

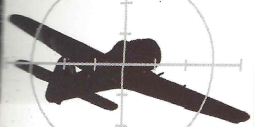
CHECK

YOUR 6!



Scott Fisher

CHECK



YOUR 6!

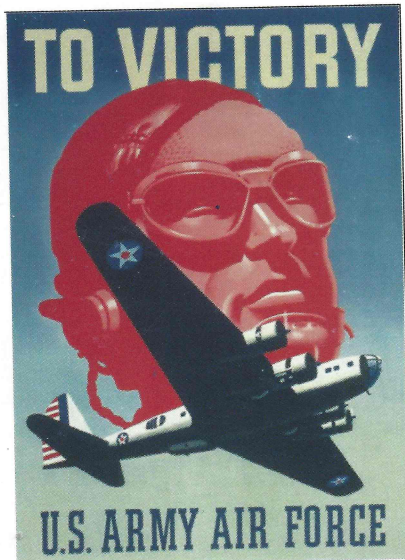
AIR COMBAT & CAMPAIGN RULES



From the Designers of *Skirmish Campaigns*



R.T. Smith's P-40,
Hell's Angels Squadron



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SC-03-01

CHECK YOUR 6!

Air Combat and Campaign Rules

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SkirmishCampaigns Publications



Artwork: Special thanks to **Kevin Weber** (www.kweberart.com) for providing the beautiful cover art for this book **and** to **Tom Tullis** (www.tullisart.com) for providing the excellent P-40 drawing (actually one of the real aircraft featured in the Flying Tigers Mini-Campaign in this book!)

Please visit the **CHECK YOUR 6!** web site for downloads, vendors and related products:

www.skirmishcampaigns.com



Introduction

CHECK YOUR 6! (CY6!) was designed for multiple players to enjoy a moderately-sized fun and realistic air combat game in an evening. **CY6!** can be played by from two to numerous players with each player controlling from one to six aircraft. The game recreates aerial combat on a tabletop and emphasizes pilot skill, weapons differences, and three-dimensional movement. This rule book contains 26 pages of rules and examples, example scenarios, a mini-campaign and all the charts needed to play.

Of primary importance in these rules is my belief that in combat it is the "man not the machine"; pilot skill is critical to success. One only needs a casual look at combat results from WWII and Korea to realize how true this is. Perhaps the most staggering statistic in these results is the number of aircraft destroyed by just the top 35 German aces of WWII. Over the course of the war, these 35 aces destroyed more than 6300 aircraft. From the Allied side, a US 8th Air Force study concluded that the top 5% of pilots accounted for 40% of the kills. In the Korean War eight Sabre pilots accounted for 98 victories; that is less than 1% of all Sabre pilots who accounted for more than 13% of all kills. In addition, consider the Brewster Buffalo; in Finland the lowly Buffalo racked up a 26-1 kill ratio while in the Far East they were devastated by veteran Japanese pilots. While we wanted a fun game, we could not ignore the power and dominance of an ace on the table. In **CY6!** players will quickly find out that if one is inexperienced one should beware of enemy aces!

Another major consideration for the design of CY6! was my belief that it is possible to have a realistic game that is relatively simple to play. The easy way out for a game designer is to design a realistic AND complex game, just add more modifiers – this is what many authors did with boardgames in the 70s and 80s. It is much *harder* to create a game that is realistic AND simple to play. I believe game designer's skill should be judged on how simple they can make a game that provides realistic results. I believe that a clever game designer should be able to model reality with only a few modifiers for each mechanic.

The development of **CY6!** was very challenging; what I thought could be quickly developed took over three years. In this time we have played numerous games and evaluated various sets of game systems and mechanics. As it turned out, even using all of my very smart friends (Chris Pringle, Rob Givens, CB Stevens, Mark Fastoso, Alvin Gunkel, Ed Stewart, Jerry Frazee, Nick Murray and Chris Baker) it still took years, though what fun we had. I argued religiously with my old catalyst Chris Pringle about the combat

system; both of us producing complex statistical analyses to prove our points. **CY6!** uses 2d6 for the most part but uses other dice and some tricks to accomplish statistically accurate results. Much of our research involved finding accurate statistical results (firing to-hit, damage, spotting, ammunition depletion, etc) and then finding a game mechanic that would accurately represent these outcomes. It should be noted that we looked for the historically accurate rates *before* looking for the game mechanic in order to maximize realism.

Due to the fact that we can all see and touch "numbers" some games seem to be obsessed with them. Conversely, things like aircrew technical skill, training, experience and élan are things that are hard to quantify - I think it is the latter group of factors that have much greater influence on combat. An example for **CY6!** is "maximum speed" for any given aircraft. Any combat experienced pilot will tell you that aircraft performance can vary greatly each mission. Fighter aircraft in WWII were the *hot-rods* of the age, each requiring careful maintenance and knowledgeable mechanics to maximize performance. If this maintenance was not done or if a mechanic was tired and forgot a certain procedure it could mean sub-optimal performance or even catastrophic failure. I suggest that all those statistics don't give clear results, they just give trends. Trends can be modeled with a d10 or even a d6 with very few modifiers. In other words, don't be too hard on games that don't seem to perfectly model armor penetration or aircraft lab performance statistics... simpler games might more accurately reflect the varying trends of real machines in combat conditions.

We also are releasing several scenario/campaign books along with **CY6!**. These books will have a consistent format along the lines of the extensive **Skirmish Campaigns** series of WWII skirmish-level scenario/campaign books. The first three will be authored by my friends Mark Fastoso (Guadalcanal), CB Stevens (Falcon of the Duce) and Keith Astrofsky (Battle of Britain). Other scenario/campaign books are in planning including Nick Murray's Nightfighter supplement and my forthcoming and 8th AF book.

I would especially like to thank my wife and kids for putting up with my airplane obsession and allowing me far more time than expected to finish the project!

Finally, I would repeat the mantra I started when I wrote ARC of FIRE (WWII Skirmish Rules) in 1999 – rules are like art, they please some and not others but never please everyone. I encourage players to implement house rules and specific edits to **CY6!** – make these rules fit for you or your club and remember, have fun and Check Your 6!

-Scott Fisher 2007

Designer's Notes and Author's Comments: Throughout the rules in this book, designer's notes and examples will be inserted in text boxes such as this one.

5th Printing



Components

RULEBOOK

The **CHECK YOUR 6!** rulebook is not needed to play most games but should be available for reference, especially for less experienced players or those just learning to play.

QUICK REFERENCE CHARTS (QRC)

Most information and tables pertaining to the game are included specifically on the **CHECK YOUR 6!** Quick Reference Charts (QRC). The QRC comes in two 8.5x11-inch pages (1 and 2) and contains summary information and tables for the game and several useful diagrams. It should be noted that the top half of QRC page 1 (the firing tables) can be photocopied and will fit on the back of a Move Chart.

MOVE CHARTS

The Move Charts (labeled A, B, C, D, and F) contain information about possible moves for a given aircraft. At the top of the chart are the Normal Maneuver Types while at the bottom of the chart are Special Maneuver Types. In the middle of the Move Chart are the possible Turn Codes organized by the starting speed of the aircraft. Along the Normal and Special Maneuver rows are Speed Adjustment Options; these are the possible adjustments to current aircraft speed for a given maneuver and Turn Code combination. See example below.

NORMAL MANEUVERS	EXTREME TURN (L/R)	TURN (L/R)	FORWARD	NOTES
+2 Alt Power Climb	-5, -4	-5, -4, -3	-4, -3, -2	* May not Climb
+1 Alt Climb	-4, -3, -2	-3, -2, -1	-2, -1, N	
+1 Alt Level Flight	-3, -2, -1	-2, -1, N	-1, N, +1	
-1 Alt Dive	-2, -1, N	-1, N, +1	N, +1, +2	* May add one
-2 Alt Power Dive	-1, N, +1	N, +1, +2	N, +1, +2, +3	
-3 Alt Steep Dive	N, +1, +2, +3	N, +1, +2, +3, +4		* Check Special One Recovery in next move * Automatic Out-of-Control
C = Speed adjustment not possible at Maximum Speed				

TURN CODES BY AIRCRAFT SPEED	Normal & Special Maneuvers
5	L54, L53, R52, R53, R54, R55
4	L45, L44, L43, L42, F41L, F41R, F42, F43, F44, F45
3	L35, L34, L33, L32, F31L, F31R, F32, F33, F34, F35
2	L24, L23, L22, F21L, F21R, F22, F23, F24, F25
1	L13, L12, F11L, F11R, F12, F13, F14, F15

SPECIAL MANEUVERS	FORWARD	NOTES
+2 Alt Immelman	-5 or -4	* Maximum speed -5
+1 Alt Immelman Split-S	-3 or -2	* Maximum speed -3
-1 Alt Immelman Split-S	-2, -1, N	* Maximum speed -2
-2 Alt Power Split-S	-1, N, +1	* Maximum speed -1
-3 Alt Steep Split-S	N, +1, +2	* Maximum speed 0 * Check Special One Recovery in next move
-4 Alt Stall	No move	* Maximum speed -1 * Check for Out-of-Control in next move

AIRCRAFT STATISTICS CHARTS

At the end of these rules are several charts that list aircraft statistics for **CY6!**. Statistics are provided for aircraft flying below and above 20,000 feet. Updated and expanded Aircraft Statistics Charts will be published on the *Skirmish Campaigns* web site.

AIRCRAFT RECORD SHEETS

Aircraft Record Sheets serve as the location where players record the moves of their aircraft and keep track of the turn number and any damage. The top of the sheet has information about the aircraft while the bottom has space to record the maneuver and turn code chosen for each turn.

Aircraft _____			
First Fire <input type="checkbox"/>		Pilot Skill _____	
Weapons _____			
Mov/Speed/Agility _____			
Climb/Dive _____		Lx/Hx _____	Rob _____
TURN	MAN-EUVER	TURN CODE	Notes
1			
2			

DICE

CHECK YOUR 6! requires several types of dice. Most rolls in the game are made using two six sided dice (abbreviated 2d6) for firing players may also need several four, ten and twenty sided dice (d4, d10 & d20).

MINIATURE AIRCRAFT & FLIGHT STANDS

Most players will play **CHECK YOUR 6!** with miniatures on a tabletop, though the game can also be played with cardboard counters as well. Any scale aircraft will be appropriate since movement and combat uses a hex-based system (we have always wanted to play in a high school gym with 1/48 aircraft models). Flight stands also make the game more visually appealing by raising the aircraft above the table. Special flight stands with dials to record aircraft speed and altitude, designed specifically for **CY6!**, are available but any custom or commercial flight stand will work for this purpose. For stands without dials, small dice can be used on or behind the stand to record altitude and speed.

STANDARD BOARD & SCALE

The standard playing surface is a cloth with a hex pattern, approximately 45 x 30 hexes (with 1.5-inch hexes the typical cloth will measure about 4-feet x 6-feet). In game scale each hex is approximately 100 meters wide and approximately twice as tall.

Board Size: While at first glance the standard board for **CY6!** may not appear large, it is representative of the historical space for the type of battles covered. Typical WWII dogfights took place in a cylinder of sky approximately 1.5-2 miles across (about 20-30 hexes in **CY6!**)



A: Definitions

A1.0 AIRCRAFT ATTRIBUTES

The performance characteristics of each aircraft are listed on the Aircraft Statistics Charts in the back of this book.

1.1 PERFORMANCE

Aircraft performance is represented in terms of several factors including: Move Chart used, top speed, agility, acceleration, and climb/dive factor. Altogether, a "Move" is made up of a **turn code choice** (from the aircraft's Move Chart) and a **maneuver choice** (as found at the top and bottom of the aircraft's Move Chart).



1.1.1 Move Chart and Maximum Speed: Describes the Move Chart and Max Speed of the aircraft; the format is "A3" where "A" is the Move Chart and "3" is the aircraft maximum speed. On the Aircraft Statistics Charts, there are two columns of factors. One set is for low and medium altitude engagements (below 20,000 feet) and the other for high altitude (20,000+ feet) fights.

- **Move Chart:** Each aircraft has an associated Move Chart that represents its ability to turn and maneuver. The charts are labeled **A, B, C, D** or **F**. Each Move Chart catalogs possible turns identified as **Turn Codes** (example: R22, is "right" turn code 22) for various current speeds, dividing them into three types (Forward, Turns, and Extreme Turns). Each Move Chart also identifies the possible maneuvers (up or down) dividing them into Normal Maneuvers and Special Maneuvers.

- **Maximum Speed:** Each aircraft has a maximum speed that ranges from level **1** to **8**. Note that *only* jet aircraft have maximum speeds in excess of **5**.

1.1.2 Agility: Agility reflects an aircraft's ability to roll/yaw for position and change its orientation. Agility factors range from **0** to **+3**.

- **Reduced Agility:** Some aircraft have poor high speed performance; these aircraft reduce their agility by one (-1) when flying at their maximum speed. Aircraft with *Reduced Agility* are noted on

the Aircraft Statistics chart with a minus (-) after their agility rating. In some cases aircraft have **Extra Reduced Agility**. These aircraft must reduce their agility by one (-1) when flying at maximum or one less than their maximum speed. Aircraft with *Extra Reduced Agility* are noted on the Aircraft Statistics chart with two minuses (- -) after their agility rating.

1.1.3 Climb/Dive Factor: The Climb/Dive Factor represents the climb/dive characteristics of the aircraft. It is used to determine if the aircraft has a *Climb* or *Dive Advantage* when exiting a Combat Altitude Band (CAB) (see A5.2). Dive Factors are represented with numbers indicating how fast the aircraft dives. The number "1" is the slowest possible dive factor. Climb factors are represented with numbers indicating how fast the aircraft can climb. The number "1" is the slowest possible climb factor.

1.1.4 Acceleration Type: Aircraft acceleration is characterized by three categories: **LOW (Lx)**, **NORMAL (Nx)** and **HIGH (Hx)**. On the Aircraft Statistics charts any aircraft without the Lx or Hx characteristics is considered to have Nx. Note some aircraft may have one of these characteristics at low - medium altitude while not at high and vice versa.

1.2 ROBUSTNESS (R)

Represents the ability of the aircraft to avoid or absorb damage from weapons. The Robustness Levels are: **R0, R1, R2, R3, and R4**.

1.3 WEAPONS

Weapons are classified by range and firepower. There are three broad classifications of weapons range (short, medium, and long) and four firepower categories that determine the use of the differing types of weapons firepower dice d4, d6, d10 and d20.

