ANDREA ANGIOLINO & PIER GIORGIO PAGLIA

WINGS of GLORY®

WW2

ARES

Rulebook

Introduction

Wings of Glory is a game system that allows players to recreate aerial combat during World Wars I and II using cards and miniatures to represent the airplanes and their maneuvers.

This **WW2 Wings of Glory Battle of Britain Starter Set** is a complete game that includes everything you need to start playing the WW2 version of the system, which may be expanded with additional **Battle of Britain Squadron Packs**, game sets and **WW2 Airplane Packs** to allow for larger battles with different airplanes. Each additional airplane comes with a special base and its own specific maneuver deck.

Wings of Glory is fast–playing and easy to learn. The *Basic Rules* (pages **5** to **10**) give you a very simple starting point to begin playing and learn the core concepts of the game.

After you're familiar with the Basic Rules, or if you are an experienced gamer, you may use the *Standard Rules* (pages **11** to **13**), which make the game a little more challenging by introducing variable speed, airplane movement planning one turn ahead and special damages.

The *Advanced Rules* (pages **14** to **17**) provide an even greater level of realism, including rules for variable altitude levels and acceleration.

Whatever the level of complexity you prefer to play, you can elect to use *Optional Rules* (pages **18** to **23**) and you can engage your airplanes in a variety of different scenarios downloadable from our website (www.aresgames.eu) or included in the **WW2 Wings of Glory Battle of Britain Scenarios** booklet, contained in this **WW2 Wings of Glory Battle of Britain Starter Set**.

This rulebook also includes the rules (pages **24** to **33**) to use a number of special models, such as bombers, in your games. These models are sold separately, just as normal airplanes, in special packs.

Battle of BRITAIN

a Game of World War 2 Air Combat

GAME MATERIALS

PLANES AND PLANE CARDS

SUPERMARINE SPITFIRE MK.I
[BAKER]

SUPERMARINE SPITFIRE MK.I
[CORFE]

MESSERSCHMITT BF. 109 E–3
[5 YELLOW]

MESSERSCHMITT BF. 109 E–3
[13 WHITE]

ALLIED AIRPLANE CARD
[BAKER]

ALLIED AIRPLANE CARD
[CORFE]

AXIS AIRPLANE CARD
[5 YELLOW]

AXIS AIRPLANE CARD
[13 WHITE]

CARDS

MANEUVER CARDS: A, A, B, B
[4 DECKS / 76 CARDS]

TARGET CARD / TROOP CARD
[6]

ANTI–AIRCRAFT / TROOP CARD
[6]

BOMB CARD
[6]

CONSOLES, TOKENS, AND RULERS

BASIC AIRPLANE CONSOLES
[4]

STANDARD/ADVANCED AIRPLANE CONSOLES
[4]

DAMAGE TOKENS
[252]

MARKERS, TOKENS, AND COUNTERS
[266]

RULERS FOR DETERMINING RANGE
[2]

MARKERS, TOKENS, AND COUNTERS

DAMAGE COUNTERS

"A" DAMAGE (BACK)	"B" DAMAGE (BACK)	"C" DAMAGE (BACK)	"D" DAMAGE (BACK)	NORMAL DAMAGE	EXPLOSION	RIGHT RUDDER JAM	LEFT RUDDER JAM	ENGINE DAMAGE	CREWMAN HIT	SMOKE	FIRE

ENGINE DAMAGE, CREW DAMAGE AND MANAGEMENT COUNTERS

ENGINE DAMAGE (FRONT / BACK)	CREW DAMAGE 1–3 (FRONT / BACK)	CREW DAMAGE 4+ (FRONT / BACK)	CREWMAN HIT (FRONT / BACK)	PRESENCE MARKER	CASUALTY MARKER

SPEED MARKERS

SPEED MARKER (BACK)	BLANK	LOW SPEED	HIGH SPEED	EXCEPTIONAL PILOT	VERTICAL DIVES

ACE AND ROOKIE TOKENS

MANEUVER ABILITIES	EVASION ABILITIES	PERSONAL ABILITIES

TECHNICAL ABILITIES	COMBAT ABILITIES	ROOKIE

OTHER COUNTERS

CLIMB COUNTER	ARTILLERY COUNTER	RECOVERY COUNTER	NUMBERED COUNTER (ALTITUDE/FUEL)	DROP TANK COUNTER	SMOKE COUNTER	FLAME COUNTER	ROCKETS COUNTER	SCHRÄGE MUSIK COUNTER (FRONT: FORWARD / BACK: BACKWARD)

Basic Rules

OBJECT OF THE GAME

In **Wings of Glory** players control one or more airplanes, taking to the skies to engage their opponents in aerial duels or trying to accomplish a specific mission, such as recon, escort, or bombing.

We recommend starting play with a simple dogfight (as the scenario *Never in the Field* in the **WW2 Wings of Glory Battle of Britain Scenarios** booklet), in which one group of airplanes is trying to shoot down an opposing group of airplanes. In such a scenario, the winner is the player – or team of players – that destroys their opponents' airplanes before being shot down themselves.

When you are comfortable with the game mechanics, you can either play one of the other scenarios presented in the **WW2 Wings of Glory Battle of Britain Scenarios** booklet, or start inventing scenarios of your own!

NUMBER OF PLAYERS AND AIRPLANES

Wings of Glory requires at least two players, each controlling one airplane. However, we recommend that for a faster, more action–packed game, there should be at least four airplanes total — a game with only two airplanes can involve a lot of chasing and not much shooting!

The setup instructions below assume that you will be playing a two–player game, with each player controlling one or more airplanes. Each player plots maneuvers, fires, and takes damage separately for each airplane he controls.

If you are playing with more than two players, divide the airplanes and the players as evenly as possible into two teams. There is almost no limit to the number of players and airplanes that can play, except the number of miniatures you own!

SETUP

Choose a flat surface at least 100 x 70 cm (40 in. x 28 in.) to play on (unless the scenario you play gives different instructions). A table, carpet, or floor section will all work as long as the boundaries are well defined.

Each player chooses one or more airplane models. Each airplane must be placed on a stand, and the stand must be fixed at the center of the specific base of that airplane. Then, the players place their airplanes on opposite sides of the gaming area, facing toward their opponent.

For each airplane he controls, a player also takes its airplane card, a console, and the maneuver deck matching the blue letter on the airplane base.

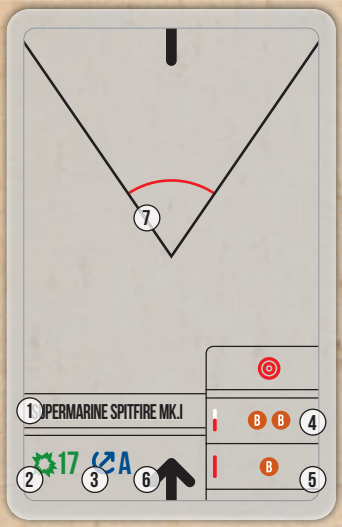
Do not take the **climb** and **dive** cards (the ones with the red arrows, with the two highest numbers in a maneuver deck), unless you want to play with *Advanced Rules* (pages **14**–**17**).

Each airplane card is placed next to its console to use as an easy summary of the airplane's game characteristics. A green card back indicates an Allied airplane while a gray card back indicates an Axis airplane. The cards also have a green or gray band on the front, under the pilot/unit name, so players can tell which side they belong to during the game.

Separate the damage counters in groups according to the letter on their back, and place each group in an opaque container, such as a cup. The damage counters will be used by any player who is hit by an airplane with matching firepower.

BASE AND CARD ANATOMY

AIRPLANE BASE



1	AIRPLANE MODEL/VERSION
2	DAMAGE RESISTANCE
3	MANEUVER DECK
4	SHORT RANGE FIREPOWER
5	LONG RANGE FIREPOWER
6	MOVEMENT ARROWHEAD
7	FIRING ARC

AIRPLANE CARD

1	AIRPLANE MODEL/VERSION
2	UNIT/PILOT
3	ALLIANCE: GREEN = ALLIED / GRAY = AXIS
4	DAMAGE RESISTANCE
5	MANEUVER DECK
6	SHORT RANGE FIREPOWER
7	LONG RANGE FIREPOWER
8	MOVEMENT ARROWHEAD
9	FIRING ARC

MANEUVER CARD

1	MANEUVER ARROW (HIGH SPEED)
2	MANEUVER ARROW (LOW SPEED)
3	DIRECTION
	← LEFT
	→ RIGHT
	↑ STRAIGHT
	↗ CLIMB
	↘ DIVE
	↓ IMMELMANN TURN
4	STEEP (IF THE ◇ SYMBOL IS PRESENT, THE MANEUVER IS STEEP)
5	DECK ID
6	CARD NUMBER

THE GAME TURN

Each turn is composed of three phases: **planning**, **movement**, and **firing**.

Players perform each of these phases simultaneously with each other player. Conclude each phase before proceeding to the next one.

After all firing is resolved, start a new turn with a new planning phase.

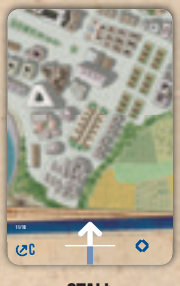
PLANNING

In this phase, players secretly choose one unused card from the maneuver deck of each airplane and place the card facedown in the second space of the corresponding airplane console.

The maneuver indicated by the arrow on the card (or by the arrow with a blue arrowhead, if there is more than one arrow) will be performed in the movement phase of this turn.

SPECIAL MANEUVERS

STEEP MANEUVER



STALL

IMMELMANN TURN

STRAIGHT MANEUVER

Cards with a ◇ symbol represent a **steep** maneuver. It is not allowed to play two steep cards in a row. At least one non–steep card must be played before another steep maneuver can be used.

A steep maneuver with a short arrow is called a **stall**.

The card with a ↓ symbol is an **Immelmann turn**. To play the Immelmann card, a player must plan a straight move (a card with the ↑ symbol) immediately before performing the Immelmann, and another straight move immediately after the Immelmann.

ILLEGAL MANEUVERS

If an illegal maneuver is revealed because a player fails to follow these restrictions, he must replace the illegal card with a straight card and take an (A) damage counter, representing the stress on the structure of the airplane.

MOVEMENT

When all the players have planned their moves, they simultaneously reveal their maneuver card.

Each player places his maneuver card in front of his airplane base so the start of the arrow matches the little black line in front of the base.

Next, he takes the airplane base and places it on top of the maneuver card, so the arrowhead at the rear of the airplane base matches the maneuver arrowhead on the card (or the blue arrowhead, if there is more than one).

MOVEMENT

The maneuver card used for movement can not be used in the planning phase of the next turn. As a reminder, it is left faceup on the first space of the console, and the card that was previously placed on that space is put back in the maneuver deck.

AIRPLANE CONSOLE

BASIC RULES

LEAVING THE PLAYING AREA

An airplane is considered to have left the playing area when its central stand is outside of the playing area. An airplane that is outside of the playing area at the end of a maneuver is out of the game.

OVERLAPPING DURING MOVEMENT

It is possible, at the end of a maneuver, for two or more airplanes to end up occupying the same position on the gaming field. Airplane bases can partially overlap, as long as they can balance without the bases shifting or sliding. If this is not possible, one of the models may be replaced with its airplane card, making sure it occupies the same position as the model base.

Use the airplane card for any measurements. If the airplane has to fire, measure ranges from the red dot at the center of the card.

Replace the card with the model as soon as the overlap ends.

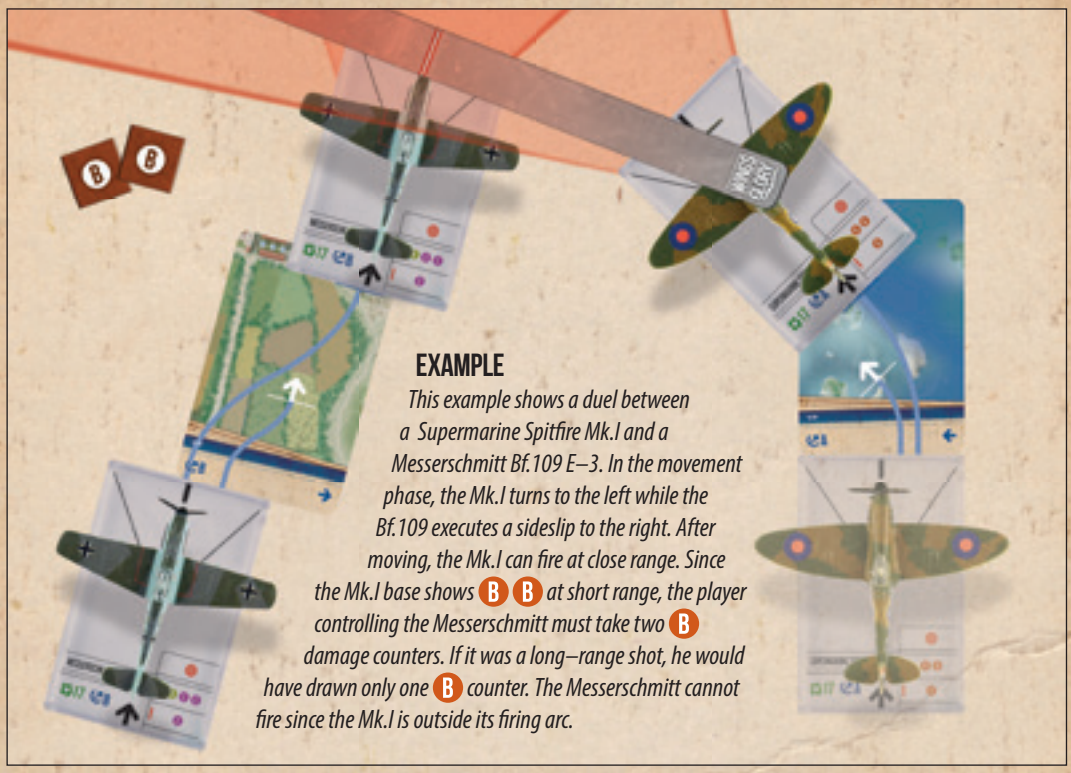
FIRING

After all airplanes have moved, players check to see if each airplane can shoot by taking the ruler and placing one end of it against the stand at the center of the airplane base.

