.*



### Specifications

**Engine Rotary 9 cyl Gnome 9N**

**Power 160 hp**

**Weight 436 kg**

**Take off Weight 436kg**

**Top Speed 206 kph**

**Climb speeds**

**2000m – 5 min 30 sec**

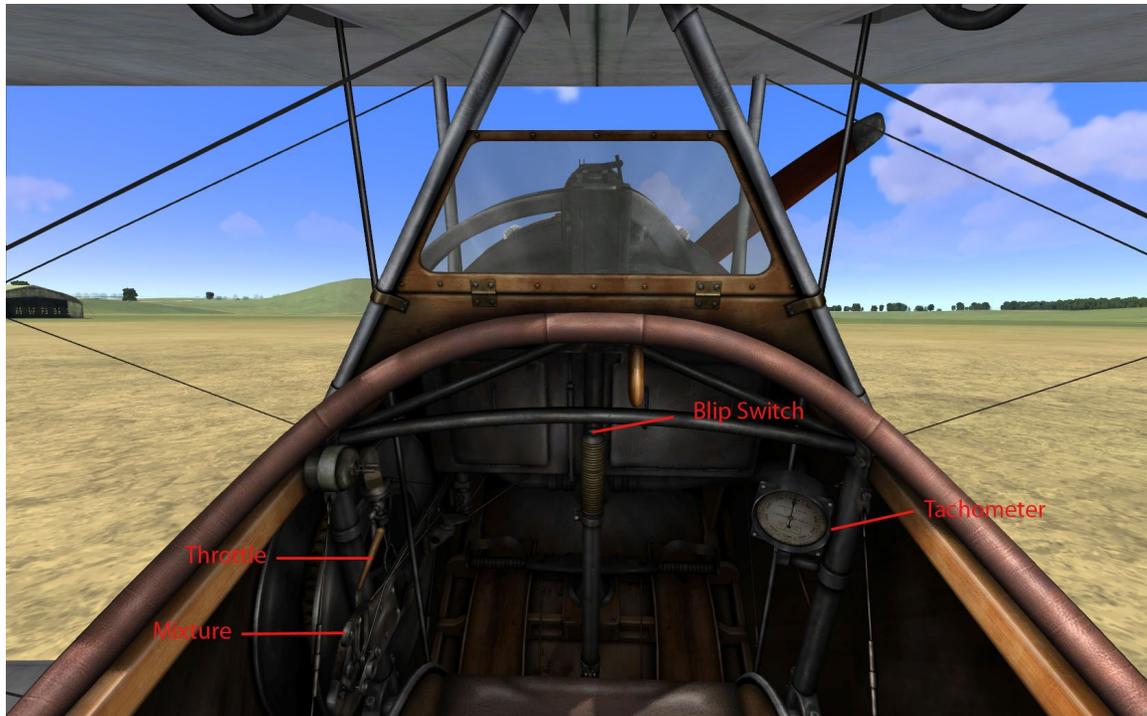
**4300 m – 14 min**

**Endurance 1h 30 min**

**Armament 2 x Vickers 7.96mm, 250 rounds per barrel**

## Nieuport 17 (Turn n Burn)

*Whilst in its day a useful fighter, the N17 is currently outclassed by every other fighter in the game. This is due to its 1916 design. That said, its a fun aircraft to fly and incredibly maneuverable. Its let down by its weak (Compared to later fighters) Engine. Extra Kudos to those who fly it! It also suffers from the lightest armament of any of the fighters.*