1.3.1 Weapons Range: Weapons are divided into three main range bands with varying capabilities as below.

- **Short Range Weapons (LMG, LVC, LVHC):** these are rifle caliber light and medium machineguns (LMG), medium-low velocity 20mm cannon (LVC) and low velocity heavy (30mm+) cannon (LVHC). These weapons have effective ranges out to about 300-400 meters. Examples include British .303 LMG, German 20-mm MG-FF, 30-mm MK 108, the Japanese 20-mm Type 99-1, and Japanese 40-mm Ho-301. Short Range weapons (LMG, LVC, LVHC) may not fire beyond six hexes.
- **Medium Range Weapons (HMG, MC):** these are high velocity heavy machineguns (HMG) and modern cannon (MC). These weapons have effective ranges out to about 600 meters. Examples include the US 12.7-mm Browning M2, Italian, Japanese and Soviet 12.7-mm HMGs, the German 20mm MG 151/20, British 20-mm Hispano, the Soviet 20-mm ShVAK, 23-mm VYa-23, 37-mm NS-37, and the Japanese Ho-5.
- **Long Range Weapons (LRHC):** these are specialized long-range heavy cannon (LRHC) and sighting systems with effective ranges beyond 750

meters. Examples include the German 30-mm MK 101 and MK 103, the BK 3,7 and BK 5.

1.3.2 Weapons Firepower: Each weapon firepower category of represented by a specific type of die, which is rolled to determine firepower points inflicted. See the Air-to-Air Weapons Firepower and Range Summary on the Quick Reference Chart (QRC).

1.3.3 Cannon Modifiers: Due to the variance in cannon performance, there are two types of modifiers that can modify a cannon's chance to hit. They are:

- **Low Velocity Cannon Modifiers at Medium Range** (LVC and LVHC; those guns with muzzle velocity less than 600 m/s)
- **Heavy Cannon Rate-of-Fire Modifiers;**
 - **Low** (350-200 rounds per minute [rpm])
 - **Very Low** (199-81rpm)
 - **Extremely Low** (80 and below rpm)

1.3.4 Weapon Firing Arcs: Each aircraft has weapons that may only fire out of designated firing arcs. The possible weapon firing arcs are:

- **Forward Fixed (FF)**
- **Bomber Forward Fixed (BFF)**
- **Front (F)**
- **Front-Top (FT)**
- **Front-Bottom (FB)**
- **Side Right (SR)**
- **Side Left (SL)**
- **Rear (R)**
- **Rear-Top (RT)**
- **Rear-Bottom (RB)**
- **Top-360 (T3)**
- **Bottom-360 (B3)**

1.4 NOTES

Some aircraft have special capabilities or constraints that are listed in the "Notes" section of their attributes. Most often these notes will relate to armament, armor, crew stations, stalling, or movement.

Speeds: Bombers assumed to be flying at cruise speed to maximize formation flexibility; fighters are assumed to be flying 80-95% maximum speed on average.

Move Chart: Ability to turn the aircraft both in terms of instantaneous and sustained turn rate. This factor also considers turn radius at the maneuvering speed for the aircraft.

Agility: Ability of an aircraft to roll/yaw and quickly change the pointing and wing orientation of the aircraft. Inputs include roll-rate and yaw-rate.

Reduced Agility: In our research we found that many early aircraft performed poorly when they reach speeds over 300mph – severely limiting their agility. We felt it was important to model this aspect as there are several Historical cases (example: Zero vs. Wildcat) where the factor would be of supreme importance to one side or the other.

Acceleration: Ability of the aircraft to maintain maneuvering speed through various turns and maneuvers; considers horsepower/weight, wing loading ratios and wing shape. Only aircraft that are most notable (either high or low) were considered for this attribute.

Robustness (R): Considers armor, safety features (self sealing fuel tanks, redundant systems), reputation for

surviving fire, and quality of construction. This factor also considers the number of engines and the size of the aircraft (for example, though heavy bombers are structurally much stronger than fighters, they are also bigger targets). Particular attention was paid to historically opposed aircraft (e.g., Zero vs. Wildcat and Hurricane I vs. Bf 109E) where the factor would be of supreme importance to one side or the other.

Weapon Types: It was part of our original design goal to make weapons very basic; after researching it became clear that there are some very significant differences in airborne weapons (even within categories) that had an impact on combat. One of the most important differentiations is between Machinegun types (LMG, HMG) and Cannon (LVC, MC). Many early aircraft had powerful cannon that were only effective at very short ranges. We felt it was critical to reflect these significant range limitations coupled with the differences in weapon impact. We referred to several sources, printed and online.

A2.0 AIRCREW SKILL AND AIRCREW CHECKS

2.1 AIRCREW SKILL

Aircrew Skill affects aircrew checks, weapons fire, ammunition shortage and other aspects of the game. There are four types of aircrew and associated skill modifiers, defined as follows:



- **Ace (+3):** Elite, combat proven crews.
- **Veteran (+2):** Very experienced and highly trained crews.
- **Skilled (+1):** Aircrews with professional training but minimum experience.
- **Green (+0):** Aircrews with average to minimal training and combat experience.

2.2 AIRCREW CHECKS

An *Aircrew Check* is required to avoid becoming Out-of-Control, to check for Dive Recovery, as a result of Engine or Airframe Damage, to avoid collision, and as an aircrew skill check for several other events. To execute an Aircrew Check, roll 2d6; on a modified roll of **8 or higher the check is passed**, add the aircrew skill modifier to the roll and in some cases other modifiers. Aircrew in Damaged Aircraft also always minus one (-1) from Aircrew Check die rolls.



Aircrew Skill: As part of the design of the rules, we decided that aircrew skill should be THE major factor in the game. While many rule sets focus on intricate aircraft technical values we agree entirely with the words of Chuck Yeager, "It is the man, not the machine". Players will rapidly see that in *CY6!* Veteran and Ace Aircrews rule the sky. To highlight this assertion one need only look at the performance of the notorious Brewster Buffalo; in the Far East Buffalos were quickly destroyed by superior Japanese pilots but in Finland from 1941-43 Buffalos dominated the skies destroying 496 Soviet aircraft and boasting an exchange ratio of 26:1. Clearly, at least in terms of the Brewster Buffalo, Gen. Yeager is correct. Green and Skilled Aircrews should take great care when engaging Veterans and Aces and specifically be careful to avoid a tailing situation. When designing scenarios, players should be careful to not include more Ace and Veteran Aircrews than were historically available (none or very few in any one engagement). Aircrew skill has historically been important both for defense and offense. Historically, of the aircrew killed during WWII, about 40% were killed in their first 10 combat missions.

Rough criteria and nationality examples for various aircrews are as follows:

Ace: Allied/Axis Aces with extensive combat experience.

Veteran: Experienced Finnish, Japanese Naval 1941-42, German 1939-42 and some American late 1944 and 1945.

Skilled: Average US, Japanese, German, British, Soviet 1943-45.

Green: Average Soviet 1939-42, US 1941, and any very new crews or those with minimal training.

A3.0 SPEED AND EXTREME TURNS

3.1 SPEED LEVELS

There are eight speed levels in the game ranging from 0 to 8. The speed level can increase/decrease by varying amounts depending on the Maneuver Type and Turn Code executed (see Move Charts).

3.2 EXTREME TURNS

Some Turn Codes on the Move Charts are colored dark grey, these turns are considered extremely tight turns, called "Extreme Turns". Differentiating this Turn Code type is important as it has an impact on aircraft speed and various other aspects of the game.

A4.0 BOARD EDGES

There are three types of board edges in *CHECK YOUR 6!* scenarios: "Friendly", "Neutral" and "Unfriendly". **Friendly** board edges correspond to some advantage in getting the aircraft safely home; conversely **Unfriendly** board edges correspond to some impediment to safely returning to base (other enemy fighters, fuel problems etc). Friendly/Unfriendly board edges are marked in patterns in the scenario map while **Neutral** edges are white.

Friendly and Unfriendly Board Edges: These abstractions proved an efficient game mechanism for considering all that is going on outside the altitude band in question. Often historically, there were other aircraft patrolling above or below a fight (high cover etc). These aircraft might inhibit the escape of an aircraft by climb or dive. Furthermore, exiting off a certain direction might increase the danger that an aircraft could run into enemy fighters or out of fuel etc. Obviously, these considerations are scenario-driven.

4.1 BOARD EDGE EXIT

Aircraft may exit the board by crossing the horizontal board edge or may exit games by climb or dive. The safety with which an aircraft may exit by climb or dive is based on whether the aircraft has a climb or dive advantage over its opponents (see A5.2). See Victory Points section for victory point values pertaining to board edge exit (see A7.2).

A5.0 COMBAT ALTITUDE BANDS (CAB)

Scenarios may use one or several of *ten* Combat Altitude Bands (CAB). Each Band represents roughly an area of about 4,000 feet in height; they are:

EXTREMELY HIGH (36,001-40,000ft)

VERY HIGH (32,001-36,000ft)

HIGH-TOP (28,001-32,000ft)

HIGH (24,001-28,000ft)

HIGH-BOTTOM (20,001-24,000ft)

MEDIUM-TOP (16,001-20,000ft)

MEDIUM (12,001-16,000ft)

MEDIUM-BOTTOM (8,001-12,000ft)

LOW (4,001-8,000ft)

SURFACE LOW (0-4,000ft)

Combat in *CHECK YOUR 6!* only occurs within one of these bands; each is subdivided into six (6) Tactical Altitude Levels (see below). The CAB(s) specified as the battle location by the scenario are considered the *active* CAB(s). Players wishing to conduct simultaneous battles at multiple CABs should have several tables set-up or may use aircraft with variable base heights or simply add markers to identify which CAB an aircraft occupies. Note that the exact altitudes of these bands may be varied based on scenario requirements. In any scenario, the top and bottom of a CAB may be used to exit the game by climb or dive regardless of the use of one or multiple CABs (see A5.2).

5.1 TACTICAL ALTITUDE LEVELS (TAL)

There are six (1-6) Tactical Altitude Levels (TAL) within each Combat Altitude Band (CAB). In most scenarios, the entire game will be played using only the six TALs in one CAB. If only one CAB is being used, it is still important to note which one as aircraft have varying capabilities at different CABs (aircraft High and Low-Med altitude performance as noted on the Aircraft Statistics Charts).

5.1.1 Additional TALs (optional): If all players agree, *CY6!* may be played with eight or even ten TALs per CAB.

5.2 EXITING AND ENTERING COMBAT ALTITUDE BANDS

Aircraft may exit a CAB by climb/dive and then may either exit the game or, if multiple CABS are part of the scenario, enter a higher or lower CAB. It is important to note that even when multiple bordering CABS are in play, any aircraft exiting by climb or dive and crossing a CAB border may choose to leave the game (see Climb/Dive Advantage below) instead of moving to the higher/lower CAB.

5.2.1 Climb/Dive Advantage: If an aircraft that is exiting a CAB by climb or dive has a higher respective climb or dive factor than any enemy aircraft on the board, it is considered to have a *Climb or Dive Advantage*. Aircraft that have a Climb or Dive Advantage may freely exit the game and *return to base* as if they exited the board off a friendly board edge; if the aircraft does not have a Climb or Dive Advantage, it is considered to have exited off an unfriendly board edge should it exit by climb/dive from the board.

5.2.2 Special CAB Scenario Rules: Some scenarios may specify one of the following special conditions related to exiting and using CABS: 1) *CAB Cloud Border*, or 2) *Multiple CABS*.

- **CAB Cloud Border:** Under this scenario rule, aircraft may temporarily retire or permanently escape into the clouds that border the top and/or bottom of the *active* CAB(s). When exiting the CAB by climb from TAL 6 and/or by dive from TAL 1, aircraft climb/dive into the clouds. In the first Move Plotting Phase after an aircraft moves into the clouds the owning player determines if the aircraft will retire from the battle or will attempt to return. Aircraft exiting the game via the Cloud Border automatically exit. See CAB Border Cloud rules (C2.2) for determining return of the aircraft to the *active* CAB.
- **Multiple CABS:** Under this scenario rule, aircraft may move between various *active* CABS. Aircraft climbing above TAL6 or diving below TAL1 automatically enter the higher/lower *active* CAB. The aircraft enters the higher/lower CAB at TAL1 on the higher CAB, or TAL6 on a lower CAB. When transiting from one CAB to another, the aircraft starts in the same location in the new CAB as it would have moved to had it stayed in the previous CAB. Players may simply mark which CAB the aircraft is in by using a marker, magnet or differing stand height.

Climb/Dive Advantage: Without complicating the game too much we wanted a mechanism to represent the characteristic climb/dive capabilities of aircraft. Players will constantly read about aircraft that could "climb" or "dive" away from a fight. We represent this with the climb/dive factor. This factor allows players to assume escape for an aircraft that exits battle and has a climb/dive advantage. While at first blush this factor may seem relatively insignificant compared to other performance factors, players

will soon realize that the ability (or inability) to exit a battle at the time of your choice is critical to winning or losing in *CY6!* as it was in historically.

Combat Altitude Bands (CABS): Initially the game only had six Tactical Altitude Levels, as we assumed that in almost all scenarios combat would occur in roughly 4,000 feet of altitude. Our assumption was that any aircraft that exited this basic center of mass would be out of the fight. We have included multiple Combat Altitude Bands (CABS) for those more ambitious scenario designers who want to re-create battles that encompassed gross differences in altitude, all in the same strike or mission (for example the Battle of Midway), or for those who wanted to create battles on a huge scale. Most scenarios will use the concept of CABS simply as a way for aircraft to exit the battle via the vertical axis.

A6.0 AIRCRAFT TYPES

6.1 FIGHTERS

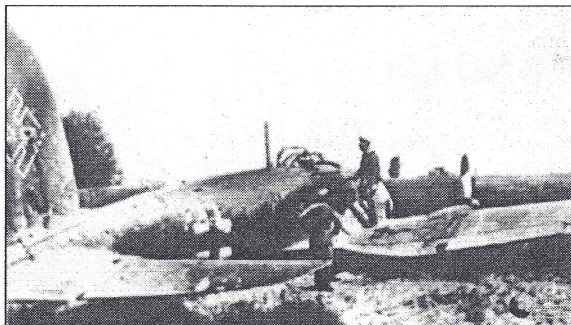
Fighters are aircraft that are primarily designed to stop bomber aircraft from accomplishing their mission. For the most part, fighters are single engine aircraft that have good speed and maneuverability, though some twin-engined fighters are also available.