If an edge of the ruler can reach any point of the base of an enemy airplane, while staying within the firing arc of the attacking airplane (the arc between the two black lines), the attacking airplane can fire at its opponent. Each airplane can fire at a single target each turn, choosing one if there are several possible targets. It is possible for two airplanes to fire at each other. Firing is not mandatory.

If the target airplane base is reached by the first half of the ruler, the shot is at **short range**. The target airplane takes as many counters of each specific letter as indicated by the short range firepower value ( ) on the base of the shooting airplane.

If the target is reached by the second half of the ruler, the shot is at **long range**. The target airplane takes as many counters of each specific letter as indicated by the long–range firepower value ( ).



EXAMPLE

This example shows a duel between a Supermarine Spitfire Mk.I and a Messerschmitt Bf.109 E–3. In the movement phase, the Mk.I turns to the left while the Bf.109 executes a sideslip to the right. After moving, the Mk.I can fire at close range. Since the Mk.I base shows B B at short range, the player controlling the Messerschmitt must take two B damage counters. If it was a long–range shot, he would have drawn only one B counter. The Messerschmitt cannot fire since the Mk.I is outside its firing arc.

LINE OF SIGHT

An airplane may not fire through other airplanes, enemy or friendly. If it is not possible to reach any point of a target base without the edge of the ruler crossing another base, then the line of sight of the firing airplane is blocked (although it may be able to shoot at a different target).

OVERLAPPING AIRPLANES

If, at the end of a maneuver, two airplane bases overlap, neither of the two airplanes can fire at the other. They can, however, fire at other airplanes. Other airplanes can shoot at the overlapping airplanes using the normal line of sight rules. The overlapping airplanes don't block each other's line of sight nor the line of sight of the airplanes firing at them.

DAMAGE

When an airplane is fired at, the owner of that airplane takes the number of damage counters indicated by the firepower of its attacker and secretly looks at them. The player keeps all damage counters together, facedown, in the proper area of the target airplane's console, adding up the damage points on the counters.

When the total damage (indicated by adding up the numbers on the counters) sustained by the airplane equals or exceeds the resistance of the airplane (indicated by the green number on its base), the airplane is eliminated. The airplane is removed from the game and all its damage counters are reshuffled into their respective groups.

All damage for the phase is resolved simultaneously, after all airplanes that wish to fire have done so. Therefore, an airplane that is shot down may still fire during the phase in which it is eliminated.

SPECIAL DAMAGE

Some damage counters also show a symbol, representing special damages they inflict.

When playing with the Basic Rules, only the **explosion**, indicated by the symbol, is used.

It means that the target airplane has exploded, and is immediately eliminated from play.

Other types of special damage are used in the *Standard Rules* and described on pages **11**–**13**.

RUNNING OUT OF DAMAGE COUNTERS

If an entire group of damage counters has already been used up, each player writes down the total damage for each airplane (and any special damages still affecting each airplane, if Standard Rules are in use) on a piece of paper. Then, *all* the damage counters are reshuffled into their respective groups.

VICTORY

When playing a simple dogfight, the winner is the player (or team) with airplanes still in the air when all the enemy airplanes exit the playing area or are shot down.

If you are playing several games, the winning player or team scores 1 point for each enemy aircraft leaving the playing area, 2 points for every enemy airplane shot down, and -1 point for each of its own airplanes shot down. This score can be used to compare victories across different games.

Specific scenarios may have different scoring methods or victory conditions.

Standard Rules

After players are familiar with the Basic Rules, the rules in this chapter may be added to make the game more detailed and challenging.

The rules in this chapter are a set and they are meant to be added all together.

The Standard Rules introduce **variable speed**, **advanced planning**, and **special damages**.

Any previous rule that is not explicitly changed remains valid when playing with the Standard Rules.

SETUP

HIGH

LOW

At the start of the game, each player takes four speed markers for each airplane: two **High Speed** markers and two **Low Speed** markers (in addition to the components used in the Basic Rules).

Before starting, each player chooses a maneuver card for each of his airplanes and places it facedown on the first space on the console for that airplane.

Neither steep maneuvers nor Immelmann turns can be chosen during the setup of the game.

Each player also chooses and places a **speed marker** (either a High Speed or a Low Speed marker) facedown on top of the chosen maneuver card.

THE GAME TURN

PLANNING

At the start of the turn, players secretly choose an unused card from their airplanes' maneuver decks. This card will be the maneuver each airplane will perform during the *next* turn, after the maneuver already planned.

Players also secretly choose a speed for each airplane.

Place the chosen card facedown in the second space of the console, and the chosen speed marker facedown on top of it.

The maneuver of the card in the first space will be performed *this* turn; the card in the second space, which has been just placed, will be used *next* turn.

SPECIAL MANEUVERS – IMMELMANN TURNS

In addition to the limitations indicated by the Basic Rules, to perform an Immelmann turn an airplane must be moving at High Speed when it performs the straight *before* the Immelmann.

The airplane must be moving at Low Speed when it performs the straight *after* the Immelmann.

MOVEMENT

When all the players have planned their moves, they simultaneously reveal their first maneuver card and the speed marker on it.

When an airplane moves, it uses:

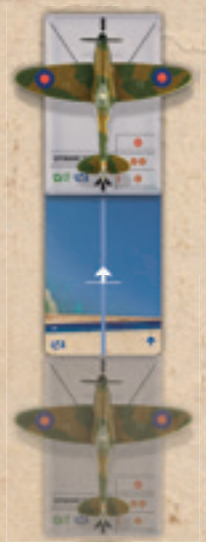
- the arrow with the *white* arrowhead if a **Low Speed** marker was on the card.
- the arrow with a *blue* arrowhead if a **High Speed** marker was on the card.

The maneuver card and the speed marker are placed back among the player's available cards and markers after use.

LOW SPEED

After moving the airplane, the facedown maneuver card in the second space of the console is moved to the first space, along with the speed marker on it.

Note: Planning a maneuver card without the airplane speed that matches the arrowhead is considered an illegal maneuver.



HIGH SPEED

FIRING

SPECIAL DAMAGES

Some damage counters have symbols in addition to the number of damage points. These symbols indicate **special damage** inflicted to the target airplane. Some special damage results must be announced to the other players immediately, while some may (and should!) be kept secret. When appropriate, the owner of the target airplane announces the special damage and places the proper damage counters in the Damage section of the airplane console. However, even when the special damage must be announced, he does not tell the other players the amount of damage points on the counter(s).

Counters with the symbol indicate that **the rudder of the airplane is jammed**. This special damage is kept secret. The next two cards that the airplane plans cannot be maneuvers to the the left (maneuvers that have an arrow pointing left in the lower left corner of the card). Any maneuvers already selected are carried out as placed.

Counters with the symbol indicate that **the rudder of the airplane is jammed.** This special damage is kept secret. The next two cards that the airplane plans cannot be maneuvers to the right (those that have an arrow pointing right in the lower left corner of the card). Any maneuvers already selected are carried out as placed.

Counters with the symbol indicate that a **member of the crew is hit**. If the target is a single–seater airplane, this special damage means the pilot is wounded. The player must announce this special damage and, for the rest of the game, the turn sequence is altered as follows:

During the movement phase, all wounded pilots perform their move and then immediately plan their next maneuver. Next, all non–wounded pilots execute their maneuvers. Shooting is resolved normally. All non–wounded pilots plan their next maneuver during the planning phase of the next turn, as normal. Thus, non–wounded pilots have better reactions than wounded pilots.

If a wounded pilot is wounded a second time, he is incapacitated and the airplane is immediately eliminated.

Counters with the symbol indicate that the **airplane engine is damaged**. This special damage is kept secret. The airplane cannot plan maneuvers with a High Speed marker for the rest of the game. If an airplane takes a second engine damage counter, the airplane is eliminated.

Counters with the symbol indicate that the airplane is leaving a **smoke** trail. The player must announce this special damage. To keep track of it, the targeted player places six smoke counters in the Damage section on the airplane

AIRPLANE CONSOLE

STANDARD AND ADVANCED RULES

console. He will discard one counter at the end of each of the next six turns. If a smoking airplane takes a second smoke damage counter, while the first is still in effect and there are still smoke counters on the console, treat it as a fire damage counter (see below). In this case, the owner of the airplane discards all remaining smoke counters, and takes six flame counters.

Counters with the symbol indicate the airplane has caught **fire**. The player must announce this special damage. The targeted player takes six flame counters and places them in the Damage section on his airplane console. Each turn, before revealing his maneuver, the player removes a flame counter and takes an A damage counter. Only damage points and explosions are taken into account; all other special damage results on the counter are ignored.

Until all the flame counters are removed, the airplane cannot execute any straight maneuver. If it reveals one, it is eliminated.

MULTIPLE SPECIAL DAMAGES

An airplane can take more than one type of special damage, at the same time or over the course of several turns.

If an airplane takes two fire damages, two left jams, or two right jams at the same time, only one of them has a special damage effect. Additional crew, engine, and smoke damage counters have cumulative effects, as detailed in their respective sections.

If an airplane takes a type of damage lasting multiple turns (left/right jam rudder or fire), that it is already suffering from, it ignores the older damage result and begins tracking the new one.

EXAMPLE

If an airplane draws a fire damage counter while it already suffers from fire damage, the player must start tracking the fire damage with six counters in the Damage section on the airplane console, regardless of how many flame counters were previously on the console.

Advanced Rules

After players are familiar with the Standard Rules, they may wish to make the game more realistic by adding the set of rules in this section.

The Advanced Rules introduce **acceleration** and **altitude**. Any previous rule which is not explicitly changed remains valid when playing with the Advanced Rules.

ACCELERATION

When playing with Advanced Rules, airplanes cannot freely choose to change speed each turn. Modify the Standard Rules as follows.

SETUP AND PLANNING

At the start of the game each player takes four speed markers for each airplane: one **High Speed**, one **Low Speed**, and two **blank** speed markers.

Then, each player chooses either the High Speed or Low Speed marker and places it, *faceup*, in the Airplane Speed position on the console of each airplane. **This marker represents the current speed of the airplane.** The other three markers are kept aside and left facedown.

Each time the player places a maneuver card on the console, he must also place one of his unused speed markers, *facedown*, on that maneuver card. He can place the unused High Speed or Low Speed marker, if he wants the airplane to change speed; or he can place a blank marker, if he does not want to change speed.

MOVEMENT

At the beginning of the movement phase, when a player reveals his maneuver card, he simultaneously reveals the speed marker on it.

If the speed marker is blank, the airplane is not changing speed. The player places this blank marker, facedown, with the other available markers.

If the speed marker is a Low Speed or a High Speed marker, the airplane is changing speed. The player replaces the previous speed marker with the revealed marker, and places the previous marker, facedown, with the other available markers.

Then the airplane moves using the arrow on the maneuver card that matches the speed of the Airplane Speed marker faceup on the console.

ALTITUDE

In aerial combat, the relative altitude of the airplanes is a very important tactical element. To represent this aspect and add more realism to the game, include the rules in this section.

When these rules are used, players use the four stands included with each airplane model, inserting and removing them to show the current altitude of the airplanes.

CLIMB CARD

DIVE CARD

The players also add the last two cards (recognizable by red arrows): the **climb** card ( ) and the **dive** card ( ) to the maneuver decks of each airplane. These two cards are used during the planning phase in the same way as all other maneuver cards, but they have special effects (see *Climb* and *Dive* on page **15**).

ALTITUDE STANDS AND CLIMB COUNTERS

The altitude of an airplane is represented by a combination of its **altitude level** (from 1 to 4) and **climb counters**.

The higher the altitude level, the higher the airplane is flying. The owner inserts one altitude stand between the airplane base and the model for each altitude level of the airplane (so an airplane at altitude level 2 will have two stands inserted). Players may also place a numbered counter on the console as an additional reminder, if they want.

No airplane can go higher than altitude 4. At that altitude, any maneuver that would bring the airplane to a higher altitude is considered an illegal maneuver.

THE SUPERMARINE SPITFIRE MK.I IS FLYING AT ALTITUDE 2, SO TWO STANDS ARE INSERTED.