### Specifications

**Engine 9 cyl rotary Le Rhone 9J**

**Power 110 hp**

**Weight 375 kg**

**Take off Weight 560 kg**

**Top Speed 167 kph**

**Climb Speeds**

**2000m – 6 min 50 sec**

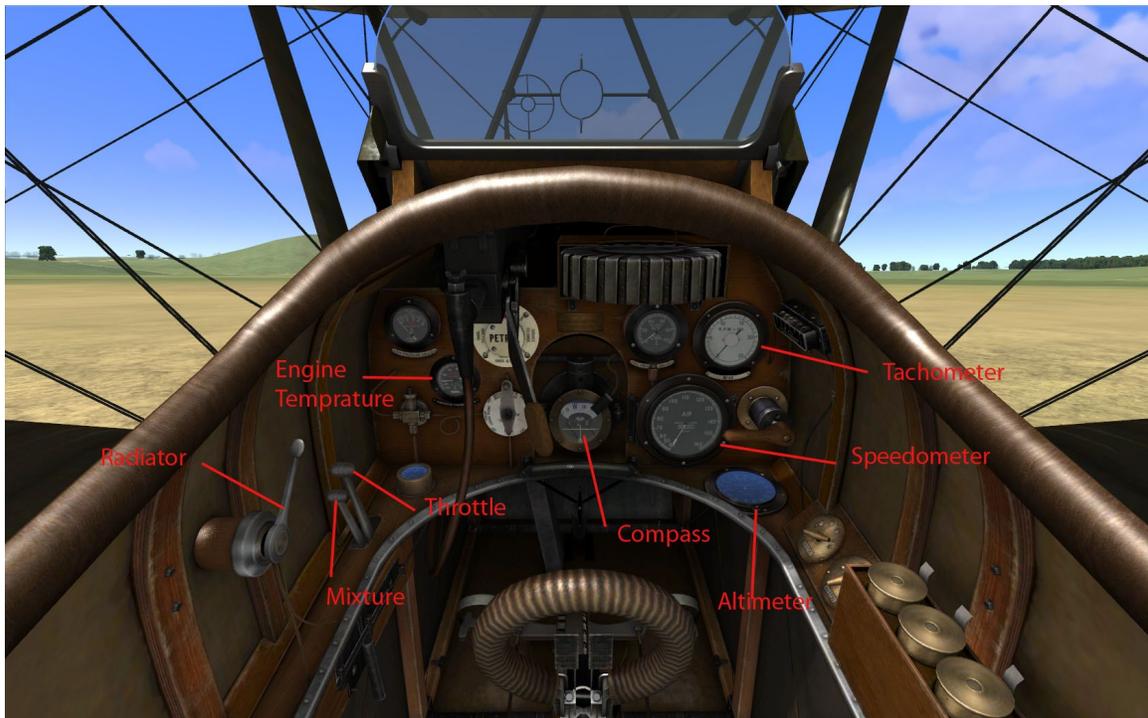
**3000m – 11 min 30 sec**

**Endurance 1h 45 min**

**Armament 1 x Vickers 7.96mm with 400 rounds**

## SE5A (Boom n Zoom)

*A firm favorite of many a RFC pilot, the SE5a possesses a great climb and top speed. Pure boom n zoom it suffers from a fragile engine and tail heavy flying characteristics. Its distinctive whine from its engine is often the last thing its opponents hear.*