6.2 BOMBERS

Bombers are any type of aircraft that fly in formation with the mission to deliver heavy ordnance on surface targets. Bombers may have from one to four-engines and almost always fly in formation. Note that in some scenarios, fighter-type aircraft may be performing "bombing" missions and should then be treated as bombers.

A7.0 VICTORY POINTS

The winner of a scenario is determined by totaling the Victory Points (VPs) accumulated by both sides. Victory points are accumulated in three ways; Basic Victory Points, Board Exit Victory Points, and Special Order Accomplishment Victory Points. The player with the higher total of all types of victory points is the winner.



7.1 BASIC VICTORY POINTS

Basic Victory Points can be accumulated by damaging and destroying aircraft and for shooting down Veteran and Ace Aircrews. Basic Victory Points (VP) are listed below:

Type	Damaged	Destroyed
<i>Fighter</i>	1 VP	4 VP
<i>Twin Engine Fighter</i>	1 VP	4 VP
<i>Single Engine Bomber</i>	1 VP	4 VP
<i>Medium Bomber</i>	2 VP	8 VP
<i>Heavy Bomber</i>	3 VP	12 VP
Shoot down a Veteran (+2) Aircrew		+2 VP
Shoot down an Ace (+3) Aircrew		+4 VP

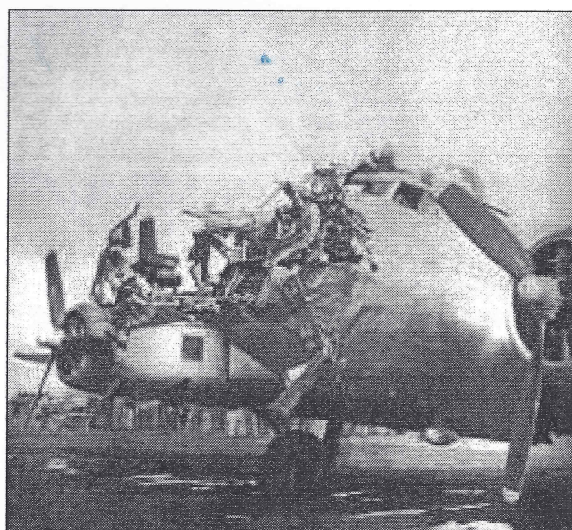
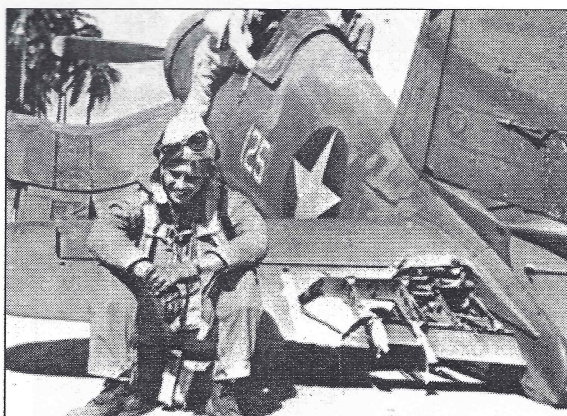
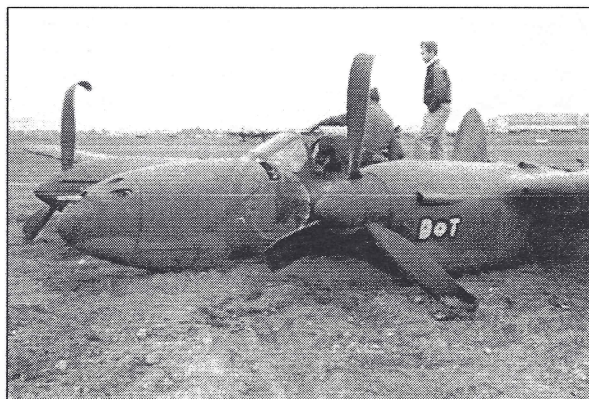
7.2 VICTORY POINTS FOR BOARD EXIT

Whenever an aircraft (damaged or undamaged) exits the board via a Friendly board edge it may automatically return to base safely. Whenever an aircraft exits via a **Neutral** or **Unfriendly** board edge it must make an Aircrew Check (see A2.0) while applying some additional modifiers to determine its ultimate fate.

- If the aircraft is exiting a "Neutral" board edge it must minus one (-1) from the die roll.
- If from an "Unfriendly" board edge it must minus two (-2) from the die roll.
- Aircraft that are damaged, must apply an *additional* minus one (-1) modifier.
- If the aircrew check succeeds, the aircraft safely returns to base.
- Aircraft that do not pass their aircrew check when exiting the board are considered damaged. If the exiting aircraft was already damaged it is considered destroyed.
- If the aircraft fails its check by four or more it is considered destroyed.

7.3 VICTORY POINTS FOR ACCOMPLISHING SPECIAL ORDERS

A scenario may list a specific number of victory points for accomplishing certain orders (such as destroying a bridge or factory, exiting bombers, etc). If the orders are accomplished, add these victory points to the friendly total.





B: Play Sequence

The *CY6!* Play Sequence is summarized below then followed by descriptions and rules for each Phase.

Tailing Declaration Phase (simultaneous)

- Tailed Aircraft Reveal Tailing Information

Move Plotting Phase (simultaneous)

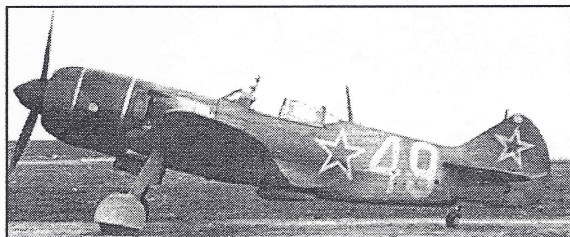
- Formation Status Segment
- Choose Maneuver Type
- Choose Turn Code

Movement Phase (in Move Group order)

- Spotting Segment (optional)
- Move Segment

Fire Phase (simultaneous within segment)

- Anti-Aircraft Fire Segment (optional)
- Air-to-Air Fire Segment
- Surface Attack Segment (optional)



B1.0 TAILING DECLARATION PHASE

1.1 TAILED AIRCRAFT

An aircraft is "tailed" if a friendly or enemy aircraft is in its rear arc and the "tailing" aircraft has the "tailed" aircraft in its front arc **and** the "tailing" aircraft is within **3 hexes** and at **same or one lower TAL**.

1.1.1 Move Group Sequence: Tailed aircraft must move in the first Sub-Group of their Move Group and may execute Pilot Reaction as normal.

1.1.2 Revealing Tailing Information: In the Tailing Declaration Phase, a "tailed" aircraft must plot its move and then reveal to the "tailing" aircraft general information about its plotted move as follows:

- **Turn Information:** If the "tailed" aircraft will turn **Left / Right** (L or R Turn Codes) or go **Forward** (F Turn Codes). There is no differentiation between "Extreme Turn" Turn Codes and "Turn" Turn Codes, either is a "turn" for reporting purposes.
- **Maneuver Information:** If the "tailed" aircraft will **Climb** (Power Climb, Climb, Power Immelmann, Immelmann Maneuvers), **Dive** (Dive, Power Dive, Steep Dive, Split-S, Power Split-S, Steep Split-S

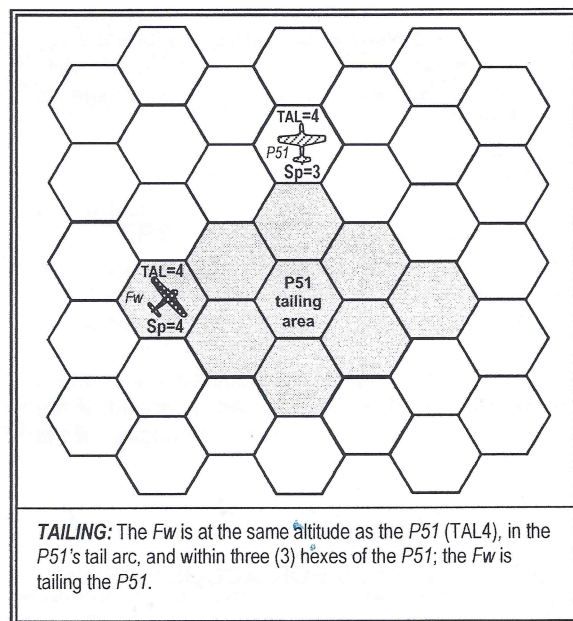
Maneuvers) or execute **Level Flight** (Level Flight and Stall Maneuvers).

1.2 TAILING AIRCRAFT

"Tailing" aircraft may only tail **one** aircraft at a time. "Tailing" aircraft may move in their Move Group (see B3.3) **or** may move in the Move Group of the aircraft they are tailing **and** after that aircraft. Wingmen (see C1.3 under **Aircraft Formations** in the Advanced Rules section) and bombers are never considered "tailing" aircraft.

1.3 TAILING CHAINS

In some cases, multiple aircraft will be involved in a chain where an aircraft is being tailed and its tailing aircraft is being tailed, etc. In this case the aircraft at the front of the chain must move first, then the next aircraft behind the front and so on.



B2.0 MOVE PLOTTING PHASE

2.1 PROCEDURE

Each player simultaneously determines which formations will break-up and, which aircraft will drop-out of formation. The player then chooses a Maneuver Type and a Turn Code for each aircraft from the Move Chart and notes them on the Aircraft Record Sheet. A Turn Code is chosen from the aircraft's Move Chart corresponding to the current speed of the aircraft.

2.1.1 Bomber Plotting (optional): Since bombers move first, players may find it more efficient to simply move bombers without plotting them at all.

General Move Philosophy: We assume that while players are doing the gross maneuvering of the aircraft, each pilot is conducting tactical adjustments over the course of the turn. We have committed to a system that compares pilot skills for

combat defaulting to each pilot for the final jockeying for position to shoot.

Move Plotting Example: A Hurricane I (maximum speed of 4 and using Move Chart B) is currently flying at altitude 5 and speed 3; it is turn 1. The player selects a "climb" Normal Maneuver along with an "L33" Turn Code. On his Aircraft Record Sheet, the player notes "C" in the "Maneuver" Column (in the turn 1 row) and notes "L33" in the "Turn Code" column. Since the player will select the final speed of the aircraft after he moves his plane, no speed change is noted in the Move Plotting Phase. (see Speed Adjustment Example 1 (page 12) for continuation of this move)

B3.0 MOVEMENT PHASE

3.1 PROCEDURE

Execute aircraft Spotting and Move Segments for each Move Group in order, executing all moves and speed/altitude adjustments from one Move Group before aircraft in the next Move Group starts.

3.2 MOVEMENT PHASE SEGMENTS

For each Move Group (1 through 4), execute the following segments in turn. Each Move Group completes all the segments below before the next Move Group begins.

3.2.1 Spotting Segment (optional): When any formation or aircraft is activated, start its move with an Aircrew Check for spotting (see C4.0 Spotting in Advanced Rules section).

3.2.2 Move Segment: Execute move for each aircraft in Move Group order (with Pilot Reaction as possible, see B3.3.2). Move the aircraft as per the maneuver and Turn Code. *After the aircraft has moved* adjust speed and altitude as appropriate for the combination of maneuver and Turn Code chosen.

3.3 MOVE GROUP ORDER

Move aircraft one after the other in the following Move Group order:

MOVE GROUP 1: Out of Control Aircraft (OOC), Bombers, Green (+0) Aircrews

MOVE GROUP 2: Skilled (+1) Aircrews

MOVE GROUP 3: Veteran (+2) Aircrews

MOVE GROUP 4: Ace (+3) Aircrews

All aircraft in the preceding Move Group must complete movement before moves for the next Move Group are started.

3.3.1 Sub-Group Order: Aircraft in the same Move Group are moved in the following priority order (A going first followed by B and so on):

- A) Tailed Aircraft and Tailing Chains
- B) Enemy "Out of the Sun" (see C4.2.2 in Advanced Rules)
- C) Lower Altitude (current)
- D) National Move Order

- **National Move Order:** The final determiner of move priority within a Move Group is National Move Order. If not otherwise specified in a scenario, the following National Move Order

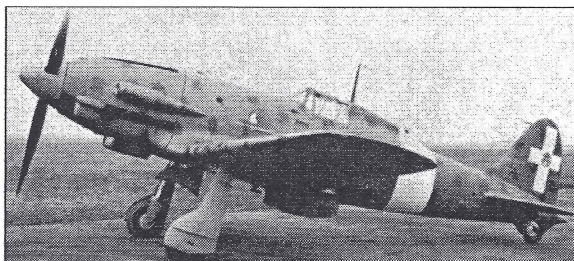
should be observed: **WWII:** 1937 to mid 1944 Allies then Axis; **late 1944-45** Axis then Allies. **1950+ Korea:** N. Korea then Korea Allied (US, UK, etc).

National Move Order: While there should not be any hard rules on this, certain aircrew quality trends should be reflected to create priority within the same Move Group. Players should feel free to edit the National Move Order based on the scenario in play and their opinions. This rule offers an efficient way to resolve final inter-Group priority.

3.3.2 Pilot Reaction: Skilled, Veteran and Ace aircrews may change their plotted Turn Code immediately prior to moving in the appropriate Move Group.

- **Changing Turn Code:** An aircrew may adjust its plotted Turn Code, either left or right, by either one or two places (Turn Codes) depending on aircrew skill. Skilled (+1) aircrews may shift one (1) Turn Code to the left/right. Veteran (+2) and Ace (+3) aircrews may shift two (2) Turn Codes to the left/right.
- **Pilot Reaction Special Maneuvers:** Aircraft may not use pilot reaction to change into or out of a Special Maneuver (see B3.6). Once these maneuvers are plotted they must be executed no matter what the skill of the aircrew that plotted the maneuver.
- **Climb/Dive Pilot Reaction (optional):** Veteran (+2) and Ace (+3) Aircrews that plot a Level Flight maneuver may execute Pilot Reaction to change to a "Climb" or "Dive" maneuver. If changing their maneuver type, they may not change their Turn Code but may adjust their final speed for the new maneuver chosen after the move.
- **Special Maneuver Veteran and Ace Pilot Reaction (optional):** Veteran (+2) and Ace (+3) Aircrews that plot a Special Maneuver which ends in a 120-degree turn (Power Immelmann, Immelmann, Split-S, Power Split-S, or Steep Split-S) may execute a pilot reaction to change the ending of the maneuver to a 180-degree turn.