Climb counters are used to keep track of the progress of an airplane when climbing toward a higher level.

Each airplane starts the game at an agreed altitude (from 2 to 4, agreed upon by the players before the game begins) without any climb counters.

MOVEMENT

CLIMB

When an airplane executes a **climb** maneuver card, the owner adds a climb counter to the appropriate space on the airplane console. When the number of climb counters is equal to the climb rate indicated on the table on page **16**, the airplane gains one level of altitude. The player removes all the climb counters, and inserts an additional stand below the model.

EXAMPLE

A Messerschmitt Bf.109 E–3 (climb rate of 3) is at altitude level 1. It has one climb counter from previous turns. When the airplane executes a new climb, it gets a second climb counter. Later in the game, when it executes another climb, it gets a third climb counter. Since its climb rate is 3, the airplane immediately goes to altitude level 2, getting a new stand and removing all climb counters.

A climb cannot be planned if it would bring the airplane to an altitude greater than 4.

Note: The climb card looks similar to a stall, but it is not considered a stall as far as other rules are concerned.

DIVE

When an airplane executes a **dive** maneuver card, it loses one level of altitude. The player removes one stand from the model and all climb counters the airplane has on its console.

If an airplane descends below altitude level 1 because of a dive, it crashes into the ground and is eliminated.

Note: The dive card looks similar to a straight, but it is not considered a straight as far as other rules are concerned. For example, an airplane cannot plan a dive, then an Immelmann turn, and then a straight, since it must do a straight before the Immelmann, and a dive is not considered a straight.

CLIMB RATES (↗) AND MAXIMUM ALTITUDE (↑)* TABLE

AIRPLANE	↗	↑
AICHI D3A1 VAL	6	11
AVRO LANCASTER MK.I / MK.III	9	9
BELL P-39D / P-400 AIRACOBRA	4	11
BOEING B–17E / F / G FLYING FORTRESS	9	12
BRISTOL BEAUFIGHTER MK.IF	5	11
BRISTOL BEAUFIGHTER MK.VIF	5	10
CURTISS P–40B / KITTYHAWK MK.I / TOMAHAWK MK.IIB	3	11
CURTISS P–40C WARHAWK	3	10
CURTISS P–40E WARHAWK	4	10
CURTISS P–40F WARHAWK	4	12
DEWOITINE D.520	3	12
DOUGLAS SBD–3 DAUNTLESS / A–24A BANSHEE	6	10
DOUGLAS SBD–5 DAUNTLESS / A–24B BANSHEE	6	9
FIAT CR.42 / CR.42 CN FALCO	3	12
FOCKE WULF FW.190 D–9 / D–13	3	13
GLOSTER GLADIATOR MK.I	4	11
GLOSTER GLADIATOR MK.II	4	12
GLOSTER SEA GLADIATOR MK.I	4	11
GRUMMAN F4F–3 WILDCAT / MARTLET III	3	13
GRUMMAN F4F–4 WILDCAT	5	12
HAWKER HURRICANE MK.I / MK.IIB	3	12
HEINKEL HE.111 H	7	8
JUNKERS JU.87 B / R STUKA	6	9
KAWASAKI KI–100–IB GOSHIKISEN	3	13
KAWASAKI KI–61–I–KAIC / KI–61–I–KAID / KI–61–II KAIB HIEN	3	13
KAWASAKI KI–61–IB HIEN	3	12
MESSERSCHMITT BF.109 C	4	11
MESSERSCHMITT BF.109 E	3	12
MESSERSCHMITT BF.109 K–4	2	14
MESSERSCHMITT BF.110 C	4	11
MITSUBISHI A6M2 REISEN	3	13
NAKAJIMA KI–43–IIB HAYABUSA	4	13
NAKAJIMA KI–84 HAYATE	2	13
NORTH AMERICAN B–25B / C / D MITCHELL	7	9
NORTH AMERICAN P–51D MUSTANG	3	14
POLIKARPOV I–16 TYP 10 / TYP 17	3	10
POLIKARPOV I–16 TYP 24	3	12
POLIKARPOV I–16 TYP 5 / TYP 6 / TYP 18 / TYP 29 / SPB	3	11
REGGIANE RE.2001 FALCO II	3	12
REGGIANE RE.2002 ARIETE	3	12
REPUBLIC P–47D THUNDERBOLT	3	14
SUPERMARINE SEAFIRE MK.IIC	4	13
SUPERMARINE SPITFIRE MK.I / MK.IB	4	11
SUPERMARINE SPITFIRE MK.II / MK.IIB	3	13
SUPERMARINE SPITFIRE MK.IX	2	14
YAKOVLEV YAK–1	3	11
YOKOSUKA D4 Y1 SUISEI	5	11
YOKOSUKA D4 Y3 SUISEI	4	12

* Maximum altitude is used with the *Flying Higher* optional rule (page **20**).

SPECIAL MANEUVERS

IMMELMANN TURN

The Immelmann turn is executed as in the Standard Rules, but the airplane also receives a climb counter as soon as it executes the maneuver.

SPLIT–S

The **Split–S** is a downward Immelmann turn. To plan a Split–S, a player uses the standard Immelmann card, but it must be preceded by a stall and followed by a straight (the preceding stall, rather than preceding straight, is what distinguishes the two maneuvers – which use the same card – from each other). The airplane must be moving at High Speed when it performs the straight after the Split–S.

When a Split–S is executed, the airplane loses one climb counter. If it has none, it loses one altitude level and takes a number of climb counters equal to the climb rate of the airplane minus one.

EXAMPLE

A Messerschmitt Bf.109 E–3 (climb rate of 3) is at altitude level 3 and has no climb counters. It plans a stall and then a Split–S. When the airplane executes the Split–S, it goes immediately to altitude level 2 and takes two (3 – 1) climb counters. A Supermarine Spitfire Mk.I (climb of 4) would take three climb counters (4 – 1) instead.

Note that, if an airplane drops below altitude level 1 because of a Split–S, it crashes into the ground and is eliminated.

OVERDIVE

The dive is a steep maneuver, but an airplane can plan one just after a stall if it follows the dive with a straight. This sequence – stall, dive, straight – is called an **overdive**.

After executing the dive, the airplane loses one altitude level and all the climb counters. After it performs the straight, it loses another altitude level.

If an airplane descends below altitude level 1 because of an overdive, it crashes into the ground and is eliminated.

ACCELERATION AND ALTITUDE CHANGE

When an airplane executes a dive or a Split–S, and the Low Speed marker is faceup on its console, its speed *increases*. If the airplane has a Low Speed marker on its console, it is replaced with the High Speed marker, no matter which speed marker has been planned.

When an airplane executes a climb or an Immelmann turn, its speed *decreases*. If the airplane has a High Speed marker on its console, it is replaced with the Low Speed marker, no matter which speed marker has been planned.

In either case, it is possible that the required speed token is already on a planned maneuver: When this happens, take it and replace it with a blank one.

COLLISIONS

Two overlapping airplanes **collide** if:

1) they are both at the same altitude, and
2) they either both have climb counters (no matter how many) or they both have no climb counters.

Each colliding airplane takes a C damage counter for each airplane, enemy or friend, it collides with. Only damage points and explosions have effect; other types of special damage are ignored.

FIRING

LINE OF SIGHT

When an airplane fires at a target at the same altitude, only airplanes that are also at that altitude level block its line of sight. Only the altitude level is considered, not the number of climb counters on the airplanes.

TARGETS AT DIFFERENT ALTITUDE

When an airplane fires at a target that is one level of altitude higher or lower than itself:

- short–range shots (less than half a ruler of distance away) use the long–range firepower value;
- long–range shots (more than half a ruler of distance away) are not possible.

Airplanes also cannot fire at targets that are two or more altitude levels away.

FIRING AT OVERDIVING TARGETS

An overdiving airplane is harder to hit. If the airplane has been shot after the dive or the straight of an overdive (see page **16**), the owner may choose to ignore a single damage counter per turn, immediately after drawing and seeing it. The ignored token is shuffled back into its group and then another counter from the same group must be taken in exchange.

SPECIAL DAMAGES

ENGINE DAMAGE

When using the Advanced Rules, the effect of engine damage is modified as follows.

This special damage is kept secret. The airplane cannot plan a High Speed marker *except when using a dive card*. If an airplane takes a second engine damage counter, the airplane is eliminated. If the airplane is at High Speed when it suffers engine damage, or it goes to High Speed as a consequence of a dive or a Split–S, the owner must return to Low Speed by playing a Low Speed marker in the next planning phase.

FIRE DAMAGE

When using the Advanced Rules, the effect of fire damage is modified as follows.

An airplane on fire can plan a straight as part of an overdive sequence. If an airplane with flame counters executes an overdive, after both the dive and the straight of the overdive, it takes an A damage counter and discards as many flame counters as indicated by the value on the counter. The drawn counter does not inflict any damage and/or special damage. Put it back with the other A counters and reshuffle them.

Optional Rules

This section contains rules which add more details to the games. Players should agree on which optional rules they want to use before the game starts.

If you are playing with the Basic Rules, you can only choose between the options marked with . With the Standard Rules, you can also use options marked with . With the Advanced Rules, you can also choose to use options marked with .

PLANNING

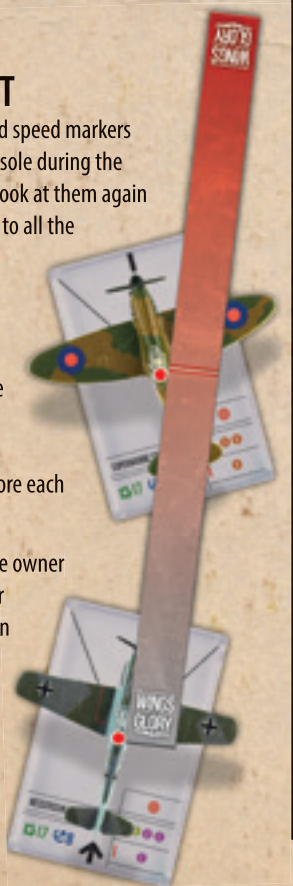
FLY BY INSTINCT

Once a player places cards and speed markers facedown on his airplane console during the planning phase, he may not look at them again until it is time to reveal them to all the players.

TAILING

Sometimes a pilot is in an advantageous position where he can anticipate the actions of his adversary. This is called **tailing**. Check for tailing before each planning phase.

To see if tailing is possible, the owner of an airplane places the ruler to check the distance between his airplane center and the center of another airplane in front of it. The airplane in the rear is attempting to tail, while the airplane ahead of it is being tailed.



Tailing requires the following three conditions to be met:

1) The ruler reaches both centers, and
2) the ruler passes through the front edge of the tailing airplane base and the rear edge of the tailed airplane base, and
3) the ruler does not cross any other airplane base between the two airplanes.

If an airplane can tail two or more enemies, it must choose one.

The tailed player must secretly show the first planned facedown card on his console to the tailing player, and only to him, before the tailing player selects his own maneuver card during the planning phase. The tailed player only shows the first card, and not the speed marker that is on it.

If the tailing player controls more than one airplane, he must plan the moves for all his non–tailing airplanes before looking at any maneuver cards of airplanes he is tailing.

TAILING AND SPECIAL DAMAGES

When an airplane has a smoke or fire damage counter on it, it can't perform tailing. The airplane can be tailed normally.

TAILING AND ALTITUDE

An airplane can tail an enemy at the same level or one level lower normally. Enemies on a higher level or more than one level lower than the airplane cannot be tailed.

Only airplanes at the same altitude of both the tailed and the tailing airplane prevent the tailing if the ruler crosses their base (see point 3, page **18**).

ILLEGAL MANEUVERS

This rule replaces the *Illegal Maneuvers* rule (page **7**).

When a player plans an illegal move (for example, two steep maneuvers in a row or a Low Speed–only maneuver at High Speed), when that maneuver would be performed, the airplane goes out of control and is eliminated. It counts as shot down by the enemy team for victory conditions.

MOVEMENT

FUEL

The scenario rules, or the players themselves, may assign a certain amount of **fuel** to each airplane (for example, 40 points of fuel). Airplanes can have different amounts of fuel available for the game. The quantity of available fuel is indicated by placing numbered counters in the Fuel section of the console.

- Each time an airplane executes a Low Speed maneuver, it must spend one fuel point.
- Each time it executes a High Speed maneuver, it must spend two fuel points.

If an airplane reaches zero fuel points while still on the table, it is eliminated and considered shot down for the purpose of victory conditions.

FUEL AND ALTITUDE

When an airplane executes a climb or dive, its current speed does not determine fuel expenditure. A dive uses one point of fuel; a climb uses two points of fuel. The straight card of an overdive costs no points of fuel.

LANDINGS, TAKEOFFS, AND CRASHES

If you want to have a landing field in the game, set its limits before the game begins. It should be at least 9 x 27 cm (≈4 in. x 11 in.) in size. Draw it on the gaming surface or use a sheet of paper in the correct shape.

This region could represent a real airfield or just a flat area suitable for landing.

LANDING

To land, an airplane must be at altitude level 1. It must then execute the following three maneuvers in order.