## Specifications

**Engine V8 Wolseley Viper**

**Power 200 hp**

**Weight 635 kg**

**Take off Weight 880 kg**

**Top Speed 220 kph**

**Climb Speeds**

**1524m 4 min 55 sec**

**3048m 11 min**

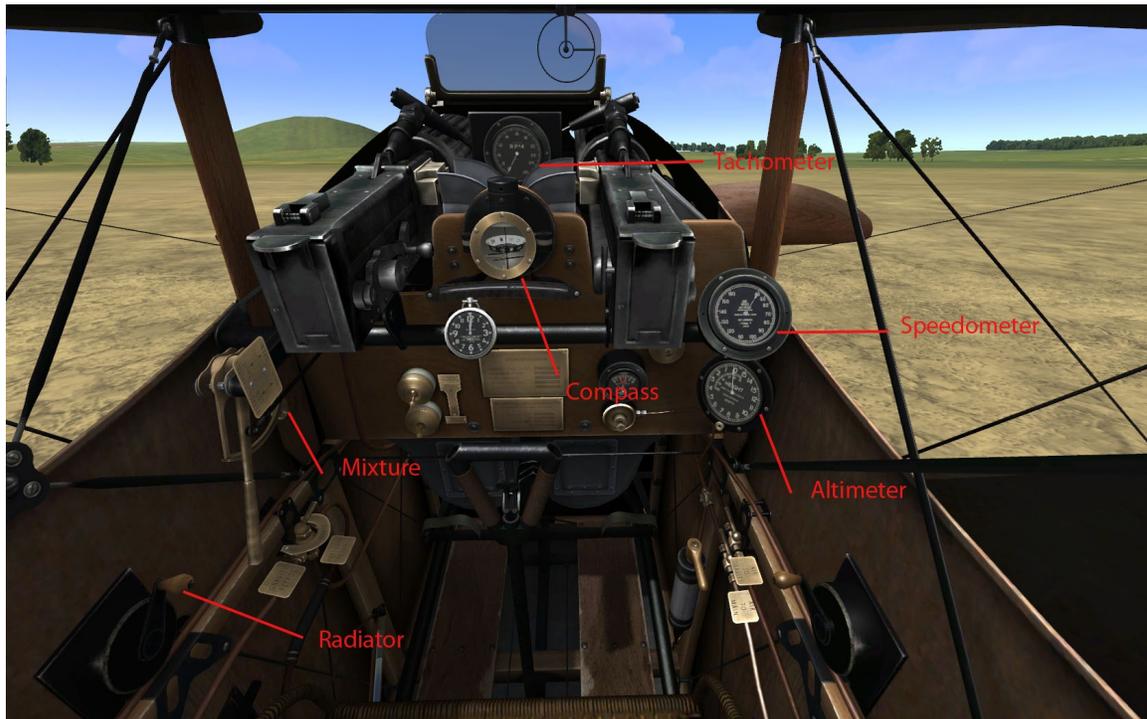
**4572m 19 min 55 sec**

**Armament 1 x Vickers 7,69mm, 400 rounds per barrel**

**Wing mounted: 1 x Lewis 7,69 mm, 4 drums with 97 rounds each**

## Sopwith Dolphin (Boom N Zoom)

*With a face only a mother could love, the Dolphin has reasonable maneuverability and good visibility. It does have an alarming tendency to shed its wings if handled roughly. Historically the Dolphin was the high altitude interceptor of the RFC/RAF.*



### Specifications

**Engine V8 Hispano-Suiza 8Ba**

**Power 200 hp**

**Weight 638 kg**

**Take off Weight 867 kg**

**Top Speed 211 Kph**

**Climb Speeds**

**1981m – 6 min 5 sec**

**3048m – 10 min 30 sec**

**4572m – 19 min 30 sec**

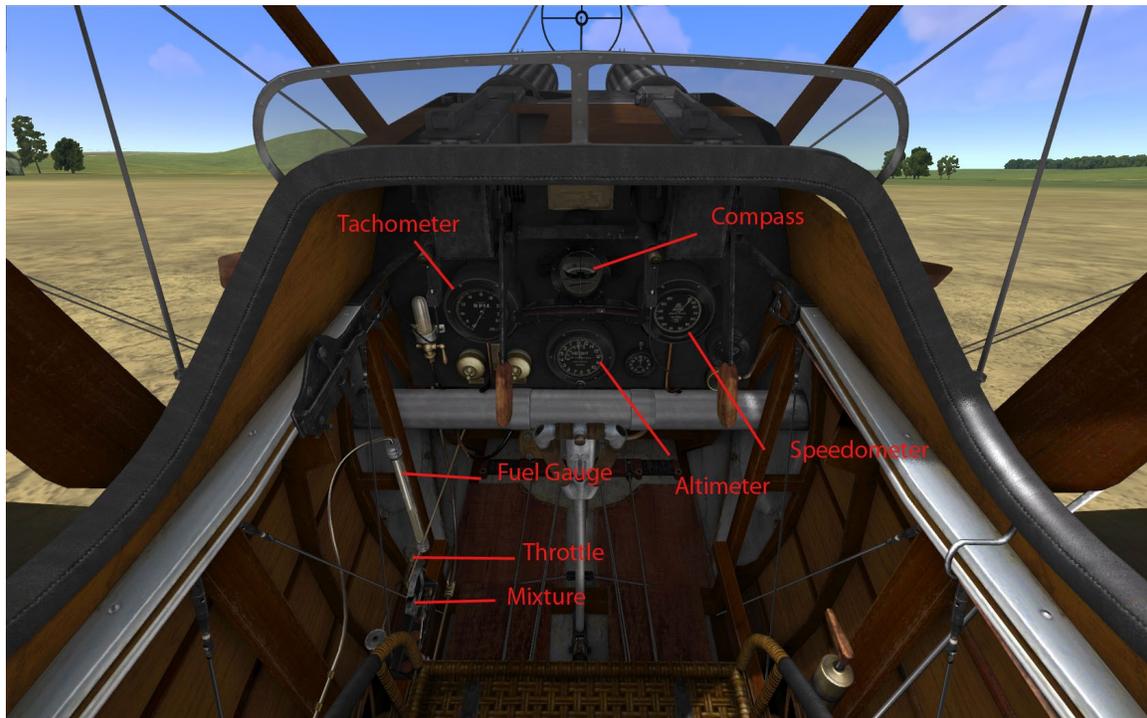
**Endurance 2 h**

**Armament 2 x Vickers 7.96mm, 500 rounds per barrel**

## Sopwith Camel (Turn N Burn)

*Arguably the best fighter of the war, the camel has it all. Good speed, good climb and fantastic maneuverability.*

*Its downside is its tendency to enter a spin and poor spin recovery. Similar to the DR1, once mastered its is hard to beat.*



**Specifications Engine Clerget 9B rotary 9 cyl. engine**

**Power 130 hp**

**Weight 449 kg**

**Takeoff Weight 659 kg**

**Top Speed 182 Kph**

**Climb speeds**

**1981m—6min**

**3048m—10min35s**

**4572m—20min40s**

**Endurance 2h 30 min**

**Armament 2 x Vickers 7.96mm, 500 rounds per barrel**

**Footnote.**

*As mentioned this is still a work in progress. I hope that it helps you have fun in ROF. I will add more content as its available. If you want to add to it by all means do so, by posting on the ROF forums.*

*Squid*

*S!*