Pilot Reaction Example: A Skilled (+1) Aircrew plotted a "F4" Turn Code; it could, prior to its move in the Move Segment, change its Turn Code to either the "F41L" or "F41R" as these Turn Codes are one to the left/right of "F4".



3.4 TURN CODE TYPES AND SPEED RESTRICTIONS

3.4.1 Turn Code Types: The choice of Turn Code may have an effect on the final speed of the aircraft.

CHECK YOUR 6!

Each Turn Code from a Move Chart is designated as one of three types (see Move Chart; these are arranged in columns):

- **"Forward" Turn Code Type:** "F" Turn Codes and Special Maneuvers, in *white* on the Move Chart
- **"Turn" Turn Code Type:** "L"eft or "R"ight Turn Codes, in *light grey* on the Move Chart
- **"Extreme Turn" Turn Code Type:** "L"eft or "R"ight Turn Codes in *dark grey* on the Move Chart

3.4.2 Maximum and Minimum Speeds: Aircraft may never execute a maneuver and Turn Code combination that would result in a final speed less than zero or greater than the aircraft's maximum speed. If such a combination would result in either of the above, that combination may not be plotted or executed as a result of Pilot Reaction.

3.4.3 Special Maneuver Maximum Speed Restrictions: Special Maneuvers have maximum speed restrictions. In many cases, this restriction varies depending on the Move Chart used by the aircraft. An aircraft must start its move at or below the maximum speed listed to execute the Special Maneuver.

3.5 NORMAL MANEUVER TYPES

3.5.1 Power Climb: Note "PC" in the Move Plotting Phase. In the Move Segment execute move, adjust speed and increase altitude two levels as per the Move Chart.

3.5.2 Climb: Note "C" in Move Plotting Phase. In the Move Segment execute move, adjust speed and increase altitude one level as per the Move Chart. Aircraft may not plot or execute a climb maneuver if the prior move was stall.

3.5.3 Level Flight: Note "L" in Move Plotting Phase. In the Move Segment execute move, adjust final speed as per the Move Chart. The aircraft must stay at the same altitude.

3.5.4 Dive: Note "D" in Move Plotting Phase. In the Move Segment execute move, adjust speed and decrease altitude one level as per the Move Chart. Aircraft may not exceed maximum speed in dive.

- At the option of the moving player, the aircraft may add one hex of forward movement in the direction the aircraft nose is pointing at the end of the move. Note that this does NOT increase the speed of the aircraft but simply adds one hex at the end of the movement.

Add One Hex in Dive: Recall that Tactical Altitude Levels (TAL) are about twice as high as they are wide. Due to the angles and altitudes involved, only aircraft that execute a "Dive" Normal Maneuver are able to add a hex to the end of their movement (optionally). The addition of this extra hex is representative of the extra distance that can be covered by committing the aircraft to a relatively shallow dive. While other types of dives may have steeper angles of descent, they must also cover more than one Tactical Altitude Level (the equivalent of multiple hexes) and generally must use extreme turns to recover.

3.5.5 Power Dive: Note "PD" in Move Plotting Phase. In the Move Segment execute move, adjust speed and decrease altitude two levels as per the Move

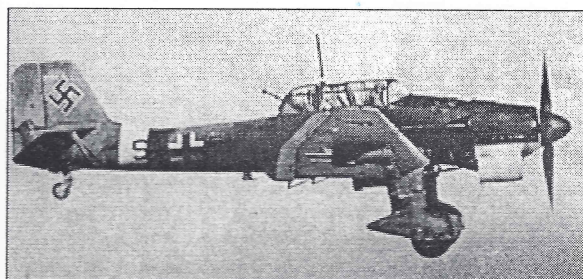
AIR COMBAT

Chart. Aircraft may not exceed maximum speed in the dive.

3.5.6 Steep Dive: Note "SD" in Move Plotting Phase. In the Move Segment execute move, adjust speed and decrease altitude three levels as per the Move Chart. Aircraft may not exceed maximum speed in the dive.

- **Special Dive Recovery:** Prior to the aircraft's move in the next turn, take an Aircrew Check for Special Dive Recovery (see B3.10), unless the aircraft has plotted another Steep Dive Maneuver or is a dive bomber. Reduced and Extra Reduced Agility aircraft apply additional die roll modifiers to the roll. Dive bombers may automatically recover from this maneuver without checking for Special Dive Recovery.

- **Deliberate Spin:** At the option of the player, by conducting an Extreme Turn with the Steep Dive Maneuver, an aircraft may be immediately and automatically placed Out-of-Control (in effect put into a spin). Follow rules for aircraft Out-of-Control below (see B3.9).



3.6 SPECIAL MANEUVER TYPES

3.6.2 Power Immelmann: Note "PI" in Move Plotting Phase. Move the aircraft one hex forward and turn the aircraft 180-degrees or 120-degrees either left/right (noted as "PI-L" and "PI-R" respectively). Adjust speed and increase altitude two levels as per the Move Chart. See the Move Chart for maximum speed restrictions.

3.6.3 Immelmann: Note "I" in Move Plotting Phase. Move the aircraft one hex forward and turn the aircraft 180-degrees or 120-degrees either left/right (noted as "I-L" and "I-R" respectively). Adjust speed and increase altitude one level as per the Move Chart. See Move Chart for maximum speed restrictions.

3.6.4 Split-S: Note "SS" in Move Plotting Phase. Move the aircraft one hex forward and turn the aircraft 180-degrees or 120-degrees either left/right (noted as "SS-L" and "SS-R" respectively). Adjust speed and decrease altitude one level as per the Move Chart. See Move Chart for maximum speed restrictions.

3.6.5 Power Split-S: Note "PSS" in Move Plotting Phase. Move the aircraft one hex forward and turn the aircraft 180-degrees or 120-degrees either left/right (noted as "PSS-L" and "PSS-R" respectively). Adjust speed and decrease altitude two levels as per the Move Chart. See Move Chart for maximum speed restrictions.

3.6.5 Steep Split-S: Note "SSS" in Move Plotting Phase. Move the aircraft one hex forward and turn

CHECK YOUR 6!

the aircraft 180-degrees or 120-degrees either left/right (noted as "SSS-L" and "SSS-R" respectively). Adjust speed and decrease altitude three levels as per the Move Chart. See Move Chart for maximum speed restrictions.

- **Special Dive Recovery:** Prior to the aircraft's move in the next turn, take an Aircrew Check for Special Dive Recovery (see B3.10), unless the aircraft is a dive bomber. Reduced and Extra Reduced Agility aircraft apply additional die roll modifiers to the roll. Dive bombers may automatically recover from this maneuver without checking for Special Dive Recovery.

3.6.6 Stall: Note "ST" in Move Plotting Phase. Aircraft that execute a Stall do not move into a new hex in the Move Segment but remain in place. Prior to the aircraft's move in the next turn, during the aircraft's normal Move Group move, take an Aircrew Check to prevent from becoming Out-of-Control (see B3.9).

- To execute a Stall Special Maneuver the aircraft must start the turn at speed one (1).


3.6.7 Green Aircrew Confusion (Optional): Whenever a Green (+0) aircrew executes a Special Maneuver that is plotted to end in a 120-degree turn (Power Immelmann, Immelmann, Split-S, Power Split-S, or Steep Split-S) the aircraft must take an Aircrew Check. If passed, execute the move as plotted. If failed, roll a d6; on a roll of 1 the aircraft is immediately Out-of-Control, on a roll of 2-3 turn the aircraft to the opposite 120-degree turn (example: if SS-L is plotted, change to SS-R), on a roll of 4-6 execute a standard 180-degree turn.

Special Maneuvers: We assume that for an aircraft to accomplish a Split-S or Immelmann the aircraft is at or near its maximum G-load for that speed. In **CHECK YOUR 6!** some aircraft do not have the turn rate to accomplish a Split-S or Immelmann within the foot distance of an altitude band if they are at high speed. For game purposes, we have restricted aircraft (by Move Chart) to maximum speeds at which they could actually accomplish the Split-S within the given space of an altitude level. For example, if an aircraft with Move Chart D was moving at speed 4, it could not actually accomplish a Split-S within the roughly 600 to 800-foot high altitude level (hence the restriction of Move Chart D aircraft to a Max speed of 3 for a Split-S). See the Move Chart for maximum speed restrictions. Additionally, combinations of Special Maneuvers can be used to create some of the "standard" fighter combat maneuvers. For example, to execute a High Yo-Yo, an aircraft could conduct an Immelmann-left 120-degree (I-L) followed by a diving left extreme turn.

3.7 SPEED ADJUSTMENT: Cross-index the Maneuver and Turn Code type chosen to view speed adjustment options (see Move Chart). Each Maneuver and Turn Code type combination has two or three speed adjustment options; these options modify the aircraft's existing speed by addition or subtraction.

- **After** the aircraft move is executed, choose a final desired speed based on the speed adjustment options on the Move Chart; modify the aircraft's existing speed by adding or subtracting speed levels based on the modifier chosen.

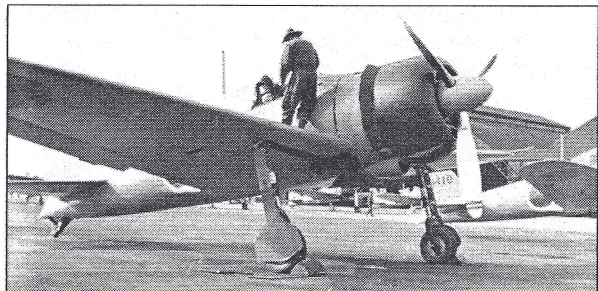
AIR COMBAT

- An aircraft may not exceed its maximum speed and may not select a combination that would force it to exceed maximum speed.
-  **Some speed adjustment options are shown in a grey octagon;** the player may **NOT** choose these speed adjustment options if the aircraft is flying at maximum speed.

Speed Adjustment Example 1 (continued from Move Plotting Example): After the Hurricane I is moved (recall it had a starting speed of 3), the player cross-indexes the "Climb" Normal Maneuver at the top of Move Chart B with the "Turn (L/R)" Turn Code type column (since the L33 Turn Code moved is a normal turn for a B Move Chart aircraft). This cross-indexing gives final speed adjustment options of "-3, -2, -1" allowing the player to select a final speed of 0, 1 or 2 after the move. Recall that since the aircraft is currently moving at speed 3 (not it's maximum of 4) it may choose the "-1" speed adjustment option in the octagon (see the Move Chart).

Speed Adjustment Example 2: A Japanese A6M Zero at maximum speed (maximum speed 4) executes a "Climb" Normal Maneuver and an "L45" Turn Code (this is an Extreme Turn). At the end of the Zero's move, cross index "Climb" and "Extreme Turn" at the top of the Move Chart. The Speed Adjustment Options available are "-4, -3, -2" with the -2 in an octagon. Since the Zero is already at maximum speed (4) it may **NOT** use any option in an octagon. Thus, the only Speed Adjustment Options available to the Zero are "-4 and -3"; the player chooses to reduce speed minimally and chooses the -3 Speed Adjustment Option allowing the Zero to finish its move with a final speed of one (4 -3 = 1).

Speed Adjustment Option: One easy way to think about Speed Adjustment Options is to consider what you can do with your aircraft's throttle in any given situation; you can either 1) throttle-back, 2) leave it the same, or 3) increase throttle. In most cases there are three Speed Adjustment Options for a given Maneuver and Turn Code type – these correspond to the three throttle settings. The options in the grey octagons represent the case where the aircraft is already at full throttle (or max airframe speed) and so cannot increase it any further. In some cases, such as with an Immelmann or Power Immelmann, we assume the throttle is always maximized to get through the maneuver.



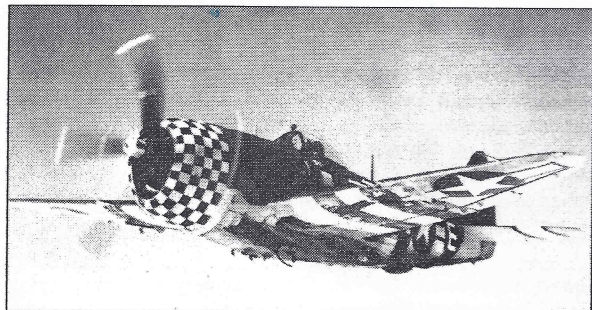
3.8 ENDING SPEED OF ZERO (0)

An aircraft may end its move at speed zero; in effect it is risking a stall as noted above in the Stall Special Maneuver. Prior to the aircraft's move in the next turn, during the aircraft's normal Move Group move, take an Aircrew Check to prevent from becoming Out-of-Control (see B3.9).

3.9 OUT-OF-CONTROL (OOC)

Under certain conditions, aircraft may have to take an Aircrew Check to avoid becoming Out-of-Control (OOC). When required, check Out-of-Control status by rolling an Aircrew Check using the following rules:

- If the Aircrew Check is *passed*, the aircraft **must** execute a Level Flight Maneuver with a **F1** Turn Code (moving forward one hex) and is given a speed of **1**.
- If the Aircrew Check is *failed*, the aircraft is immediately Out-of-Control.
- If an aircraft is Out-of-Control, immediately reduce the aircraft one Tactical Altitude Level (TAL) and turn the aircraft in a random direction (roll d6 to determine hex side pointing).
- In the turn following the loss of control, **at the start of Move Group 1** take an Out-of-Control Aircrew Check as above with the same result for *passed* and *failed*.
- Aircraft that are Out-of-Control may not fire or be fired upon.



3.10 SPECIAL DIVE RECOVERY

Recovering from a *Steep Dive Maneuver* or a *Steep Split-S Special Maneuver* requires an Aircrew Check. In the turn following these maneuvers, during the aircraft's *normal* Move Group move, take an Aircrew Check for Special Dive Recovery; if *passed*, the aircraft moves as plotted.

- If the Dive Recovery Aircrew Check is *failed*, the aircraft **must** execute a Dive Normal Maneuver with a Forward (F) turn code and no speed change (N) Speed Adjustment Option in that turn.
- Aircraft with *Reduced Agility* "(-)" must take a minus one (-1) die roll penalty and aircraft with *Extra Reduced Agility* "(- -)" a minus two (-2) die roll penalty when making a Special Dive Recovery Aircrew Checks. This modifier is only applied if the aircraft has Reduced Agility in the CAB applicable to the scenario being played.
- **Catastrophic Failure:** If the Special Dive Recovery Aircrew Check is *failed* **and** doubles are rolled, the aircraft is immediately destroyed on the following rolls:
 - *Green/Trained* Aircrew double 1s, 2s, or 3s.
 - *Veteran* Aircrew double 1s or 2s.
 - *Ace* Aircrew double 1s.
- For the *Steep Dive Normal Maneuver* aircraft **only** take an Aircrew Check for Special Dive Recovery when they plot some *other* maneuver in a

following turn (as long the aircraft is performing consecutive Steep Dive Maneuvers, there is no required Special Dive Recovery Aircrew Check).