- First, a **dive**. Discard all climb counters. If the center of the airplane base is in the landing field, the airplane touches the ground — remove the stand from the model, but leave it on the base. If the center of the base is out of the landing field, the airplane crashes into the ground and is eliminated.
- Second, a **straight**.
- Third and finally, a **stall**. The airplane has landed.

TAKEOFF

To take off, a landed airplane must start with the center of its base inside the landing field. It must execute the following three maneuvers, in order.

- First, a **stall**.
- Second a **straight** (the airplane is still on the ground at this point).
- Third and finally, a **climb**. The airplane is now at altitude level 1, without climb counters, and flying. Insert a stand under the model.

If a player has a landed airplane with the center of its base inside the airfield and wants to pretend to take off without actually doing so, plan any non–stall maneuver. The airplane won't move or rotate that turn.

CRASHES

If a *grounded* airplane ends a maneuver with the center of its base outside the landing field while it is taking off (after the stall or the straight) or landing (after the straight or the stall), it crashes. It takes three A damage counters if this happens at the end of the stall or three C counters if it happens at the end of the straight. Only damage points, fire and explosions have effect; other types of special damage are ignored.

The airplane is still considered to be on the ground and must remain immobile for the remainder of this turn and the next turn.

If it is not destroyed, it can be moved or turned and may start a new takeoff if it can get back inside the airfield.

AIRPLANES ON THE GROUND

The owner of an airplane on the ground can move it every third turn.

To move the airplane, the owner places a finger on any point of its base and turns the base around, or slides the base over that point, so the unmoved finger still touches a point of the base. Complete this special movement before the maneuvers of flying airplanes for that turn are revealed.

While on the ground, airplanes cannot fire, but they can be fired at as if they were at altitude level 1.

FIRE ON THE GROUND

An airplane cannot take off if it has any flame counters. To see if the pilot or the ground personnel are managing to extinguish part of the fire, at the end of the movement phase the owner of the airplane takes an A damage counter and discards as many flame counters as indicated by the value on the counter. The drawn counter does not inflict any damage and/or special damage. Put it back with the other A counters and reshuffle them.

At the end of the turn, if a burning airplane on the ground overlaps one or more airplanes on the ground that are not on fire, those non–burning airplanes catch fire and each takes six flame counters.

FLYING HIGHER

If this optional rule is used, each airplane model has a **maximum altitude** that it can reach (see the table on page **16**).

No airplane can climb above its maximum altitude. The altitude limit of 4 in the normal altitude rules does not apply.

Instead of using the airplane stands to indicate the altitude level, players use numbered counters.

CLOUD COVER

Players can agree that there is **cloud cover** at a given altitude level (for example, at altitude level 5). Airplanes that climb to this altitude level reach the cloud cover.

When an airplane reaches the altitude of the cloud cover, it stops moving on the table. The player continues planning maneuvers as normal, but the airplane base stays in the same position that the model reached after the climb to the cloud cover altitude. It is just a reminder of where the airplane was last seen on the board: It cannot fire, be fired on, or collide with other airplanes.

The airplane cannot make additional climb maneuvers.

The owner plans maneuvers, placing cards as normal.

The owner also writes which speed marker he wants to use each turn secretly on a sheet of paper.
Between a Low speed and a High speed one (and vice versa) there must be at least one blank.

During the maneuver phase the owner places the maneuver card aside, face down, on top of any previous maneuver cards played while in the cloud cover.

The maneuvers are kept one on top of the other until a dive or Split–S is executed. In that phase, the player takes all the pile of maneuvers planned since the climb and executes all of them immediately, in the order planned, at the appropriate speed, placing the model back on the gaming field.

If the airplane exits the gaming surface at the end of any maneuver card, the airplane is out of the game. If not, the airplane is back on the gaming field and considered to be below the cloud cover: It can fire, be fired at, collide, and climb again normally.

FIRING

AIM

When an airplane is firing at the same enemy airplane with the same weapon (that is, within the same firing arc) for two or more consecutive turns, it can fire with more accuracy.

From the second consecutive turn of fire onward, the target must take one additional A damage counter from that weapon. Only one additional A counter is taken, even if an airplane is firing at the target for three or more turns.

FIRING FROM ABOVE

If an airplane fires at a target that is in its front arc on a lower altitude level, it receives the aim bonus (the target must take one additional A damage counter), even if it is the first turn of fire. This bonus also applies to an airplane firing in the front arc after it executes any dive, and after the straight maneuver of an overdive.

DISRUPTION

If an airplane takes at least 1 point of damage during a turn, it loses the Aim bonus for consecutive firing turns and Tailing advantages for the next turn. Damage counters with a value of 0 don't cause disruption.

EXPLOSION TOURNAMENT RULE

To decrease the amount of luck in the game, take the counters with an explosion out of each group of damage counters.

EXTENDED CREW DAMAGE

This rule introduces the possibility of multiple crew hits at the same time.

This symbol means that one or more of the crewmen are wounded. This special damage must be revealed.

- 

If crew damage is suffered by an airplane with three crew members or less (do not count incapacitated ones), take the set of three green crew damage counters (with "1–3" on the backs), mix them facedown, and choose one at random. The number of pictures on the drawn token indicates the number of hits to the crewmen.

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If the crew is composed of four or more members, take the set of six yellow crew tokens (with "4+" on the backs), mix them facedown, and choose one at random. The number of pictures on the drawn token indicates the number of hits to the crewmen.

Once you have determined how many hits have been inflicted, check to see who has been hit.

- If the crew has a single member (the pilot), all the hits are, of course, on him. One hit means he his wounded and two hits that he is incapacitated.

- 

If there are 2 or more crewmen, take as many crewman hit counters (with consecutive Roman numbers starting from "I") as there are crewmen on the airplane and mix them facedown on the table. The counters of any crewman which was previously incapacitated should not be included.

Draw one of the counters at random and reveal it. This is the first crewman who is hit.

- For two–seaters (page **24**), I is the pilot and II is the observer;

- For planes with 3 members or more, the hit crewman is indicated by the *Crew Damage Table* included with the airplane model. Place a casualty marker on the appropriate role circle(s) on the airplane management card.

- Repeat the procedure if there is more than one hit to the crewmen.

The effect of each crewman hit is the same as when using the normal crewman hit special damage effect (see page **12** for single seaters, page **24** for two–seaters and **31** for multi–engine planes).

ACE RULES

The scenario rules (or the players themselves) can assign an **ace** to one or more airplanes.

Each ace may have one or more special **skills**. Unless the scenario rules dictate otherwise, each player may freely choose pilot skills (and/or the skills of other crew members for two–seaters or multi–engine airplanes). However, an ace may not have more than one copy of the same skill (except for the Golden Touch skill).

Note that some skills require the use of Standard or Advanced Rules, as indicated in the title of each skill.

Tokens with ace skill icons are included in this set. Players may place them on the airplane console to remember the skills of each ace. If you use skill cards, tokens are not required.

If the airplane has multiple crew members, see *Two–Seaters and Aces* (page **25**) and *Multi–Engine Airplanes and Aces* (page **33**).

If an ace is incapacitated or if a crewman is incapacitated, his skills may not be used for the rest of that game.

RECOVERY

Most skills require a player to take **recovery counters** when the skill is used. Place these recovery counters on the console and discard one recovery after each movement phase. The skill cannot be used until the next turn after the last counter was discarded.

If the ace has several skills that require him to take recovery counters, the owner must track them separately. He places a different pile of recovery counters on top of the token or skill cad with the icon of that specific skill. Each set of recovery tokens only precludes the use of that specific skill until they are all discarded; other skills can still be used.

When the skill involves maneuvers, the ace can plan a maneuver using that skill while he still has recovery counters on it, however, if he has to execute it before all counters are discarded, it is considered an illegal maneuver.

SPECIAL ABILITIES

MANEUVER ABILITIES

Acrobatic Pilot: This pilot may perform a non–straight maneuver after an Immelmann or a Split–S. When you use this skill, take five recovery counters.

Daredevil: This pilot may perform two steep maneuvers in succession. When you execute the second steep maneuver, take four recovery counters.

Exceptional Pilot: This pilot can use the same maneuver card twice in succession.

Take the speed marker with the symbol of this skill and add it to the others. When you plan your move and you want to use a maneuver card twice in a row, you can put any card on the console as a fake and the Exceptional Pilot marker on it. When you reveal the card and the marker, use the maneuver card you used last instead of the one revealed. The airplane speed remains the same as in the previous maneuver. The Exceptional Pilot marker is returned to the other speed markers.

This skill can be used to repeat a steep maneuver, even if the pilot does not have the Daredevil skill, but if two steep maneuvers are performed in succession, take four recovery counters after the second maneuver. For non–steep maneuvers, no recovery counters are taken. If this skill is used to perform a steep maneuver twice in a row, you cannot perform a third steep maneuver after that unless the pilot has the Daredevil skill.

For all other maneuvers, the restrictions of the reused card are again taken into account. So, for example, you cannot plan this skill marker after an Immelmann, since you have to do a straight maneuver before and after an Immelmann.

Golden Touch: This pilot may accelerate or decelerate more easily than anybody else. At the start of the game, take an extra Low Speed or High Speed marker of your choice. You can choose this skill twice, so you can get both one extra Low Speed and one extra High Speed marker.

EVASION ABILITIES

Good at Escaping: This skill requires the use of the *Tailing* optional rule (page **18**). This pilot's airplane may not be tailed, unless the tailing airplane's pilot is also an ace with the Good at Escaping skill.

Lucky Pilot: This pilot may choose to ignore a single damage counter during the game, after drawing and seeing it. The ignored token is shuffled back into its group. To remember that this skill has been used, discard its token.

PERSONAL ABILITIES

Perfect Control: This skill requires the use of the *Fly by Instinct* optional rule (page **18**). A pilot with this skill may ignore the Fly by Instinct rule.

Strong Constitution: This ace ignores the effects of the first crewman hit special damage on himself. If the ace takes a second wound he is incapacitated, even if he is a pilot.

Super Ace: The player discards two recovery counters from each of the ace's skills after each maneuver, rather than just one.

TECHNICAL ABILITIES

Fire Expert: When receiving smoke or fire damage, this airplane takes four tokens instead of six.

Intuitive: This skill requires the use of the *Tailing* optional rule.

For the current turn, this ace can tail an airplane even if the ruler checking for tailing passes through a lateral side of the target base (but not the front), instead of the rear. Use once per game. To remember that this skill has been used, discard its token.

Technical Eye: This ace is able to quickly assess the damage inflicted to friends and opponents. You may look at the damage counters of a friendly or enemy airplane which is within one ruler's distance from this ace's airplane in any direction. If this skill is used during the movement phase, it must be used before all airplanes move or after all of them have finished moving. When you use this skill, take four recovery counters.

COMBAT ABILITIES

Itchy Trigger Finger: Aces with this skill are faster to shoot than everybody else. When they fire, all the damage they cause is resolved before the simultaneous fire of airplanes that do not have an ace with this skill. If the target airplane is shot down, it does not get to return fire (unless it is manned by another ace with this skill). When you use this skill, take four recovery counters.

Aces with this skill may choose to fire normally (to avoid taking recovery counters) and may also fire normally when their Itchy Trigger Finger skill has recovery counters on it.

Perfect Aim: When firing, this ace may choose to have his opponent take an additional A counter of damage, even if he did not shoot at the same airplane in the previous firing phase. You must decide to use this skill before your opponent draws damage counters. When you use this skill, take three recovery counters.

Note: the bonus granted by this skill is not cumulative with the bonus granted by the *Aim* optional rule (page **20**), if that rule is in use.

Precision Dive Bombing: When a dive bombing is declared, before showing planned maneuvers, the player may announce "long" or say nothing. If he says "long," place a stall maneuver card in front of the bomber and then place the bomb card, so its arrow matches the arrow of the stall maneuver card.

If the player says nothing, execute the dive bombing normally.

Sniper: When this ace fires at an enemy airplane, he tends to hit a bull's–eye. When the ace fires, the player may select one type of damage counter based on the firepower of his weapon. The sniper player (instead of his target) draws *two* counters of the appropriate type, looks at them, gives the one of his choice to his opponent, and places the other back among the others, reshuffling them. If the firepower indicates multiple damage counters, the target draws the other counters normally.

When you use this skill, take four recovery counters.

ROOKIES

The scenario rules (or the players themselves) can assign a **rookie** to one or more airplanes.

Players may place a rookie token on the airplane console to remember the rookie status of a crewman.

If there are rookie pilots in the game, the turn sequence is altered as follows: during the movement phase, all rookie and wounded pilots perform their move and then immediately plan their next maneuver. Next, all non–rookie and non–wounded pilots execute their maneuvers.

All non–rookie and non–wounded pilots plan their next maneuver during the planning phase of the next turn, as normal.

When a rookie crewman fires, all the damage that he causes is resolved after the simultaneous fire of all non–rookie crewmen. If a rookie airplane is shot down, it does not get to return fire (unless it is shot down by rookies).

SPECIAL DAMAGES AND ROOKIES

Crewman Hit: The first time that a rookie pilot is wounded, he does not suffer additional penalties.