- Dive Bombers and aircraft with maximum speeds of 6 or greater (jets) are **not** required to make Special Dive Recovery Aircrew Checks after *Steep Dive* and *Steep Split-S* Maneuvers.

3.11 COLLISIONS

If at the **end** of their move two or more aircraft exist in the same hex at the same TAL, both roll an Aircrew Check at the end of the Movement Phase, **prior** to firing to avoid collision. Regardless of the result, all aircraft remain in the same hex until they collide or are moved during the next turn.

- An aircraft that *passed* the check may attempt a deliberate collision against an aircraft that *failed* the check or it may simply stay in the hex.
- If any two or more aircraft *fail* the Aircrew Check they automatically collide.
- Colliding aircraft roll twice on the Lucky Hit table (using the Cannon column).

3.12 LOADED AIRCRAFT

Aircraft that are carrying heavy ordnance/loads (bombs, torpedoes, troops, vehicles, fighters with full drop-tanks, etc.) have reduced performance. The following rules apply to all such aircraft:

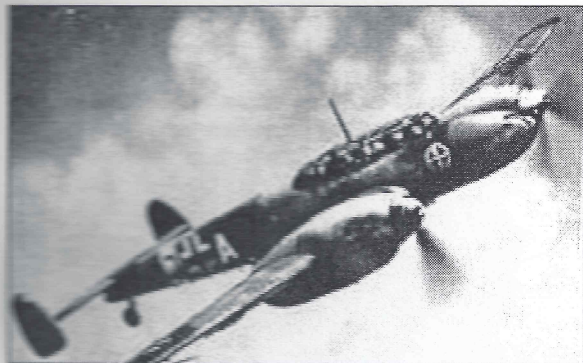
- Climb Factor Halved (divided by two, round down).
- Agility becomes zero (0).
- May not perform Special Maneuvers, or Power Climb Normal Maneuver.



3.13 HX/LX ACCELERATION

Some aircraft have excellent (high) acceleration (Hx) and some have extremely poor (low) acceleration (Lx). The following rules apply for these aircraft:

- **High Acceleration (Hx):** After executing an "Extreme Turn" Turn Code, aircraft with **Hx** **may** take an Aircrew Check. If *passed*, the aircraft may treat the move as a "Turn" Turn Code Type rather than an "Extreme Turn" Turn Code Type for speed adjustment; if *failed* treat the move normally as an "Extreme Turn" Turn Code for speed adjustment (see B3.7).
- **Low Acceleration (Lx):** After executing an "Extreme Turn" Turn Code, aircraft with **Lx** **must** take an Aircrew Check. If *passed* treat the move normally as an "Extreme Turn" Turn Code for speed adjustment. If *failed* treat the move as an "Extreme Turn" Turn Code **and** adjust the aircraft's final speed by an additional minus one (-1). Note that this adjustment may force the aircraft to an ending speed of zero (0).



3.14 SLOW CLIMB-RATE AIRCRAFT

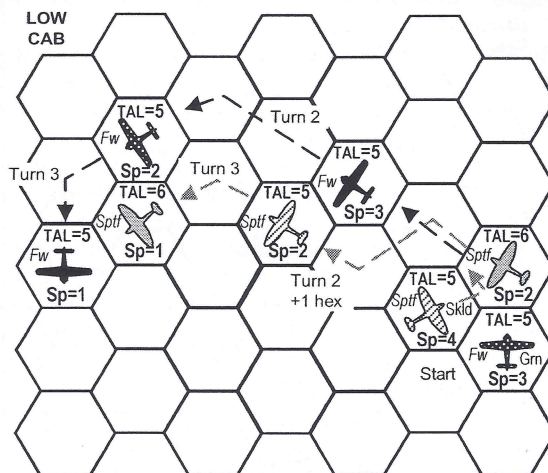
Aircraft with a Climb factor of **10** or less have extremely slow rates of climb. These aircraft may never execute Power Climb, Immelmann, or Power Immelmann maneuvers. Additionally, these aircraft take additional consecutive turns to climb one tactical altitude level, depending on their climb factor as below:

- 8-10 must make two consecutive turns of climb to move up one tactical altitude level.
- 6-7 must make three consecutive turns of climb to move up one tactical altitude level.
- 5 must make four consecutive turns of climb to move up one tactical altitude level.
- 4 must make five consecutive turns of climb to move up one tactical altitude level.
- 3 must make six consecutive turns of climb to move up one tactical altitude level.
- 1-2 must make seven consecutive turns of climb to move up one tactical altitude level.



3.15 LOW ALTITUDE FLIGHT (optional)

Aircraft with *green* (+0) aircrew must take an Aircrew Check at the end of every turn flying at TAL 1 while in the SURFACE LOW CAB to prevent from hitting the ground. A similar check must be made by *skilled* (+1) aircrew in any turn flying at TAL 1 at SURFACE LOW CAB when fired upon by Anti-Aircraft or Air-to-Air fire.



TURN 1 MOVE PLOTTING: In the LOW CAB, an Fw190A-4 at speed 3 with Green (+0) Aircrew (Move Chart D) and Spitfire Vc at speed 4 (Move Chart B) with Skilled (+1) Aircrew are at TAL 5 with the Fw one hex from the Spitfire at the start of the turn. The Spitfire and Fw player plot their moves. The Fw plots a "Level Flight" normal maneuver and a "L34" turn code, extreme turn to the left. The Spitfire plots an "Immelmann Left" (120-degree) Special Maneuver (the Spitfire player suspects the Fw player will execute the standard evasion and turn into the pursuing Spitfire).

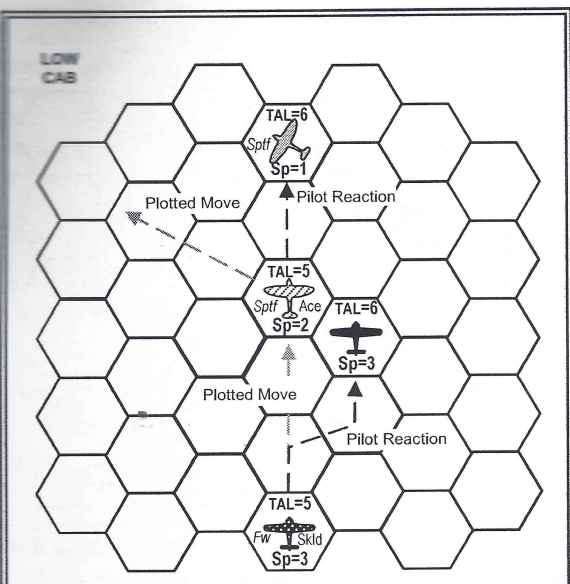
TURN 1 MOVEMENT PHASE: The Fw has a Green (+0) Aircrew so it moves first in Move Group 1. Since the Fw has High Acceleration (Hx) it makes an Aircrew Check in an attempt to use the "Turn" Turn Code Type instead of the "Extreme Turn" Turn Code Type (for speed adjustment options) and passes, allowing the Fw player to select a final speed of 3 (possible due to cross-indexing the "Level Flight" Maneuver with the "Turn" column on the Move Chart, allowing a "N" Speed Adjustment Option). Since it has a Skilled (+1) Aircrew, the Spitfire then executes its move in Move Group 2. Note that the Spitfire may not execute any Pilot Reaction since aircraft that have plotted Special Maneuvers may not execute Pilot Reaction. In the Fire Phase the Spitfire fires at the Fw and misses.

TURN 2 MOVE PLOTTING: The Fw plots a "Level Flight" normal maneuver and a "L33" turn code, turn to the left. The Spitfire plots a "Dive" normal maneuver and a "F11L" forward turn code.

TURN 2 MOVEMENT PHASE: The Fw moves first in Move Group 1 and chooses a final speed of 2 (choosing the "-1" Speed Adjustment Option; the Fw player is trying to slow and get inside the pursuing Spitfire). The Spitfire then moves as plotted in Move Group 2 and elects not to change speed but does choose to add one hex forward at the end of the move. The Spitfire chooses not to fire as it would be a deflection shot.

TURN 3 MOVE PLOTTING: The Fw again plots a "Level Flight" normal maneuver and a "L23" turn code, extreme turn to the left. The Spitfire plots a "Climb" normal maneuver and an "L23" normal turn left turn code.

TURN 3 MOVEMENT PHASE: The Fw moves first in Move Group 1 and again chooses to reduce speed by one, ending with a final speed of 1. The Spitfire then moves in Move Group 2 and selects a final speed of 1 (using the -1 Speed Adjustment Option). In the Fire Phase the Spitfire fires its weapons at the Fw at a range of one hex.

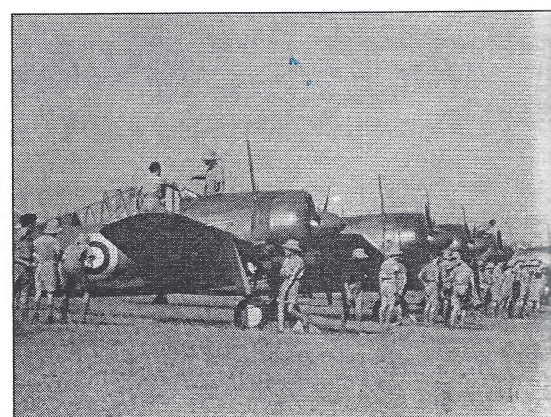
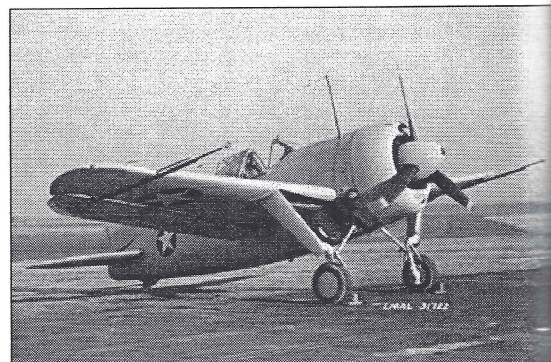


TAILING DECLARATION and MOVE PLOTTING: In the LOW CAB, an Fw190A-4 at speed 3 with Skilled (+1) Aircrew (Move Chart D) and Spitfire VC at speed 2 (Move Chart B) with Ace (+3) Aircrew are at TAL 5 with the Fw three hexes directly behind the Spitfire at the start of the turn. The Spitfire is being tailed by the Fw as the turn begins.

In the Tailing Declaration Phase, the Spitfire must choose a Maneuver Type and Turn Code (done by the Spitfire in the Tailing Declaration Phase instead of the Move Plotting Phase, due to it being tailed). Prior to the Move Plotting Phase, the Spitfire player secretly informs the Fw player about his planned move, revealing that the Spitfire will "climb and turn left". The Spitfire player has actually chosen a "Climb" normal maneuver and chosen the "L24" turn code, an extreme turn to left. In the Move Plotting Phase, the Fw notes its Maneuver Type and Turn Code choices; a "Climb" normal maneuver and the "F3" turn code, a forward move (the Fw player suspects a British trick and will prepare for anything). Since the Fw is tailing the Spitfire it may move with its normal Move Group 2 in the Move Segment (with other Skilled [+1] aircrews) or it may move with the Move Group of the aircraft it is tailing (Move Group 4 Ace [+3] Aircrews). The Fw player chooses to move after the Spitfire in Move Group 4.

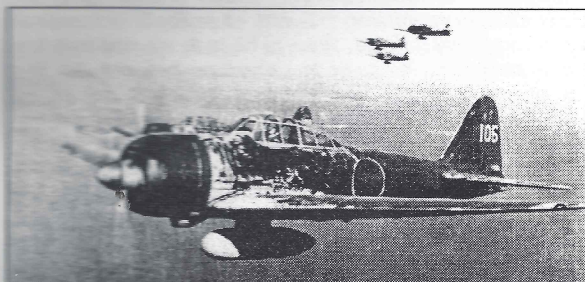
MOVEMENT PHASE and PILOT REACTION: In Move Group 4, the Spitfire executes its move first since sub-group priority is that Tailed Aircraft always move first. The Spitfire player executes a **Pilot Reaction** to change his turn code from "L24" to "L22" (possible since the Ace Aircrew (+3) can shift two Turn Codes left/right). Since the Spitfire is not at its maximum speed (of 5), the player may choose the -1 speed adjustment option ("Climb" normal maneuver and "Turn" turn code type), ending the move at speed 1 and TAL 6.

After the Spitfire move is observed by the Fw player, the Fw player also chooses to execute a **Pilot Reaction** and shifts his turn code from F3 to F31R (since a Skilled (+1) Aircrew may shift one turn code left/right). In the next turn, the Fw will again be tailing the Spitfire as he is within three hexes and in the rear arc of the Spitfire. The Fw ends his move by choosing the "N" speed adjustment option; possible since the Fw executed a "Forward" Turn Code type and a "Climb" normal maneuver and he is not at maximum speed (speed 5).



B4.0 FIRE PHASE

The Fire Phase is made up of three segments, the *Anti-Aircraft Fire Segment (optional)*, the *Air-to-Air Fire Segment* and the *Surface Attack Segment (optional)*.



4.1 ANTI-AIRCRAFT SEGMENT (optional)

Prior to any Air-to-Air fire, scenario specific surface-based Anti-Aircraft (AA) fire is resolved. Fire from each battery is resolved for To-Hit, Firepower and Robustness before the next is started. For additional rules see section C5.0 **Anti-Aircraft** in Advanced Rules.

4.2 AIR-TO-AIR FIRE SEGMENT

For each aircraft that fires resolve To-Hit, Weapons Firepower, and Robustness before the next firing is started. All fire is simultaneous and any damage is only recorded at the end of the segment.