TAILING AND ROOKIES

If the optional *Tailing* rule (page **18**) is in use, rookie pilots can not tail.

Special Airplanes

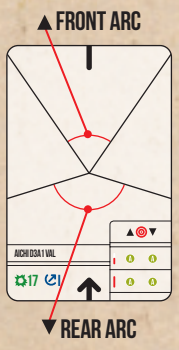
TWO–SEATERS

All single–engine airplanes that have one pilot and one observer are called **two–seaters**.

The second person in the crew is called the **observer**, who sits behind the pilot.

BASIC RULES

SECOND FIRING ARC



Two–seaters have two different sets of firing data on their base, with an arrow that shows which firing arc they refer to: An up arrow (▲) refers to the front machine gun (left column), a down arrow (▼) refers to the rear machine gun (right column).

The observer follows normal rules for firing, but uses the rear arc of the airplane. Two–seaters can fire at two different targets in the same firing phase, once against a target in the front arc and once against a target in the rear arc.

STANDARD RULES

OBSERVER WOUNDED

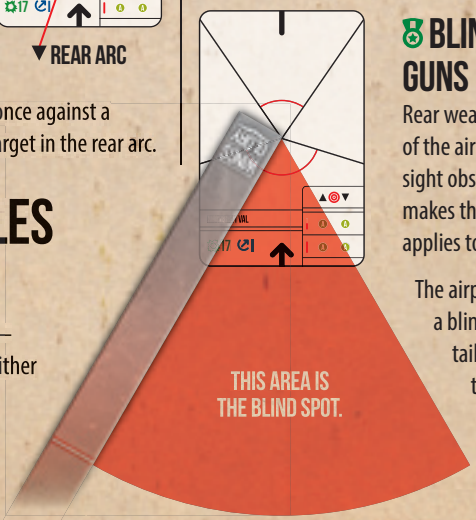
When a crewman is hit on a two–seater, the damage may affect either the pilot or the observer.

If a is drawn, take two crewman hit counters (with the Roman numerals "I" and "II"), shuffle them and draw one at random.

- If a "I" is drawn, the pilot is hit. Apply the normal rule for the pilot being hit (see page 12).
- If a "II" is drawn, the observer of the two–seater is wounded and he is incapacitated. The player must announce this special damage. The airplane can no longer fire the machine guns in the rear firing arc. After the observer is incapacitated, further crew damage automatically hits the pilot.

If a two–seater airplane has a mission, the scenario indicates whether the mission can be performed by an airplane with an incapacitated observer or not (for example, some cameras could be used by the pilot).

OPTIONAL RULES



BLIND SPOT FOR REAR GUNS

Rear weapons mounted on the back of the airplane had their line of sight obstructed by the tail. This rule makes their use more realistic and it applies to any rear gun.

The airplane rear machine gun has a blind spot just at the rear of the tail. Use the ruler to connect the center of the two–seater airplane with the center of the target in the rear arc.

If the ruler passes through the rear edge of the two–seater airplane base, and if the first half of the ruler touches any point of the target base, firing is not possible.

ALTITUDE AND BLIND SPOT

When playing with Advanced Rules, the blind spot is effective only against targets at the same or lower altitude. The rear gun can fire normally against a target at a higher altitude level.

TWO–SEATERS AND ACES

When using the *Ace Rules* (see page **21**), the players can agree whether the ace in a two–seater is the pilot, the observer, or both.

Maneuver and Evasion skills can only be given to pilots. Personal, Technical and Combat skills can be given to an observer as well as a pilot. The pilot's Combat skills apply only to the front firing arc, while the observer's Combat skills apply only to the rear firing arc.

TWO–SEATERS AND ROOKIES

When using the *Rookies* rules on page **23**, the players can agree whether the rookie in a two–seater is the pilot, the observer, or both.

Movement penalties apply to pilots only, firing penalties to both pilots and observers.

DIVE BOMBERS

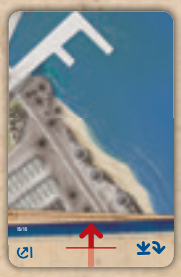
The airplanes with a symbol on their card (for example, the Junkers Ju.87 Stuka or Aichi D3A1 Val) are **dive bombers**.

They can perform **sharp dives**, for which they have special maneuver cards in their decks.

SHARP DIVES

The maneuver deck of a dive bomber includes two special sharp dive cards, with the symbol on them. They are used as any other maneuver.

The next card planned after a sharp dive must be either the other sharp dive or a High Speed (blue arrowhead) non–steep maneuver.



SHARP DIVE CARD

VERTICAL DIVES

Some dive bombers, such as the Junkers Ju.87 Stuka, can perform **vertical dives** as well as sharp dives.

At the start of the game, each airplane capable of vertical dives receives two special vertical dive speed markers.

To plan a vertical dive, the owner of the airplane can place any card on the console as a fake and a vertical dive marker on it.

When the card and the marker are revealed, the card is ignored and the airplane base is not moved: Leave it where it is (the airplane is diving straight down).

The next card planned after a vertical dive must be either another vertical dive or a High Speed non–steep maneuver – it can never be a sharp dive card.

DIVE BOMBERS AND ALTITUDE

Sharp dives and vertical dives have the same effect as a dive on acceleration, altitude loss, and so on, with the exceptions indicated in this section.

CLIMBING AFTER A DIVE

A climb can be planned after a sharp or a vertical dive. If the climb is used immediately after at least two consecutive sharp or vertical dives, the player can decide to gain one level of altitude, instead of the one climb counter he would usually get for a climb card. The player must place a High Speed marker on the climb to gain a level, or a Low Speed marker to just gain a climb counter. Extra speed markers can be taken from the box for this specific purpose, if needed. As usual after a climb, the airplane will be at Low Speed after the maneuver is completed.

FIRING AGAINST DIVE BOMBERS

An airplane in a sharp dive or vertical dive is harder to hit. If the airplane has been shot at, after a sharp or vertical dive, the owner may choose to ignore a single damage counter per turn. The ignored token is shuffled back into its group and then another counter from the same group must be taken in exchange.

LANDING

When using *Landing* optional rules (see page **19**), if an airplane drops below altitude level 1 with a sharp or vertical dive it crashes, no matter if the center of its base is inside the landing field or not.

MULTI–ENGINE AIRPLANES

BASIC RULES

Multi–engine airplanes for **Wings of Glory** are sold as special airplane packs, each including an airplane model, its special gaming base, the airplane card, a maneuver deck, a rules sheet with the specific rules of that airplane, and an airplane management card (when necessary).

Multi–engine airplanes include **multi–engine bombers** and **multi–engine heavy fighters**. Unless otherwise specified, any rule referring to multi–engine airplanes applies to both categories.

HEAVY FIGHTERS

Multi–engine heavy fighters normally have two crewmen on board and usually have two firing arcs; their models are placed on bigger bases than single–engine airplanes.

These airplanes normally use the same rules as two–seaters (page **24**).

They use the same rules as multi–engine bombers for special damages (see pages **30**–**32**).

BOMBERS

You can tell bombers from heavy fighters by the symbol present on the bombers cards.

Bombers normally have multiple crewmen on board and multiple firing arcs. To use these airplanes, you should use the new rules presented here.

AIRPLANE CENTER

On multi–engine bomber cards and bases there is no longer a single "center" of the airplane. The airplane stand (or the blue dot at the center of the airplane on the airplane card) is used to determine whether the airplane is inside or outside the gaming surface and for any other use apart from firing.

Multiple colored dots indicate the position of the machine guns for the purpose of firing.

On multi–engine heavy fighters, the center of the airplane is indicated with the red dot, as for all the single–engine airplanes.

MULTIPLE ARCS OF FIRE

All multi–engine airplanes have several machine guns. Colored (red or dark yellow) dots are used to mark machine gun positions: there is one dot for each firing arc.

To measure the range when firing with a specific machine gun, use the appropriate colored dot. The number inside the octagon on the firing arc is used to identify the machine gun. The firepower of each machine gun is indicated on the airplane card, beside the appropriate number.

Use only machine guns indicated by red dots when playing with Basic or Standard Rules. Machine guns indicated by dark yellow dots are only used with Advanced Rules.

Pay attention to firing arcs that overlap other firing arcs; a target airplane can be fired at by more than one of an airplane's machine guns at the same time if it is within more than one arc.

Airplanes with several firing arcs can fire at one target for each arc in each turn. If the same gunner handles multiple machine guns (as indicated by the airplane management card, see page **30**), he can fire only one of these guns in the same turn.

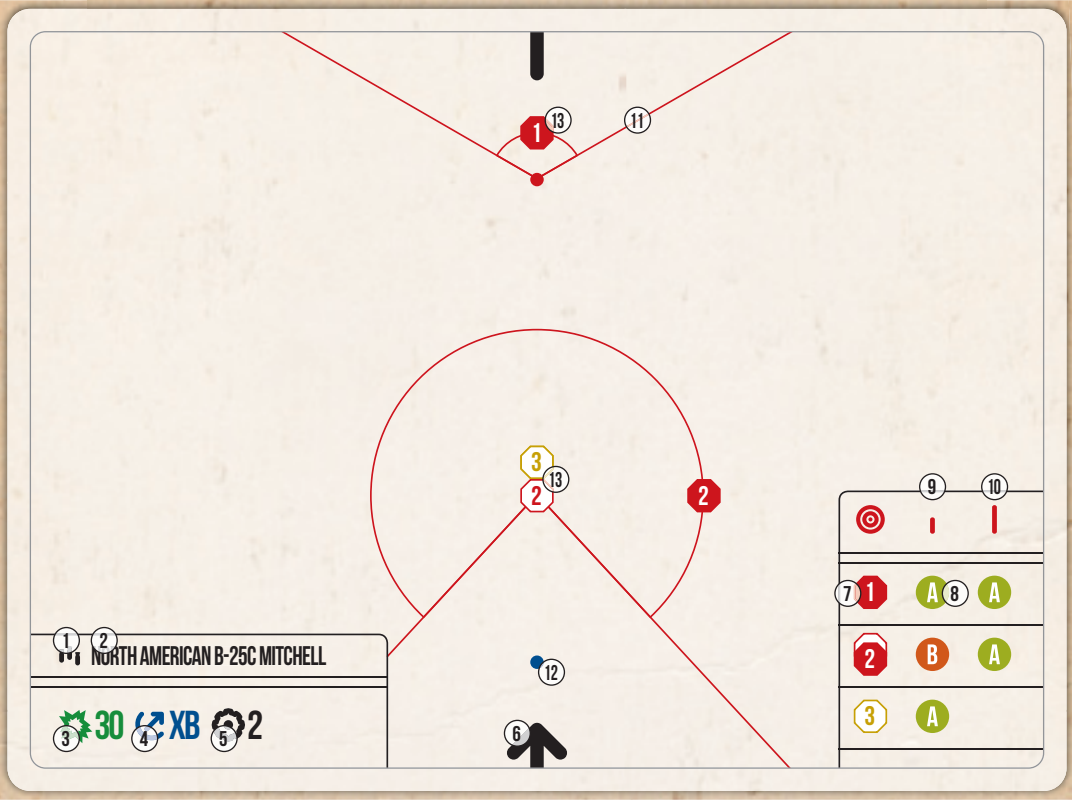
360°–ROTATING MACHINE GUNS

Some multi–engine airplanes may have 360°–rotating machine guns, usually positioned on a rotating turret. A 360°–rotating machine gun is identified by a white octagon, with a red (or dark yellow) border and a number, instead of a dot.

A 360°–rotating machine gun that has no firing arc can fire once in each firing phase at a target in range. Some 360°–rotating machine guns may have limited firing arcs, as indicated by the special rules for the specific airplane.

BASE ANATOMY

MULTI–ENGINE AIRPLANE BASE



1	BOMBER SYMBOL
2	AIRPLANE MODEL / VERSION
3	DAMAGE RESISTANCE
4	MANEUVER DECK
5	ENGINES NUMBER
6	MOVEMENT ARROWHEAD
7	MACHINE GUN NUMBER
8	MACHINE GUN FIREPOWER
9	SHORT RANGE
10	LONG RANGE

11	FIRING ARC
12	AIRPLANE TAIL
13	A RED OCTAGON WITH A RED FIRING ARC INDICATES A NORMAL MACHINE GUN.
	A WHITE OCTAGON WITH A RED NUMBER (X) INDICATES A DORSAL 360°–ROTATING MACHINE GUN.
	A DARK YELLOW OCTAGON WITH A DARK YELLOW FIRING ARC INDICATES A VENTRAL MACHINE GUN.
	A WHITE OCTAGON WITH A DARK YELLOW NUMBER (X) INDICATES A VENTRAL 360°–ROTATING MACHINE GUN.

CARD ANATOMY

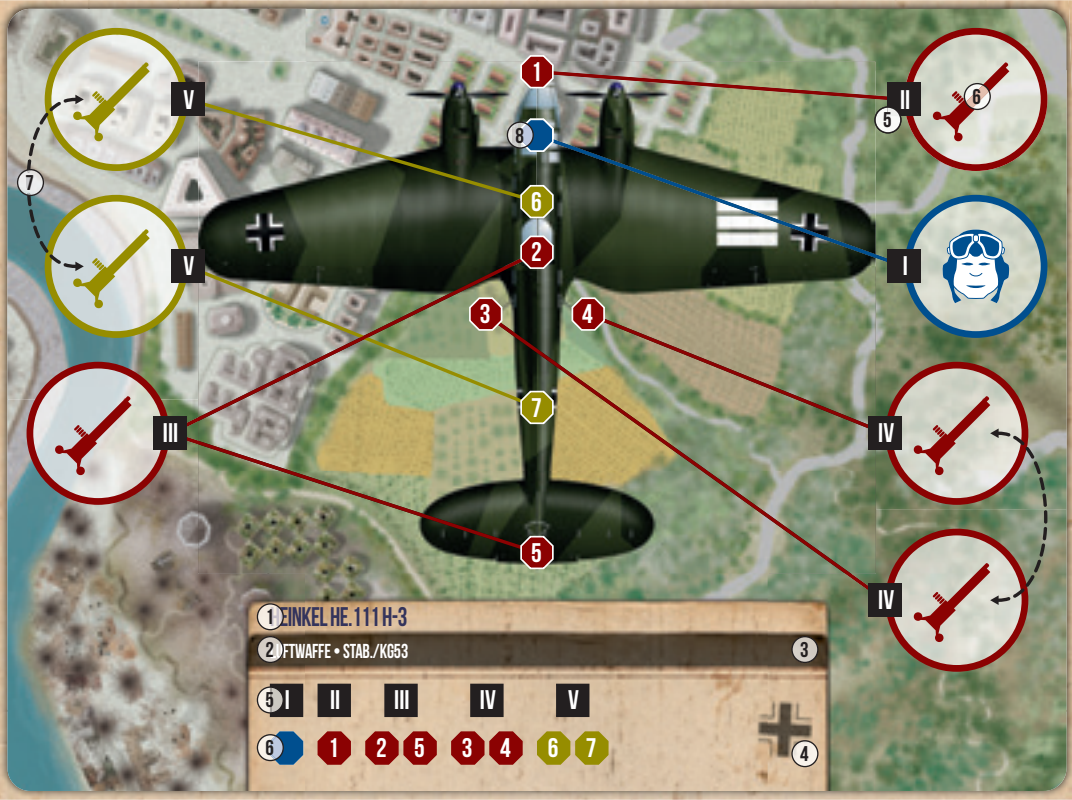
MULTI–ENGINE AIRPLANE CARD

1	BOMBER SYMBOL
2	AIRPLANE MODEL / VERSION
3	AIR FORCE / UNIT /COMMANDER
4	ALLIANCE: GREEN = ALLIED / GRAY = AXIS
5	DAMAGE RESISTANCE
6	MANEUVER DECK
7	ENGINES NUMBER
8	NATIONALITY
9	MOVEMENT ARROWHEAD
10	MACHINE GUN NUMBER
11	MACHINE GUN FIREPOWER

12	SHORT RANGE
13	LONG RANGE
14	FIRING ARC
15	AIRPLANE CENTER
16	AIRPLANE TAIL
17	A RED OCTAGON ● WITH A RED FIRING ARC INDICATES A NORMAL MACHINE GUN.
	A WHITE OCTAGON WITH A RED NUMBER (X) INDICATES A DORSAL 360°–ROTATING MACHINE GUN.
	A DARK YELLOW OCTAGON ● WITH A DARK YELLOW FIRING ARC INDICATES A VENTRAL MACHINE GUN.
	A WHITE OCTAGON WITH A DARK YELLOW NUMBER (X) INDICATES A VENTRAL 360°–ROTATING MACHINE GUN.

CARD ANATOMY

MULTI–ENGINE MANAGEMENT CARD



1	AIRPLANE MODEL / VERSION
2	AIR FORCE / UNIT /COMMANDER
3	ALLIANCE: GREEN = ALLIED / GRAY = AXIS
4	NATIONALITY
5	CREW MEMBER NUMBER
6	CREW MEMBER ROLE

7	CREW MOVEMENT LINE
8	A RED OCTAGON INDICATES A NORMAL MACHINE GUN.
	A DARK YELLOW OCTAGON INDICATES A VENTRAL MACHINE GUN.
	A BLUE OCTAGON INDICATES THE POSITION OF THE PILOT.

MULTI–ENGINE AIRPLANE MANAGEMENT CARD

In each special pack of a multi–engine bomber, you can find an **airplane management card** to help you to manage its special rules during the game.

The card shows several **role circles**, each indicating the role that a crewman has on the airplane. Each circle includes a Roman numeral, which refers to the specific crewmen that handles the role. If the same Roman numeral appears inside different role circles, connected by a black line, it means that the crewman designated by that numeral has **multiple roles**.

- The role of **pilot** is indicated by the blue pilot symbol in a blue circle.
- The role of **gunner** is indicated by the machine gun symbol in a colored circle. Each role circle for a gunner is connected to the number of that machine gun on the airplane, matching the number used on the airplane card.
  A red circle with a red symbol indicates a normal machine gun (usually placed in a dorsal or lateral position of the airplane).
  A dark yellow circle with a dark yellow symbol indicates a ventral machine gun, only used with Advanced Rules.
  Note: A machine gun handled by the pilot is indicated by a blue circle around the machine gun symbol.

A black line connecting role circles indicates that a crewman can move from one role to the other (see *Crewmen With Multiple Roles*, page **30**).

A summary of the relationship between crewmen and their roles is shown at the bottom of the management card.

When using Basic Rules, the management card is only used to show you if a crewman has multiple roles.

When playing with Standard Rules, you will use the airplane management card to keep track of the wounds every crewman on that airplane suffers (see *Special Damages*, page **31**). The card is also used to indicate the actual position of a crewman (see *Crewmen with Multiple Roles*, page **30**).

STANDARD RULES

CREWMEN WITH MULTIPLE ROLES

Some multi–engine airplanes, as indicated by their special rules, have crewmen on board who must handle multiple roles. These rules apply to all such airplanes.

At the start of the game, you must choose one role for each crewman who handles multiple roles (normally, multiple machine guns).

Place a presence marker on the chosen role on the airplane management card: this indicates which role he is filling. The other weapons used by that crewman cannot be fired.

After a movement phase, before starting to resolve any fire, the owner of the airplane can declare that the crewman is **switching position** to a different role, which must be connected by a black line to his current position.

Take the presence marker and place it on the black line between the circles. The crewman cannot do anything until the presence marker is in a role circle again.

In any following turn, after fire is resolved, the owner can move the crewman into either of the role circles connected by the line. Place the presence marker in the chosen position. The crewman takes that role starting the *next* turn.

Remember, if a crewman is eliminated by enemy fire, none of his machine guns fire anymore. Remove the presence marker of that crewman from the airplane management card and replace it with a casualty marker.

Note: this rule does not apply to machine guns used by pilots, who can pilot and use one weapon at the same time, without moving.

SPECIAL DAMAGES

Engine hits and crew hits require different procedures and have different effects on multi–engine airplanes than they do on single–engine airplanes.

ENGINE DAMAGE

The symbol means that the engine is damaged. This special damage must be announced.

Take two of the engine damage counters (a set of engine damage counters is included inside each multi–engine airplane pack): One with a "1" on the front and one with a "2" on the front. Pick one of them at random, and keep the selected counter facedown, next to the airplane management card. The number on the engine damage counter is the amount of engine damage the airplane suffers.

- When the airplane has suffered an amount of engine damage *equal to* the number of engines on the airplane, the airplane cannot plan maneuvers with a High Speed marker for the rest of the game.
- When an airplane has suffered *more* engine damage than the number of engines on the airplane, the airplane is eliminated. For example, if a two–engine airplane takes three engine damages, it is shot down and eliminated.

CREW DAMAGE

The symbol means that one of the crewmen is wounded. This special damage must be announced.

Each multi–engine airplane pack includes a set of crewman hit counters (with consecutive Roman numbers starting from "I" to as many as the number of crewman of that airplane). The rules supplied with each multi–engine model indicate the crew members of that airplane and their roles.

Two–engine fighters normally have a crew of two, unless indicated otherwise.

Note: for some airplanes the number of crewmen increases if Advanced Rules are used, as indicated by their specific rules.

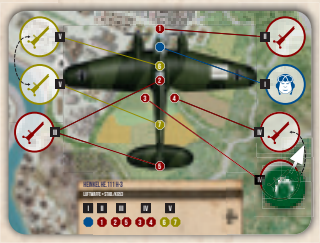
When an airplane suffers a crew hit special damage, the owner draws one of that airplane's crewman hit counters at random and reveals it.

Use the airplane management card to keep track of which crewmen have been wounded.

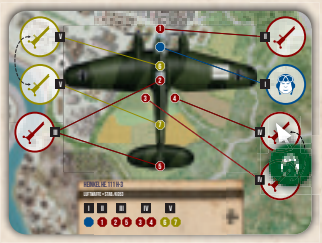
When a crewman is wounded, the player places a **casualty marker** in the role circle on the airplane management card that corresponds to the number on the crewman hit counter that was drawn. If the crewman has multiple roles, the player places a casualty marker on all the role circles matching his Roman number.

- If a **pilot** has been wounded, place a casualty marker on the pilot role circle. When a pilot is hit the first time, there is no effect to his maneuvering abilities, but any gun he controls is silenced. Return his crewman hit counter to the remaining counters, so it can still be drawn if the airplane

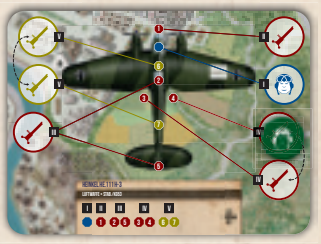
CREWMEN WITH MULTIPLE ROLES – EXAMPLE



The Axis player moves the presence marker of crewman IV away from the role circle of machine gun 3 (where he fires the machine gun positioned on the left of the airplane), and places it on the black line.



In the following turn, the player can move the presence marker to either position connected by the black line.



Starting with the next turn, the machine gun where the player has placed the presence marker can be used.

suffers crew damage again. A pilot is incapacitated the second time he is hit. An airplane with all its pilots incapacitated is shot down.

- If a **gunner** has been wounded, he is incapacitated and none of the machine guns he operates can be fired. Place a casualty marker on each role circle matching his letter as a reminder that these machine guns cannot fire.

When a crewman is incapacitated, his crewman hit counter and (if present) his presence marker are returned to the box and will not be used for the rest of the game.

When another crewman is hit, you draw from among the remaining facedown crewman hit counters.

EXAMPLE

A North American B–25B suffers a crew hit. Since there are three crew members, the owner randomly draws a crewman hit counter from among those included with that airplane, numbered from "I" to "III". The player draws a token with a "III" on it, so the crewman in the "III" position has been wounded. As indicated by the rules, he is the dorsal gunner and the dorsal machine gun 2 is now silenced. The player places a casualty marker in the role circle for the "III" position on the airplane management card.

The "III" counter is returned to the box and will not be used for the rest of the game. Further crew hits will be drawn from the remaining facedown counters only ("I" and "II").

FIRE DAMAGE

The symbol means that the airplane has caught fire. The effect is the same as for single–engine airplanes (see page **13**), except that multi–engine airplanes can still plan straight maneuvers when on fire.

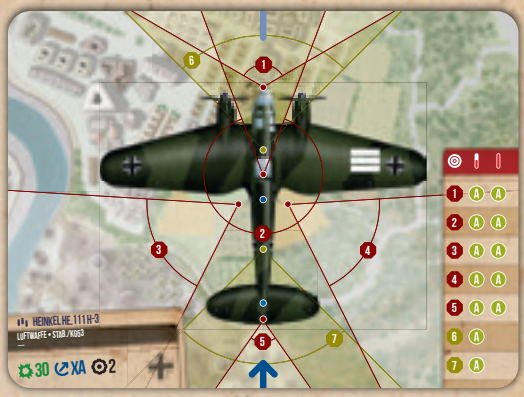
ADVANCED RULES

VENTRAL MACHINE GUNS

Some multi–engine airplanes may have **ventral machine guns**, that is, machine guns positioned on the lower part of the airplane.

These machine guns are indicated by dark yellow dots with a firing arc of the same color.

Ventral machine guns can fire *only* against targets at a lower altitude, using their only firepower value.



Machine gun 7 of the He.111 is a ventral weapon, It can only fire against a target at a lower altitude.

360°–ROTATING MACHINE GUNS

A dorsal 360°–rotating machine gun (indicated by a white octagon with a red number) can ignore the normal limits of the firing arc of that machine gun and fire all around against targets at a *higher* altitude.

Machine gun 2 of the B–25 is a rotating machine gun. It fires within its firing arc against a target at the same altitude, but fires at 360° against targets at a higher altitude.

A ventral 360° machine gun (indicated by a white octagon with a dark yellow number) can fire all around against targets at a *lower* altitude.

Machine gun (3) of the B–25 is a ventral rotating machine gun. It fires at 360°, only against targets at a lower altitude.

ALTITUDE AND ENGINE DAMAGE

When a two–engine airplane suffers one engine damage, or a three or four–engine airplane suffers two engine damage, its climb rate increases by one.