4.2.1 To-Hit: Each attacking aircraft makes one to-hit roll for its fire using 2d6, adding the results of the dice and applying any modifiers. The final result is compared with the following base chance to-hit at the range corresponding to the distance between the firing aircraft and the target. A hit is scored if the modified dice roll is equal to or greater than the base chance to-hit at the given range. Any other result is a miss. The base to hit at given ranges is as follows:

- **Point Blank Range (5+ to hit)** = 1 hex
- **Close Range (6+ to hit)** = 2 hexes
- **Short Range (7+ to hit)** = 3 hexes
- **Medium Range (9+ to hit)** = 4-6 hexes
- **Long Range (11+ to hit)** = 7-10 hexes

Add or subtract **modifiers** to the to-hit dice roll as follows (see QRC for a summary):

- **+3 to -3: Difference in Aircrew Skill-** attacker skill *minus* target skill (may be a "+" or "-" modifier).
- **+3 to -3: Difference in Aircraft Agility-** attacker agility *minus* target agility; remember to consider any Reduced Agility modifiers for current speed and/or for airframe damage (may be a "+" or "-" modifier).
- **-2: Head-to-head or Deflection-** if attacker is firing from either the front or side arcs of the target (see Aircraft Target Diagram, QRC).
- **+2: Target Speed Zero (0)-** if the target current speed is zero.

- **-2: Low Velocity Weapon at Medium Range-** Attacker firing LVC or LVHC at Medium Range.
- **-1/-2/-3: Low/Very-Low/Extremely-Low Rate-of-Fire (ROF) Heavy Cannon-** Attacker firing reduced ROF Heavy Cannon; modifier depends on weapon characteristics noted on the Aircraft Statistics Charts.

4.2.2 Weapons Firepower: If a hit is scored (the firing aircraft is "on-target"), the firing aircraft rolls an appropriate type of damage die for each weapon that was brought to bear on the target (e.g., for each LMG firing roll one d4; for each HMG firing roll one d6). See Air-to-Air Weapons Firepower and Range Summary chart on QRC for damage dice and see Aircraft Statistics for types and numbers of weapons.

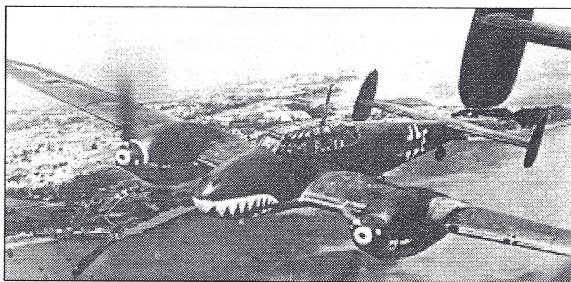
- Any die that rolls the highest possible number for that die is **ignored** as a miss by that weapon (i.e., 4 on a d4, 6 on a d6, 10 on a d10, or 20 on a d20 all count as misses and are ignored).
- Total all firepower points (FP) from all dice rolled.

4.2.3 Robustness Roll: If the total FP rolled is greater than zero, the target aircraft then consults the Robustness Table. The target aircraft cross-indexes its robustness (on the left side of the table) with the attacking firepower points (across the top of the table) to find a Robustness "n" Factor.

- If fire was conducted from Point Blank/Close/Short Range shift one column to the right.
- If fire was conducted from Long Range shift one column to the left.
- Scenario specific special weapons or armor may also shift the column to the left or right.

The defender then rolls 2d6 and compares the roll to the final Robustness "n" Factor.

- If the dice roll is equal to or greater than the Robustness "n" Factor, then the aircraft receives no notable damage.
- If the dice rolled are less than the Robustness "n" Factor, then the aircraft is damaged; if the dice roll is even then the aircraft suffers Engine Damage, if odd the aircraft suffers Airframe Damage.
- If the dice roll result is low enough below the Robustness "n" Factor to reach the **Critical Damage** level, the aircraft may be destroyed depending on the *most powerful* type of attacker weapon that scored FPs. (See the "**Critical Damage**" section on the Robustness Table for the level that applies to each type of weapon).
- Apply damage and lucky hits.



4.2.4 Lucky Hits: Any time the target rolls doubles on its Robustness roll, regardless of whether a damage

CHECK YOUR 6!

result was obtained, a "Lucky Hit" has been inflicted. Roll immediately on the Lucky Hit Table for the target aircraft.

- Consider the type of target (fighter/bomber) and the most powerful weapon to score FPs against the target. Note that it is possible to inflict damage from normal fire and then receive additional damage from a lucky hit.
- Ignore any lucky hit result that does not apply, for example a "Gun Crew" lucky hit on an aircraft that has no gun crews.
- Some lucky hit results have the possibility of "Additional Damage" as listed below the table. These additional problems may or may not apply to the target aircraft (See Lucky Hit Table, QRC).

4.2.5 Check for Ammunition Depletion: Except for the first time that a weapon is fired, anytime the attacker rolls doubles to-hit he may have run out of ammunition (see B4.5 Ammunition Depletion). After an aircraft has fired for the first time, check the "First Fire" box on its Aircraft Record Sheet.

4.3 FIRING RULES

4.3.1 Arcs of Fire: To attack a target with weapons, the target must be in the appropriate firing arc of those weapons (see Aircraft Arc Diagram, p.2, QRC).

4.3.2 Altitude Differences, Firing: Aircraft may fire down/up one (1) TAL. Aircraft firing weapons other than defensive guns at targets at a higher altitude (firing from below) must be flying a minimum of one speed level faster than the target.

4.3.3 Deflection Shots: Aircraft firing at a target's side arc incur a minus-two (-2) penalty to their to-hit roll (see Air-to-Air Fire Summary & Aircraft Target Diagram, QRC).

4.3.4 Head-to-Head Shots: When an attacking aircraft is firing through its front arc at the front arc of a target, it must minus two (-2) from the to-hit roll.

4.3.5 Low Velocity Weapons at Medium Range: Low velocity cannon (LVC and LVHC) must take a minus two (-2) die roll modifier to-hit when firing at Medium Range (this modifier only applies to LV weapons— it is possible for other weapons to hit and the LV weapon to miss in the same to hit roll).

4.3.6 Low Rate-of-Fire (ROF) Heavy Cannon: Some heavy cannon have Low, Very Low, and Extremely Low rates-of-fire and thus have penalties to hit. See Aircraft Statistics for definition of which aircraft have these modifiers. The modifiers are:

- -1: Low ROF (LVHC, LRHC)
- -2: Very Low ROF (LVHC, LRHC)
- -3: Extremely Low ROF (LVHC, LRHC)

4.3.7 Firing Declaration: All players must declare their targets for firing aircraft prior to rolling any attacks.

4.3.8 Special Aiming (optional): Veteran (+2) and ace (+3) aircrews are allowed to "Aim" at targets' vulnerable points under certain conditions. A firing aircraft may "aim" at vulnerable points if all of the following conditions are true:

- The aiming aircraft is firing at the target rear arc and from a range of 3 hexes or less

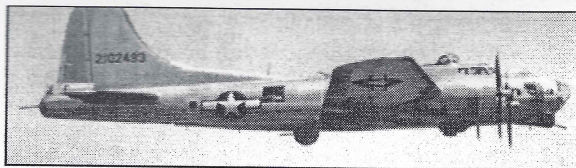
AIR COMBAT

- The aiming aircraft Agility is greater than the target agility

Aircraft that meet "Aiming" conditions may choose to substitute their *Difference in Aircraft Agility* to-hit die roll modifier for one additional column shift to the right for their attacking firepower.

Aiming Example: A Veteran (+2) aircrew in a +2 Agility Bf-109 is attacking a Veteran (+2) with +0 Agility B-24 from the rear at point-blank range. Base to-hit is 5, no modifiers for skill or deflection. Normally the difference between the Bf-109 and B-24 agility would reduce the to-hit roll to 3. However, the pilot chooses to Aim at a vulnerable point on the target. He sacrifices his *Difference in Aircraft Agility* die roll modifier, representing extra maneuvering for the more difficult shot, so his to-hit number stays at 5. If he hits, as well as the normal column shift to the right for point-blank range, his damage roll will be shifted another column right because of Aiming.

Arcs of Fire: In our play testing, one of the most debated subjects was the arc of fire that should be adopted in the game. We ultimately decided to adopt the wider arc of fire as this was more consistent with our design philosophy that the pilot is doing much of the final positioning of the aircraft prior to firing (represented in the game by the Aircrew Skill and Agility firing modifier comparisons). After extensive test play with both the wider arc (the one we adopted for these rules) and a more narrow arc, it was determined there was no impact on game mechanics other than games using the more narrow arc took more time. Players should feel free to play the game with a narrower arc of fire for FF guns if they desire.



4.4 BOMBER DEFENSIVE WEAPONS

Many aircraft have defensive armament manned by gun crews. There are ten possible locations for this armament: *Front* (F), *Front-Top* (FT), *Front-Bottom* (FB), *Side Left* (SL), *Side Right* (SR), *Rear* (R), *Rear-Top* (RT), *Rear-Bottom* (RB), *Top-360* (T3), *Bottom-360* (B3).

- F and R weapons are restricted to firing at targets in the firing aircraft's front or rear arc respectively at the same altitude or one altitude level higher or lower.
- SL and SR weapons are restricted to firing at targets in the firing aircraft's left or right arc respectively at the same altitude.
- FT or RT weapons may fire at a target in the front or rear arc respectively at the same altitude or one level higher.
- FB or RB weapons may fire at a target in the front or rear arc respectively at the same altitude or one level lower.
- T3 weapons may fire at a target in any arc at the same level or one level higher.
- B3 weapons may fire at a target in any arc at the same level or one level lower.

4.4.1 Defensive Gun Ammunition: Defensive guns never check for ammunition depletion.

4.4.2 Combination of Fire: Multiple defensive guns firing from a bomber at the same target must combine fire and make one to-hit roll.

4.4.3 Deflection: Consider all defensive fire as a deflection, unless the target's rear arc is in the bomber's front or rear arc or the target's front arc is in the bomber's rear arc.

4.4.4 Firing from Below: Bomber defensive weapons may always fire at targets one TAL above (assuming the target is within the bomber's firing arc) regardless of the comparative bomber and target speeds (this is an exception to B4.3.2 Altitude Differences, Firing)

4.4.5 360-degree Gun Overload (optional): If more than two attacking aircraft are within medium range of a bomber, it must pass an Aircrew Check in order to pick a target for any 360-degree gun. If the Aircrew Check is *failed*, determine randomly on which enemy target the 360-degree gun will fire.

4.4.6 Bomber Forward Fixed (BFF) Guns: Some bombers have fixed forward firing weapons.

- These weapons may only shoot at other aircraft if the target aircraft is directly ahead, within 6 hexes, and at the same altitude of the firing bomber (see Bomber Fixed Forward Firing Guns firing arc on the QRC).
- Bomber Fixed Forward Guns *may* run out of ammunition as with fighters.

4.4.7 Bomber Remote Controlled Rear Guns (BRCRG): Some bombers had remote controlled rear firing guns. These guns may only fire at targets within three hexes of the bomber in a line directly behind and at the same altitude as the bomber.

4.5 AMMUNITION DEPLETION

Aircraft that roll doubles (two of the same number) for their To-Hit die roll in the Fire Phase may run out of ammunition. There are three categories of ammunition that may be exhausted:

- **All** ammunition (LMG, HMG, LVC, MC, LVHC, LRHC).
- **Cannon** ammunition (LVC, MC, LVHC, LRHC).
- **Heavy Cannon** ammunition (LVHC, LRHC).

Rolling doubles for the first time a weapon is fired (*first fire*) in any scenario is never considered to exhaust ammunition unless specified by the scenario. Anytime doubles are rolled after the *first fire*, consult the Ammunition Depletion Table (on the QRC) and compare the doubles rolled against the aircrew skill of the firing aircraft (only use one of the two dice for this comparison since both dice rolled are the same number; i.e., double '4' equals '4', not '8').

- If the number rolled is equal to or greater than the number listed for the firing aircrew skill, the corresponding weapon is out of ammunition.
- Ammunition depletion only applies to weapons fired in the fire phase; if a given weapon was not fired in the current fire phase it cannot run out of ammunition as a result of doubles rolled in that fire phase.

- Note that for some Aircrew skills ammunition exhaustion for certain weapon types is automatic if any doubles are rolled.

4.5.1 "Just a Jam" (optional): If an aircraft depletes its ammunition it may immediately make a secret roll to see if the effect was in fact a temporary jam instead of depletion; if the player rolls a "12" on 2d6, then the depletion is ignored (note that the player may want to keep this roll a secret).

4.6 BLUE ON BLUE

In some cases, aircraft may have the potential to hit friendly targets.

- If a firing aircraft misses its intended target by rolling double "1"s or double "2"s when rolling to-hit, and if a friendly aircraft is in its firing arc and within two hexes of the target and at the same altitude level as the target, the friendly aircraft is automatically hit instead.
- Roll weapons firepower and robustness as normal but against the friendly target.

4.7 SURFACE ATTACK SEGMENT

All surface attacks are resolved in the Surface Attack Segment. See Advanced Rules section C3.0 Surface Attacks for more information.

B5.0 DAMAGE EFFECT

Aircraft that are *damaged* in combat receive either Engine or Airframe Damage. If an aircraft is damaged for a second time (regardless of whether it is Engine or Airframe damage) it is destroyed.

5.1 ENGINE DAMAGE

Aircraft with *Engine Damage* have the following characteristics:

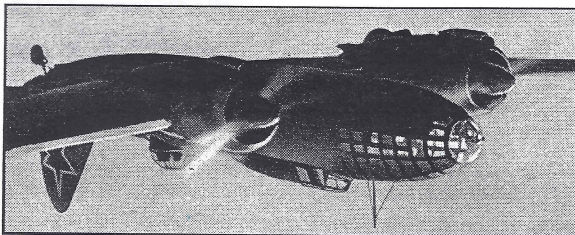
- **-2 Maximum Speed:** Permanently and immediately reduce max speed by two levels. Aircraft may always maintain a minimum speed of 1. Aircraft retain any Reduced Agility (-) rating at their new (post engine damage) maximum speed.
- **Aircrew Check to Climb:** May only climb by making a successful Aircrew Check prior to a move; if the check fails the aircraft is Out-of-Control.
- **Climb Factor/3:** Aircraft's Climb Factor is divided by three (3).
- **-1 to Aircrew Checks:** Engine Damaged aircraft making Aircrew Checks always apply a minus-one (-1) die roll modifier to their roll.

5.2 AIRFRAME DAMAGE

Aircraft with *Airframe Damage* have the following characteristics:

- **-1 Agility:** Reduce the agility of damaged aircraft by one (-1).
- **Extreme Turn or Special Maneuver Aircrew Check:** Airframe damaged aircraft may only execute an Extreme Turn or Special Maneuver by making a successful Aircrew Check prior to move; if the Aircrew Check fails the aircraft is destroyed.

- Damaged aircraft making Aircrew Checks always apply a minus-one (-1) die roll modifier to their roll.



B6.0 SPECIAL WEAPONS

Some aircraft are equipped with special weapons, use the rules below unless the scenario has scenario specific rules for these weapons.

6.1 UNGUIDED AIR-TO-AIR ROCKETS

Aircraft equipped with unguided Air-to-Air rockets should use the following rules:

- The firing aircraft may fire rockets by performing a move with a Level Flight Maneuver and "Forward"
- (F) Turn Code then selecting a target hex from 4-15 hexes away.
- Roll d10 to determine in which hex a salvo detonates; on a roll of 1-6 the rocket detonates at the same TAL in one of the six adjacent hexes to the target, randomly select which hex. On an 8 it detonates one TAL above the target hex. On a 7 it detonates one TAL below the target. On 9-10 it detonates in the target hex.

- If an aircraft is in the hex where the salvo detonates, roll 2d20 for attacking firepower (as if by gunfire) at Medium Range.
- Rockets may be fired at targets one TAL higher, at the same TAL or up to two TALs below the firing aircraft.

6.2 AIR-TO-AIR BOMBS

Some nations used aerial bombs to attack large bomber formations. Aircraft equipped with air-to-air bombs should use the following rules:

- The firing aircraft may drop air-to-air bombs when at a minimum of two TALs above the target. Air-to-air bombs may also be dropped from an adjacent, higher CAB.
- **Advanced Plotting:** Air-to-air bombs must plot a target hex and TAL of detonation two turns in advance of the fire. The target hex must be at least 5 hexes directly behind the firing aircraft if in the same CAB and 10 hexes behind the firing aircraft if in a lower CAB. Advanced plotting is accomplished by noting the target hex of the bomb on the Aircraft Record Sheet two turns in advance.

- **Blast Radius:** Air-to-Air bombs have a blast radius that extends two hexes in every direction from the target hex. All aircraft within this radius and at the same TAL are attacked with an attacking firepower of two d6 at normal range in the Surface Attack Segment.

Different To-Hits for Weapons on Same Aircraft: Some aircraft have several types of weapons. Only one to-hit roll is made; the results are compared and it is possible that some weapons fired may hit while others miss. The most common case in the early war is aircraft armed with Low Velocity Cannon and Light Machine guns. If fired at Medium Range, the attacker needs to roll two higher than the base to-hit number for the Low Velocity Cannon to get a hit (assuming there are no other modifiers) due to the -2 die roll modifier for the LV weapons at medium range.

Engine Damage: We assume that the engine is not destroyed but is damaged; the aircrew may or may not know the extent of the damage. The plane is not damaged enough to automatically leave combat, special maneuvers and extreme turns are deemed risky.

Firing and Altitude: Air combat games are intrinsically more difficult to design due to the fact that they represent combat in three-dimensions. In *Che!*, we specifically chose to allow firing between adjacent altitude levels and did not penalize attacking aircraft. The platform aspect (top/bottom view) of the target when firing from above or below counteracts any negative influences of the differences in altitude. In addition, we assume that aircrews will maneuver to various sub-levels inside each of the Tactical Altitude Levels providing the opportunity to fire at targets above or below.

Lucky Hits: These are not all critical but can act as the "lucky bullet" in cases where the target aircraft is nearly impossible to down with limited firepower. Surprisingly, in our research we found that these types of hits were quite common.

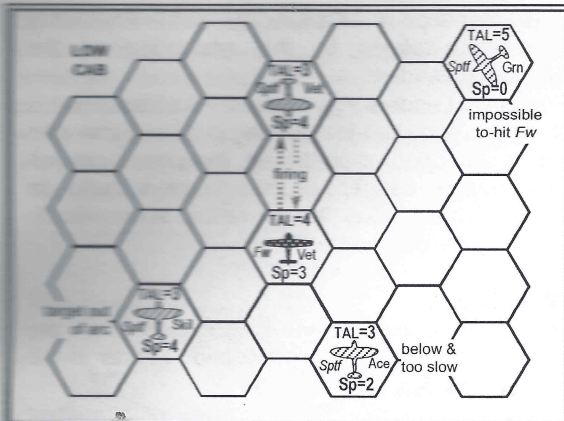
Deflection Firing: Our research shows that deflection shooting in WWII was difficult at best due to primitive gun sights and often a lack of training. Players should also note that we have specifically chosen large front and rear arcs to allow firing from angles other than directly in front and behind.

ROF and Velocity on Weapons: Low velocity cannon (LVC and LVHC) are those with muzzle velocities of 600m/s or less. Heavy Cannon with low rates-of-fire are classified as Low ROF (350-200 rpm), Very Low ROF (199-81rpm) and Extremely Low ROF (80 and below rpm). Heavy Cannon that are not listed as any of the above have sufficient ROF and have no penalty.

Ammunition Depletion: In our research and interviews with combat veterans, we concluded that ammunition depletion was one of the major considerations for pilots in combat. Inexperienced pilots use ammunition at a much higher rate than veterans. Players may be, at times, frustrated with these rules but we deem them critical to the feel of the game. In the case of Ace vs. Green aircrews, the Ace should be able to fire two to four times more shots before running out of ammunition (depending on weapon type).

Bomber Formation Firepower: Contrary to most air games we have seen, bombers in combat tended to adhere strictly to the formation as the primary tactic for self defense. As any fighter that falls-in behind a formation of B-17s will quickly learn there can be a lot of defensive firepower in a formation of bombers.

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FIRING EXAMPLE 1: The diagram above shows the final location speeds and altitudes of several aircraft (at the end of the Movement Phase). The Fw190A-4 has a Veteran (+2) Aircrew and the four Spitfire VC have one each of Ace (+3), Veteran (+2), Skilled (+1) and Green (+0) Aircrews. The Fw is armed with 2x MC, 2x LVC and 2x LMG. The Spitfire is armed with 2x MC and 4x LMG.

In the Air-to-Air Segment of the Fire Phase the Fw and Spitfires will fire at each other simultaneously; the Fw fires first and chooses to fire at the Veteran Aircrew Spitfire (directly ahead). The Base to-hit number for the Fw with a range of 2 hexes is 6+ (Close Range). The Fw player rolls 2d6 rolling a "4". This number is then modified by the following:

- +0 due to the fact that the Fw and Spitfire both have Veteran (+2) Aircrew (there is no modifier when aircrew are the same)
- +1 since the agility of the Fw (+3) is one better than the Spitfire (+2) [3 minus 2 = +1]
- -2 since the attack is Head-to-head (in each aircraft's front arc)

The modified die roll is 3 (4+0+1-2= 3), a miss.

Since fire is simultaneous, the Spitfires may now resolve their fire. The Ace Spitfire may not fire since it is one altitude level (TAL) below the target and not going at least one speed faster (the Fw is at speed 3 while the Ace Spitfire is at speed 2). The Skilled Spitfire may not fire since the Fw is out of its front arc. The Green Spitfire also may not fire since a hit would be impossible; since fire from the Green Spitfire would be modified by the following:

- -2 since the Spitfire has a Green (+0) Aircrew compared to the Fw Veteran (+2) Aircrew [0 minus 2 = -2]
- -1 since the agility of the Spitfire (+2) is one worse than the Fw (+3) [2 minus 3 = -1]
- -2 since the attack is Head-to-head (in each aircraft's front arc)

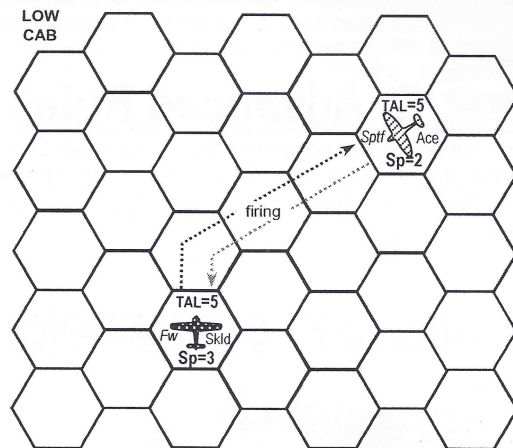
The total modifiers are -5 making it impossible to hit (with base to-hit of 9+ at 4 hexes) the Fw even if the Green Spitfire rolled a "12".

The Veteran Spitfire fires on the Fw even though it is one altitude level below since it is flying at one faster speed. The Base to-hit number for the Spitfire with a range of 2 hexes is 6+ (Close Range). The Spitfire player rolls 2d6 rolling a "9". This number is then modified by the following:

- +0 since the Spitfire and Fw both have Veteran (+2) Aircrew (there is no modifier when aircrew are the same)
- -1 since the agility of the Spitfire (+2) is one worse than the Fw (+3) [2 minus 3 = -1]
- -2 since the attack is Head-to-head (in each aircraft's front arc)

The modified die roll is 6 (9+0-1-2= 6), a hit. The Veteran Spitfire then rolls two d10 (MC) and four d4 (LMG) to determine firepower points (FP). The total of the FP dice rolls total "12"; since the firing took place at Close Range, the Spitfire shifts one column to the right on the Robustness Table (to the 16-20 column). Cross-indexing the Fw robustness (R2) with the 16-20 FP column yields a Robustness "n" Factor for the Fw of "8". The Fw rolls two 3s failing the robustness roll. Since the failed roll was even (3+3=6), the Fw suffers Engine Damage; doubles also cause a lucky hit.

AIR COMBAT



FIRING EXAMPLE 2: In the LOW CAB, an Fw190A-4 with Skilled (+1) Aircrew (Move Chart C) and Spitfire VC (Move Chart B) with Ace (+3) Aircrew are at TAL 5 with the Spitfire four hexes off the front right of the Fw at the end of the Movement Phase. The Fw is armed with 2x MC, 2x LVC and 2x LMG. The Spitfire is armed with 2x MC and 4x LMG.

In the Air-to-Air Segment of the Fire Phase the Fw and Spitfire will fire at each other simultaneously; the Fw fires first. The Base to-hit number for the Fw with a range of 4 hexes is 9+ (Medium Range). The Fw player rolls 2d6 rolling a "12". This number is then modified by the following:

- -2 since the Fw has a Skilled (+1) Aircrew compared to the Spitfire Ace (+3) Aircrew [1 minus 3 = -2]
- +1 since the agility of the Fw (+3) is one better than the Spitfire (+2) [3 minus 2 = +1]
- -2 since the attack is Head-to-head
- -2 only for the Fw LVC since they are being fired at Medium Range.

The modified die roll is 9 (12-2+1-2= 9) for the LMGs and MC (yielding a hit) and 7 (12-2+1-2= 7) for the LVCs (missing with these). The Fw then rolls its firepower dice; two d10s for the Modern Cannon (MC) and two d4s for the Light Machine Guns (LMG). The Fw rolls an "8" and "2" on the d10s and a "4" and "3" on the two d4s. The "4" from the d4 is ignored as it is the highest the die could roll; the dice are totaled for a total DP number of 13 (8+2+3=13).

The Spitfire now rolls its Robustness roll cross-indexing the number of DPs (13) and the Spitfire's Robustness (R1) for a Robustness "n" Factor of 8. The Spitfire rolls two d6 rolling a "5". The Spitfire is destroyed as it failed its Robustness roll by three, equaling the number for Critical Damage from the Fw Modern Cannon.

Since fire is simultaneous, the Spitfire may still resolve its fire. The Base to-hit number for the Spitfire with a range of 4 hexes is 9+ (Medium Range). The Spitfire player rolls 2d6 rolling a "9". This number is then modified by the following:

- +2 since the Spitfire has an Ace (+3) Aircrew while the Fw only has a Skilled (+1) Aircrew
- -1 since the agility of the Fw is one better than the Spitfire (+3 to +2 respectively)
- -2 since the attack is Head-to-head

The modified die roll is 8 (9+2-1-2= 8) for the LMGs and MC (missing). Since the Spitfire missed in its attack against the Fw and was destroyed, it is removed from the game.

The Fw is now out of all ammunition since its roll to hit the Spitfire was a "12" (double sixes) and it had fired previously in the game.



C: Advanced Rules

These rules should be considered "optional" and used only after players have a solid understanding of the main rules. Players may wish to use some, none, or all of the following rules.

C1.0 AIRCRAFT FORMATIONS



1.1 GENERAL FORMATION RULES

Aircraft may fly individually or may fly collectively in formations. Each formation is made up of a Formation Leader and one or more Wingmen. The following rules apply to all formations:

- Formations are determined at the start of the game. If a formation must break-up it may not be reformed.
- The Formation Leader plots movement as normal. Rather than plotting movement, Wingmen move with the Formation Leader in the leader's Move Group, regardless of wingman aircrew skill.
- Wingmen in formation must stay within a group of hexes relative to the Formation Leader to maintain formation (called Formation Hexes – see Formation Hex Diagram, QRC).
- Formations must move at one less than the maximum speed of the slowest undamaged aircraft in the formation or may move at speed 1 if maximum possible speed is 1.
- Aircraft in formations must fly at the same Tactical Altitude Level.
- At the start of the **Move Plotting Phase**, players determine if any Wingmen will voluntarily Drop-out of formation and what formations will voluntarily Break-up. Aircraft that Drop-out of formation voluntarily at the start of the Move Plotting Phase are plotted as any other aircraft not in formation.

1.2 FORMATION LEADERS

1.2.1 Formation Leader Movement: Formation Leaders guide the movement of the Wingmen in their formation.

- It is only necessary to plot movement for the Formation Leader, as the remainder of the aircraft

in the formation must attempt to stay in Formation Hexes as related to the orientation of the Formation Leader.

- Formation Leaders may execute Pilot Reaction.

1.2.2 Formation Leader Damage: If a Formation Leader is damaged or destroyed, the closest aircraft to the Formation Leader becomes the new leader. In their next Move Group the formation automatically forms-up on the new leader.

1.3 WINGMEN

Moves for Wingmen are not plotted; Wingmen are moved immediately after the Formation Leader in the Formation Leader's Move Group.

- Wingmen must execute a legal move from their Move Chart.
- To maintain formation Wingmen must always end their movement in a Formation Hex (see Formation Hex Diagram, QRC). Note that it is **NOT** a requirement for a wingman to face the same direction as the Formation Leader; only that the wingman ends the move in a Formation Hex.
- Wingmen may use Extreme Turn or Stall maneuvers and may select moves with speeds plus or minus one (+/-1) from the speed of the Formation Leader but may not perform Special Maneuvers (other than Stall) to stay in a Formation Hex.
- Wingmen are never considered tailing aircraft.