OVERDIVE

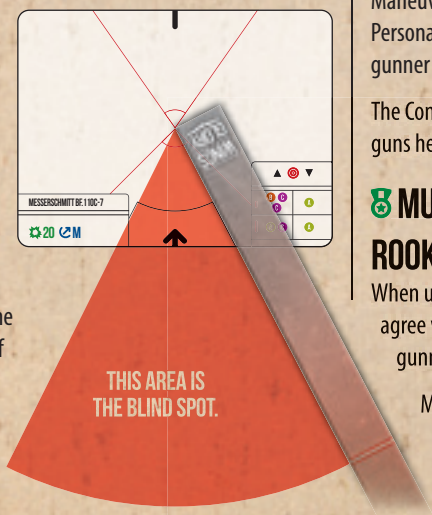
Multi–engine airplanes use the same rules for altitude as single–engine airplanes, except that multi–engine bombers can never overdive (see page **16**).

OPTIONAL RULES

BLIND SPOT

If the rear machine gun of a multi–engine airplane has a black section on its firing arc, the machine gun has a blind spot.

Use the ruler to connect the red dot of the rear machine gun with the center of the would–be target in the rear firing arc.



If the ruler passes through the black section of firing arc and the first half of the ruler touches any point of the target base, firing is not possible.

ALTITUDE AND BLIND SPOT

When playing with Advanced Rules, the blind spot only affects targets at the same or lower altitude. The rear gun can fire normally against a target at a higher altitude level.

TAILING AND MULTI–ENGINE BOMBERS

If the *Tailing* optional rule (see page **18**) is in use, multi–engine bombers cannot tail. They however can be tailed as normal.

The blue dot on the airplane base (or the blue dot at the tail on the airplane card) is used as a reference point for tailing.

Connect the center of the tailing airplane with the blue dot at the tail of the multi–engine tailed bomber when checking for tailing: all the other rules about tailing remain the same.

DISRUPTION

If the *Disruption* optional rule (see page **21**) is in use, multi–engine airplanes don't suffer the penalty: even if they are hit, they keep any aim bonuses.

MULTI–ENGINE AIRPLANES AND ACES

When using the *Ace Rules* on page **21**, the players can agree whether the ace in a multi–engine is the pilot, a gunner, or several crew members.

Maneuver and Evasion abilities can only be given to pilots. Personal, Technical and Combat abilities can be given to a gunner as well as a pilot.

The Combat abilities of a crewman only apply to the machine guns he controls.

MULTI–ENGINE AIRPLANES AND ROOKIES

When using the *Rookies* rules on page **23**, the players can agree whether the rookie in a multi–engine is the pilot, the gunner, or several crew members.

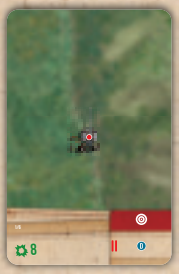
Movement penalties apply to pilots only, firing penalties both to pilots (if they control any machine gun) and gunners.

Ground Units

Ground units are represented by cards, rather than models. They include anti–aircraft guns and ground troops.

ANTI–AIRCRAFT GUNS

Anti–aircraft (AA) guns represent heavy anti–aircraft artillery and their crew.



ANTI–AIRCRAFT CARD

SETUP

AA guns are placed on the table at the start of the game accordingly to the scenario rules. They never move or turn.

AA guns start the game with an **artillery counter** on them, in the center of the card, showing they are loaded.

ATTACKING WITH AA GUNS

Anti–aircraft guns have no firing arc. If an AA gun is loaded at the beginning of a turn, it can fire during that turn.

At the end of the planning phase, just before maneuvers are revealed, the player controlling the AA gun can place the artillery counter anywhere on the table with the counter edge no further than 2 rulers distance away from the red dot at the center of the gun card. The artillery counter may *not* be placed on the AA gun card.

In the firing phase of the *next* turn, if one or more airplane bases (friend or foe) overlap at least part of the artillery counter, each of them takes a damage counter, as indicated by the firepower of the AA gun card, and the counter is removed from the table.

If no airplane overlaps the counter, the counter is removed without inflicting any damage.

Anti–aircraft fire is resolved simultaneously with all other types of fire.

RELOADING AA GUNS

At the end of the first planning phase after the AA artillery counter has exploded, the gun begins to reload.

The owner takes the artillery counter and places it beside the appropriate gun card. The next turn, at the end of the planning phase, he places the counter in the center of the card to show that the gun is reloaded and ready to fire. The anti–aircraft gun can fire during any later turn as normal.

EXAMPLE

At the start of turn 1, an AA gun is loaded and a Messerschmitt Bf.109 E–3 has a straight maneuver planned. The Messerschmitt plans a right sideslip, then the gunner places the artillery counter on the table. In the moving phase, the Messerschmitt executes the straight. In the firing phase, nothing happens and any airplane overlapping the artillery counter is not harmed by it.
In the planning phase of turn 2, the Messerschmitt plans a left sideslip; in the moving phase it executes the right sideslip and overlaps the artillery counter. In the firing phase the artillery counter is removed and the Messerschmitt takes a D *damage counter. If the Messerschmitt did not overlap the counter, the counter would be removed without damaging anything.*
In the planning phase of turn 3, the artillery counter is placed beside the gun card. In the planning phase of turn 4 it is moved to the center of the card.
The gun is now reloaded and ready to fire starting with the next turn (turn 5).

STRAFING AA GUNS

A flying airplane can strafe (attack from above) an AA gun, inflicting damage as it would on an enemy airplane.

Damage counters are kept faceup beside the AA gun card. When a gun suffers the number of damage points indicated by the resistance on its card, or if it takes an explosion counter, it is silenced and counts as eliminated for scenario purposes. AA guns ignore any other type of special damage.

AA GUNS FIRE AND ALTITUDE

AA Guns are considered to be at altitude level 1.

When an AA gun fires, the player must declare the altitude at which the shot is aimed (minimum level 2, maximum level 6) when the artillery counter is placed. Only airplanes at that level are affected; those overlapping the counter but flying at different altitudes are not.

Subtract a half–ruler of range for each altitude level beyond level 2: The counter can be placed at two rulers of distance at altitude 2, one and a half ruler's distance at level 3, one ruler at level 4.

If the *Flying Higher* rule (see page **20**) is in use, the counter can be placed at a half–ruler of distance at level 5, and must overlap some part of the gun card at level 6. This rule supersedes the normal rule (see page **34**) that the artillery counter may not be placed on the gun card itself.

The altitude difference affects the range of a strafing airplane in a similar way. An airplane at altitude level 1 fires normally against AA guns; an airplane at altitude level 2 fires against AA guns within half a ruler as if it was at long range; an airplane at altitude level 3 or more may not fire against an AA guns card.

ATTACKING WITH AA GUNS – EXAMPLE

OPTIONAL RULES

ADJUSTING THE AIM

Normally, when an artillery counter is placed on the table, it will explode during the firing phase of the next turn. If this rule is used, during a turn when the counter is already on the table, the explosion may be delayed to **adjust the aim**.
At the end of the planning phase, the owner of the AA gun can move the counter up to one ruler of distance, as long as it remains within the two–ruler range from the AA gun. If the counter is moved, it will explode during the next – not the current – turn's firing phase.

It is also possible to **delay** the explosion without moving the counter. The owner declares it is delayed, without moving it. Treat it as if it had been moved.
The counter will explode during the next turn.

The owner may also **hold fire**, taking the counter and placing it back at the center of the gun. The gun will be able to fire again during the planning phase of the next turn, following the normal rules for attacking with an AA gun.

If Advanced Rules are in use, the player may either move the artillery counter or declare it to be one altitude level higher or lower (the new position and height must still be within the allowed distance of the counter from the gun). The effect is the same as moving the counter, so it delays the explosion of the counter by one turn.

TAILING AND ARTILLERY FIRE

When using the *Tailing* optional rule (see page **18**), a situation could arise in which the anti–aircraft guns benefit unfairly from the information learned by a tailing airplane moved by the same player controlling an AA gun. This may happen if the tailed airplane can move over a spot where an artillery counter can be placed.

In this case, use the following order in the planning phase.

- First, all airplanes but the tailing airplane owned by the player controlling the AA gun plan their maneuvers as normal.
- Second, the player controlling the AA gun decides whether or not he will shoot the gun and, if he shoots, places the artillery counter. If the *Adjusting the Aim* rule is in use, he also decides whether to adjust the aim or delay the explosion of already placed counters.
- Third, the owner of any tailed aircraft shows its first maneuver to the tailing player.
- Last, the tailing players plan their own maneuver card.

GROUND TROOPS

Ground troops represent infantry units, armed with light weapons.

GROUND TROOPS CARD

SETUP

Troops are placed on the table at the start of the game according to the scenario rules. They never move or turn.

ATTACKING WITH GROUND TROOPS

Ground troops have no firing arc. Each troop card can fire once in each firing phase, against an airplane that has its base within a ruler of distance from its center (even if the airplane overlaps the ground troop card). If there are several possible targets, the player controlling the ground troop card chooses among them.

The airplane takes the damage counters indicated by the firepower of the troop card, regardless of the distance.

Damage points and special damage results have normal effect, as if the damage was inflicted by another airplane.

STRAFING GROUND TROOPS

Flying airplanes can strafe ground troops, inflicting damage as if they were firing on an enemy airplane.

Damage counters are kept *faceup* beside the troop card. When a troop card suffers the number of damage points indicated by the resistance on its card, or if it takes an explosion counter, it is silenced and counts as eliminated for scenario purposes. Ground troops ignore any other type of special damage.

GROUND TROOPS AND ALTITUDE

Ground troops fire as if they were at altitude level 1.

The troops fire at a range of one ruler if the target airplane is at an altitude of 1 and half a ruler if it is at an altitude of 2. The airplane cannot be fired on if it is at an altitude level higher than 2.

Altitude affects an airplane strafing troops in the same way indicated for strafing AA guns (see page **35**).

SPECIAL WEAPONS

ROCKETS

Some airplanes were equipped with **air–to–ground rockets**. A scenario may indicate that one or more airplanes have rockets. If so, a **rocket counter** is placed on the consoles of those airplanes.

To fire rockets, the airplane must perform either a straight or a stall maneuver and, after the movement, have the target (which must be on the ground) in its front firing arc, at one ruler of distance or less.

Take the ruler and place one end against the stand in the center of the firing airplane base. To fire the rocket successfully, the ruler must touch any part of the target card without crossing any other flying airplane base (other ground targets and airplanes on the ground don't block rockets).

An airplane may fire its normal weapons and rockets at the same time, but all weapons must be fired at the same ground target.

When rockets are fired, the rocket counter is discarded to remember that they have been used and cannot be used again in the same scenario.

Normally, rockets inflict C damage at long range, or D damage at short range.

ROCKETS AND ALTITUDE

These rules must be used when playing with Advanced Rules.

An airplane may only fire rockets if it is flying at altitude level 1 and executed a straight, stall, or dive maneuver in the last movement phase. Only airplanes flying at altitude level 1 block the line of sight of a rocket.

When *Full load* optional rules (see page **40**) are in use, airplanes only carrying rockets do not count as carrying a full load.

SCHRÄGE MUSIK

Some German and Japanese heavy fighters (for example, the Bf.110 and Ki–45) had a "Schräge Musik" installment: two cannons, firing obliquely upward. A scenario may indicate that one or more airplanes are equipped in this way.

FW BW

To indicate that Schräge Musik is installed, several different counters are included, with different damage levels (A, C, D) and orientation (forward firing or backward firing).

The Schräge Musik may replace one of the airplane's machine guns, as indicated by the scenario or by the airplane's special rules. For example, the Bf.110 rear machine guns can be replaced by a D–firing front or rear Schräge Musik; while a Ki–45 may have an A–firing or C–firing Schräge Musik, in addition to its front machine guns.

Place a Schräge Musik counter with the proper orientation on the airplane console. The appropriate machine gun (either front firing or rear firing, as indicated by the special rules) is then ignored.

When an airplane with a Schräge Musik installed overlaps another flying airplane, it can do a special Schräge Musik attack against it, dealing two damage counters with the same letter as the Schräge Musik counter: two A damage counters, two C damage counters or two D damage counters.

A Schräge Musik weapon placed on the rear firing arc is silenced when the gunner is incapacitated. A Schräge Musik weapon on the front firing arc is never silenced, neither when the pilot is wounded, nor when the gunner is incapacitated.

SCHRÄGE MUSIK AND ALTITUDE

If Advanced Rules are in use, a Schräge Musik weapon can be used against a target at the same altitude with the rules explained before. The only difference is that Schräge Musik cannot fire to targets at the same altitude without any climb counter, if the firing airplane has one or more climb counters.

These special weapons can also be used against targets at higher altitude with the following rules.

The attack is used as a normal (front or rear) weapon against targets at higher altitude: the target must be within half ruler of distance and it takes only one damage counter with the appropriate letter.

In the same turn a Schräge Musik weapon fires, the other available weapons can be used against the same target or against a different target at the same or higher altitude as the firing airplane, but not against a target at a lower altitude. As usual, airplanes at higher altitude cannot be hit with other weapons if they overlap the firing airplane.

Scenario Rules

BOMBING

During a scenario in which bombing is involved, use the rules in this section.

Each scenario with bombing indicates the **load** of a bomber. The load can be divided into one bomb or several groups of bombs. Each group causes a certain amount of damage points to the target (or scores a number of victory points).

Normally, bombs inflict a fixed amount of damage to ground units: 8 points if they cover the red dot at the center of the target card, or 4 points if they don't cover the red dot but they partially cover the target card. The scenario may indicate different values.

LEVEL BOMBING

Before revealing any maneuver, a multi–engine bomber can decide to drop one or more groups of bombs, or even the entire load. If he does so, take a bomb card that represents all the bombs dropped in that turn.

BOMB CARD

Then, the player executes the maneuver card and (before fire is resolved) drops the bombs, placing the bomb card into play.

- **If the last maneuver card of the bomber was a stall**, place the stall maneuver card in front of the airplane and then place the bomb card so its arrow matches the arrow of the stall maneuver card.
- **If the last maneuver card was not a stall**, place a straight maneuver card in front of the airplane (instead of the stall maneuver card) and then place the bomb card so its arrow matches the arrow of the straight maneuver card.

Use the long arrow if the airplane is at High Speed or the short arrow if it is at Low Speed.

As soon as the bombs are placed on the table, the bombs hit the ground.

- If the red dot on a target card is **totally covered** by the bomb card, the target takes full damage (or the player scores full victory points).
- If the red dot is **not totally covered** but **a part of the target card is covered**, the damage (or the score) is halved (round down).
- If **no part of the target card** is covered, the bombs miss and the damage (or score) is zero.

After inflicting damage or scoring, remove the bomb card.

Players are never allowed to take any kind of measurement during the game apart from those required to check firing, tailing, and such. You cannot take measurements to evaluate if your bombs will strike the target or not.

Bombs cannot be dropped immediately after an Immelmann/ Split–S.

LEVEL BOMBING AND ALTITUDE

When using Advanced Rules, the following rules apply.

- **If the airplane is at altitude 1,** it cannot drop bombs.
- **If the airplane is at altitude 2** when it drops the bombs, they hit the ground immediately. Use the previous rules provided.
- **If the airplane is above altitude 2** when bombs are dropped, place one or more climb counters on the table with the bomb card. Place one counter if the altitude is 3 or 4.

If the *Flying Higher* rule is in use (page **20**), place two counters if the altitude is 5–7, three counters if it is 8–11, and four counters if it is 12+.

The bombs don't immediately hit the ground when placed on the table (and they are not removed) as they are still falling. In each subsequent maneuver phase, the bombs are moved forward with the same maneuver card as when they were placed (stall or straight) and a counter is discarded. The bombs have no effect on any other card (target, ground units or whatever) while they are falling. When you take away the last counter, the bombs hit the ground, with the previous listed effects.

As a reminder of the speed of the bombs, place the counters along the front side of the bomb card if the bombs are moving at High Speed, in the middle if they are moving at Low Speed, and along the rear if a stall was used to place them.

EXAMPLE

A Heinkel He.111 at altitude 5 has a single load of bombs. The player will earn 4 victory points in the scenario if he can use them to bomb a bridge.

The airplane gets in front of the target card and, after a 30° right turn at High Speed, the airplane drops the bombs. In the same turn, the player places a straight in front of the He.111 and places a bomb card matching the blue arrow on it. Since the airplane altitude is 5, two counters are placed on top of the front side of the bomb card.

In the next turn, the player places a straight maneuver card from the He.111 deck in front of the bomb card, and moves it, then takes away a counter. At the end of the third turn, the bombs are moved again and then hit the ground. The bomb card overlaps part of the target card but does not fully cover the red dot: so, the player receives 2 victory points.

LEVEL BOMBING AND ALTITUDE – EXAMPLE

OTHER TYPES OF AIRPLANES AS BOMBERS

Only multi–engine bombers use the level bombing rules as described above. If a scenario indicates that a different type of airplane (except a dive bomber) has a bomb load, use the same rules, but the airplane can drop a bomb only if it is at altitude 1 or 2, and only just after a stall card, after a dive card, or after the straight card of an overdive is executed.

Dive bombers follow the rules explained in the *Dive Bombing* section (see below).

DIVE BOMBING

Dive bombers (see page **25**) cannot execute level bombing; they can execute **dive bombing** instead, and some of them can execute **vertical dive bombing** (see below).

Before revealing any maneuver, if the last maneuver executed by the dive bomber was a sharp dive and another sharp dive is planned after that, your bomber can decide to drop one or more groups of bombs, or even the entire load.

The planned maneuver is executed and then, before resolving any firing, a bomb card is placed in front of the airplane base, with the rear side of the bomb card lining up with the front side of the airplane.

As soon as the bombs are placed on the table, the bombs hit the ground.

- If the red dot on a target card is **totally covered** by the bomb card, the target takes full damage (or the player scores full victory points).
- If the red dot is **not totally covered** but **a part of the target card is covered**, the damage (or the score) is halved (round down).
- If **no part of the target card** is covered, the bombs miss and the damage (or score) is zero.

VERTICAL DIVE BOMBING

A bomber capable of vertical diving, such as the Junkers Ju.87 Stuka, may execute vertical dive bombing.

Before revealing any maneuver, if the last maneuver executed by the dive bomber was a vertical dive (see page **25**) and another vertical dive is planned after that, the bomber may decide to drop one or more groups of bombs, or even the entire load.

Don't use any bomb card, but look at the position of the airplane base instead,

- If the red dot on a target card is **totally covered** by the airplane base, the target takes full damage (or the player scores full victory points).
- If the red dot is not **totally covered** by the airplane base but **a part of the target card is covered**, the damage (or the score) is halved (round down).
- If **no part of the target card** is covered by the airplane base, the bombs miss and the damage (or score) is zero.

Apart for the fact that the airplane base is not moved, because of the vertical dive, and that the effects of bombing are determined by the target being covered by the airplane base (not by bomb cards), vertical dive bombing works exactly as normal dive bombing in every other aspect.

DIVE BOMBING AND ALTITUDE

When Advanced Rules are in use, the decision to drop bombs (both in normal dive bombing and vertical dive bombing) can be made only if the airplane's altitude is 2 or 3. See also *Dive Bombers and Altitude*, page **25**.

OTHER RULES

FULL LOAD

An airplane that still has to drop at least half of its bombs (one load to be dropped if it has one or two loads, two loads to be dropped if it has three or four loads, and so on) or that brings drop tanks (see *Drop Tanks* rule, page **41**) is considered to have a **full load**.

Airplanes only carrying rockets (see page **37**) do not count as carrying a full load.

An airplane with a full load:

- cannot do Immelmann turns;
- must use at least two non–steep maneuvers, rather than one, between steep maneuvers;
- cannot plan with a High Speed marker.

As soon as at least half of its bombs are dropped, these restrictions no longer apply.

If the *Fuel* optional rule (see page **19**) is in use, an airplane at full load spends fuel for Low Speed maneuvers as if they were High Speed ones.

FULL LOAD AND ADVANCED RULES

When Advanced Rules are in use, the acceleration and climb capabilities of an airplane with a full load are affected.

- Airplanes at full load must start the game with the Low Speed marker on the console. If an airplane goes to High Speed as a consequence of a dive, it must plan with a Low Speed marker in one of the next two planning phases.
- An airplane with a full load has its climb rate increased by one.

When more than half of its bombs are dropped, if the airplane now has enough climb counters to gain an altitude level (because the climb rate is no longer increased by one), discard one counter (leave the airplane at the current altitude level).

EXAMPLE

An Heinkel He.111 (Climb 7) has two bomb loads. It flies at an altitude of 3 with six climb counters from previous turns. It uses a climb maneuver card. Since the airplane has a full load, its climb rate is considered 8 instead of 7, so it gets a seventh climb counter instead of gaining an altitude level. In the next turn, the He.111 drops one load of bombs, so the airplane no longer has a full load. Its climb rate goes back to 7, but the airplane does not gain an altitude level, despite the seven counters. Instead, it discards one counter, going down to six climb counters.

DROP TANKS

If you use the *Fuel* optional rule (see page **19**) and the *Full Load* optional rule (see page **40**) you can decide that one or more of the airplanes in a scenario have **drop tanks**.

Drop tanks are disposable external tanks used to increase fuel availability, to be dropped when empty or when a combat situation requiring agility arises.

An airplane with drop tanks can have more fuel, but the fuel must be split in two: part of it is in the drop tanks, part in the main tank.

Place the numeric counters for the part in the drop tanks under a drop tank counter on the airplane console. The fuel in the drop tanks is used first: When it ends, the drop tanks are empty.

EXAMPLE

A Messerschmitt Bf.109 E–3 has 46 points of fuel: 16 in a drop tank and 30 in the main tank. At the start of the game, the owner divides the fuel in two stacks: one of 16 points under the drop tanks counter, and one of 30 points besides it with no counter on top.

During the first 10 turns, the Bf.109 E–3 uses 15 points of fuel (14 points to do 7 High Speed maneuvers, each with a cost of 2 points of fuel; and a dive, with a cost of 1 point of fuel). So, there is now 1 point left in the drop tank of the Bf.109 E–3, and still 30 in the main tank.

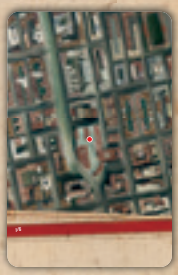
The Bf.109 E–3 then executes a Climb maneuver, that consumes two points of fuel. It takes one point from the drop tank and the other from the main tank. The drop tank is now empty, while the main tank has 29 points left.

An airplane can drop his drop tanks at the end of any turn, no matter if they are full or empty. Discard the counter and all the fuel in it. Until the tank is dropped, the airplane is considered at full load with all the restrictions listed by the *Full load* optional rule (see page **40**). If an airplane has both drop tanks and bombs, the restrictions apply until it drops both the tanks and more than half of the bombs.

PHOTO RECON

During a photo recon mission scenario, an airplane can be equipped with a camera.

Place one or more **target cards** on the gaming field. To take pictures of a target, the airplane must pass over a target at Low Speed and at some point the airplane base or the maneuver card must overlap the red dot at the center of the target card.



TARGET CARD

PHOTO RECON AND ALTITUDE

If Advanced Rules are in use, the picture must be taken at an altitude of 3 or less.

SOLITAIRE SCENARIOS

AUTOMATIC AIRPLANE MOVEMENT

If you want to play a solitaire (single player) scenario, you may use one or more airplanes (multi–engine bombers and two–seaters) moving across the table in a random way, while you pilot the fighter(s) sent to stop them. You could even play a multi–player scenario with opponents maneuvering the escort fighters while the bombers or the two–seaters are flown using a random flight pattern.

Multi–engine bombers or two–seaters enter from one side of the table. Their goal is to exit from the opposite side of the table, to bomb some remote target, or to go back to their home airfield off the table.

Each machine gun of these airplanes fires every time it has a target in sight. If more than one target can be selected, choose the closest one. If targets are tied for the closest, choose the one that has received more damage counters. If the targets are still tied, randomly choose one of the tied targets.

For each multi–engine bomber or two–seater that will be randomly flown, take the maneuver deck and remove the climb and all the dives and the Immelmann turn. Return the removed cards to the box since they will not be used in the game. Shuffle this deck.

Don't plan moves for the randomly flown bombers. Each time one of those planes has to execute a maneuver, take the top card from its deck. Used maneuver cards are put in a discard pile for each bomber, beside its maneuver deck.

Each time the discard pile contains one curve to the right and one to the left, shuffle them back into the maneuver deck together with any straights or stalls. If there is another turn or if there are sideslips in the discard pile, leave them in the discard pile.

Any time the discard pile contains one sideslip to the right and one to the left, shuffle them back into the maneuver deck together with any straights or stalls. If there is another sideslip or if there are turns in the discard pile, leave them in the discard pile.

If two steep maneuvers appear in a row, put the second back in the deck and use a straight instead of it.

The speed is selected every turn, randomly choosing (after everybody has planned their maneuvers) any of the available speed markers for that airplane according to the rules and restrictions in use.

ANTI–AIRCRAFT GUNS IN SOLITAIRE SCENARIOS

When playing a solitaire (single player) scenario, use the following rules for enemy anti–aircraft guns.

The gun does not fire as soon as it is loaded, per the normal rules. Instead, it waits one round and then shoots as soon as any part of an enemy airplane base is within range of the gun (two rulers of distance). Do not place the counter following the normal rules. Instead, an A damage counter is drawn to see if the aim of the AA battery is correct.

- If the counter has a value of 2 or higher (with or without special damages) the aim is correct. Ignore the result on the counter and draw the damage counter appropriate for the firepower of the AA gun instead.
- If the counter has a value of 0, 1, or does not have a value, the shot misses and the target takes no damage.

In both cases, put the counter back with the other A counters and reshuffle them.

An AA gun will not fire at a target if any point of the target's base is within a half–ruler distance from the center of a friendly airplane.

If more than one target could be shot at by the AA gun, choose one randomly, unless the scenario indicates otherwise.

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