1.4 DROP-OUT OF FORMATION

1.4.1 Conditions: A Wingman in a formation must immediately drop-out if any of the following conditions occur:

- Wingman cannot end movement in a valid Formation Hex.
- Wingman becomes Out-of-Control.
- Wingman becomes damaged.
- Player decides to voluntarily drop-out the Wingman at the start of the Move Plotting Phase.

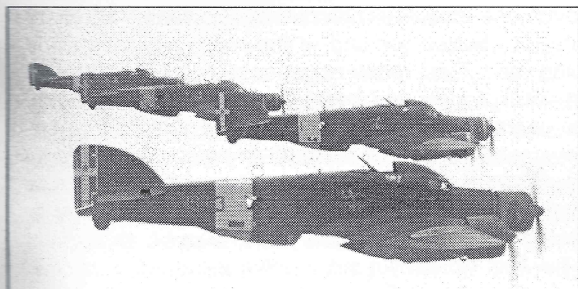
1.4.2 Implications of Formation Drop-out: If an aircraft drops-out of formation the following rules apply:

- If at any point during a Move Group an aircraft drops-out of formation, that aircraft must select a Forward ("F") turn code at the same start speed as the Formation Leader (Fx, FxxL or FxxR turn code). *Note this rule only applies if the drop-out is involuntary occurring in the middle of a move.*
- Wingmen that drop-out of formation are no longer considered "Wingmen" and must now move as normal.
- Wingmen may not fire on the turn they drop-out of formation involuntarily.
- Damaged *bombers* must pass an aircrew check after dropping-out of formation; if they do not pass, they must jettison their offensive ordnance (bombs, etc.) and fly directly towards a friendly board edge in all subsequent Move Groups in an attempt to return to base. Note that this rule may be superseded by scenario specific rules.

1.5 BREAK-UP FORMATION

A formation breaks-up (all aircraft Drop-out of formation) immediately if any of the following conditions occur:

- The Flight Leader executes a Special Maneuver.
- Player decides to voluntarily break-up the formation at the start of the Move Plotting Phase.



1.6 DEFINITION OF FORMATION HEXES

The Formation Hexes are illustrated on the Formation Hex Diagram, QRC. They consist of any hexes up to **six (6)** hexes from the Formation Leader extending behind and from the Flight Leader's left and right quarters (see Formation Hex Diagram, QRC).

General Formations Designer's Notes: Formations are one of the more complex aspects of the game. We make several assumptions about formations and their purpose. Formations allow players to control numerous aircraft without writing orders for all aircraft by simply writing orders for the Formation Leader. Note that classic fighter formations including German and American can be assembled by using combinations of several formations. For example, the classic US fighter flight of four aircraft consisting of two elements -- flight leader and wingman plus element leader and his wingman can be represented by using two formations. Players should also note that since hexes are roughly 600+feet tall, formations are restricted to the same Tactical Altitude Level even though in actuality there may be slight altitude differences between formation aircraft.

Fighter Formation Spacing: Players should note that German pilots in *schwarme* formations commonly spaced themselves about 200yds apart in combat (this equates to 2-3 hexes in *CY6!*).

Formations and Drop-outs: Players should note that Formation Leaders can execute maneuvers that will cause many of their wingmen to drop-out of formation (as in real life). Aircraft that must involuntarily drop-out of formation are penalized by forcing them to make a forward move; we assume this represents the aircrew trying to figure out where their leader went and/or figuring out what to do next. By design, this makes aircraft that involuntarily break formation more vulnerable (for a turn anyway).

Large Bomber Formations: Players should note that these rules will only allow large bomber formations a relatively small number of move options while still keeping most Wingmen in formation (usually only dive, and level flight forward and slip turn codes are possible). For example, it is not possible for a Large Bomber Formation to make sharp turns left or right as this would break formation for most of the wingmen in the formation (they would not be able to maintain position in a Formation Hex). We assume serious

maneuvering of large Bomber formations is beyond the scope (and scale) of the game, as it can often take miles to turn a large Bomber formation 90-degrees. We assume that bombers rely on their formations for correct navigation and security. Historically, if bomber aircraft left the formation, they almost always aborted their mission and attempted to return to base. Obviously some scenarios may override this rule, though in almost all cases we believe that aircrews want to return to base to fight another day rather than needlessly risk their lives in a bad situation (or damaged aircraft).

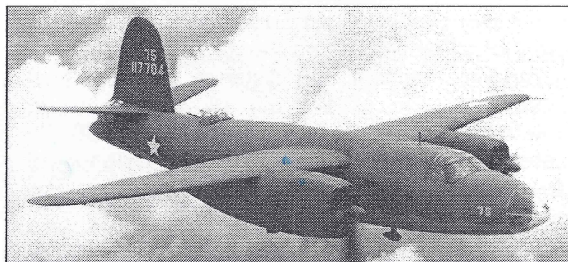
C2.0 WEATHER

2.1 TABLE CLOUDS

Some Scenario Rules call for cloud banks to be placed on the table, using the following format:

Clouds: "number" x "size/altitude" (example: 4 x 10+d10/TAL2-6). Cloud Number, Size and Altitude are defined as follows:

- "number" equals the number of cloud banks in the scenario.
- "size" equals the size of each cloud bank in number of hexes covered. Size is usually described as a fixed number of hexes plus a variable number determined by a die roll (see above example). Cloud banks should be roughly circular or oval.
- Altitude describes the height in Tactical Altitude Levels of the clouds.



2.11 Table Cloud Placement: Randomly choose one of the six lettered sections of the board, as marked in the scenario set-up diagram, in which to place a cloud bank (roll d6). Position the cloud bank within the lettered section by:

- randomly choosing one edge of the lettered section, and
- aligning the cloud bank so that it touches the chosen edge and its long axis is parallel to the chosen edge.

2.12 Table Cloud Altitude: The Scenario Rules section should state minimum/maximum altitude of the cloud banks.

2.13 Table Cloud Effect:

- Aircraft within a cloud bank have no visibility and cannot see or be seen and may not fire or be fired upon.
- When an aircraft starts its Move Plotting Phase in a cloud bank, the aircraft must pre-plot its movement in advance until it exits the cloud bank. Note that this may require the entering

aircraft to plot its movement many turns in advance. Each turn after the first, immediately prior to movement of the aircraft (in its Move Group) roll an Aircrew Check; if *passed*, execute the move as planned; if *failed*, the aircraft must execute a Turn Code directly adjacent to the one plotted; if there are more than one adjacent to the originally chosen Turn Code, choose randomly.

- If an aircraft exits the cloud prior to its pre-plotted expected exit turn, all subsequent orders may be ignored and the aircraft may continue as normal.
- Special Maneuvers may only be conducted in clouds if an aircrew check is passed just prior to executing the maneuver; if failed, the aircraft is immediately Out-of-Control.
- Aircraft may not execute Pilot Reaction in the turn of exit from clouds or while in the clouds.

2.2 CAB CLOUD BORDER

Some Scenario Rules call for cloud banks to act as a cloud border on top and/or bottom of the *active* CAB (see A5.2.2). Immediately upon an aircraft moving into the CAB Border Clouds the owning player must determine if the aircraft will exit the board or will attempt to return.

- If an aircraft *exits* the board, resolve the exit as in A5.2 Exiting and Entering Combat Altitude Bands.
- If the aircraft will attempt to *return*, then roll 2d6 when the aircraft enters the Border Clouds; the number rolled is the number of moves that must be pre-plotted in advance for the aircraft. At the first Move Plotting Phase upon completion of the pre-plotted moves, return the aircraft to a location a random direction and distance from the final plotted location of the aircraft. Roll a d6 to determine random direction. Roll a d6 to determine distance; the maximum distance of deviation is equal to the number of turns the aircraft had to pre-plot its movement.
- Aircraft formations that enter Border Clouds break-up formation immediately (see Break-up Formation).

C3.0 SURFACE ATTACKS

While not the main focus of these rules, surface attacks often played a major role in aircraft engagements. These rules should act as a guide for scenario designers and will be the basis for any future *CHECK YOUR 6!* surface attack supplements.

3.1 SURFACE ATTACK SEGMENT

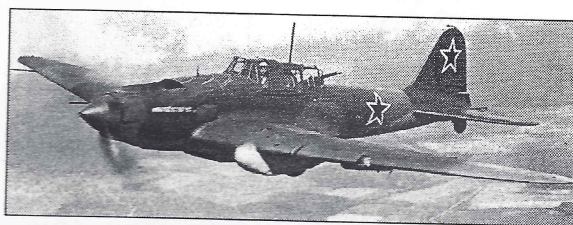
The Surface Attack Segment is the final segment of the Fire Phase and is when all Air-to-Surface attacks are conducted.

- To resolve a surface attack, the attacking aircraft first determines the base to-hit depending on its current altitude (see Surface Attack Summary on the QRC).

- After determining the base to-hit for the attack, roll 2d6 and apply all relevant modifiers to the die roll. If the modified die roll is equal to or one greater than the base to-hit number one hit has been scored; if the modified die roll is two or more greater than the base to-hit number two hits have been scored.

3.1.1 Air-to-Surface Ordnance Release: During the Movement Phase an aircraft may actually "release" ordnance before the end of the move by stating it is doing so. This most commonly occurs when an aircraft flies over and beyond a target while moving. For game purposes, the ordnance is released in the Movement Phase but weapon impact is resolved in the Surface Attack Segment. Note that this rule allows for an aircraft to drop its bombs (by flying over a target) in the Movement Phase, then be shot down in the Fire Phase yet still resolve the bomb attack in the Surface Attack Segment.

3.1.2 Hits and Targets: A target can take a number of hits as defined by the scenario before it is damaged and/or destroyed (see *Finland the Brave* scenario example, page 34).



3.2 SURFACE ATTACK MODIFIERS

There are several modifiers to the Surface Attack die roll. These modifiers fall into three categories:

- Bomb-load (for bombing attacks)
- General
- Ship Attack (for attacking ship targets).

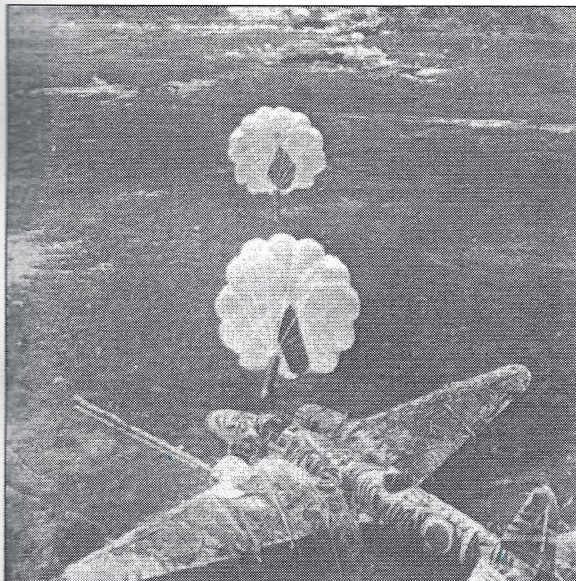
3.2.1 Bomb-load Modifiers: The weight of the bomb load (total weight of all bombs carried) that an attacking aircraft is carrying modifies the die roll for surface attack; the scenario should specify the bombload of any attacking aircraft. Rough weight examples are provided on the Surface Attack Summary chart on the QRC.

3.2.2 General Modifiers: Additional modifiers to the Surface Attack die roll include:

- *Aircrew Skill:* Add the aircrew skill of the attacking aircraft to the Surface Attack die roll.
- *Dive Bombers:* Dive Bombers may add one (+1) to the Surface Attack die roll if the aircraft is making a Dive Bomb attack.
- *Rocket Attack:* Add one (+1) to the Surface Attack die roll if the aircraft is making a Rocket attack. Rocket Attacks may be fired from up to six (6) hexes away from the target and may only be fired from the SURFACE LOW CAB.
- *Strafing Attack:* Add one (+1) to the Surface Attack die roll if the aircraft is making a Strafing attack. Strafing Attacks may be fired from up to three (3) hexes away from the target and may only be fired from SURFACE LOW CAB. Some

aircraft may have extra powerful armament (example: heavy cannon) and may have a scenario specific die roll to-hit (+1 or +2) modifier for their strafing attacks.

- **Point Target:** Minus one (-1) to the Surface Attack die roll if the aircraft is making an attack on a point target. A point target is a target that is generally small in size and/or armored. Examples include radars, bunkers, armored units, trenches etc.
- **Night Attack:** Minus two (-2) to the Surface Attack die roll if the aircraft is making an attack at night.
- **Area Target:** Add three (+3) to the Surface Attack die roll if the aircraft is making an attack on an Area Target. An Area Target is a target that is very large in size and susceptible to fire damage. Area Target examples include cities, towns, large fuel refineries, large factory complexes, etc.
- **Special Equipment & Training:** Add or Subtract one (+1 or -1) for special equipment or special training. Usually this rule is used in scenario specific cases.



3.2.3 Ship Attack Modifiers: Additional modifiers when targeting ships to the Surface Attack die roll when targeting ships include:

- **Torpedo Attack:** Minus one (-1) to the Surface Attack die roll if the aircraft is making a Torpedo attack.
- **Small Ship / Surfaced Submarine:** Minus one (-1) to the Surface Attack die roll if the aircraft is making an attack on a small surface ship or surfaced submarine (usually <3,000 tons). Some scenarios may specify an additional minus one (-1) modifier for attacking VERY small surface vessels like small, fast and agile patrol boats.
- **Large Ship:** Add one (+1) to the Surface Attack die roll if the aircraft is making an attack on a large surface ship (usually >13,000 tons).

3.3 DIVE BOMBERS

Dive bombers have several rules that are specific to their type of mission.

- Dive Bombers must choose to end their attack at LOW or SURFACE LOW CAB.
- Dive Bombers must start their attack one CAB above the chosen ending CAB (the one in which they execute the attack).
- To begin their attack, Dive bombers must execute a Power Dive or Steep Dive Normal Maneuver and continue to choose either of these maneuvers until they reach the lower CAB (at which point they may drop their bombs).
- Dive Bombers do not have to check for *Special Dive Recovery* when executing Steep Dives or Steep Split-S maneuvers.

3.3 TORPEDO ATTACKS

Torpedo attacks have several unique rules.

- Torpedo Attacks may be fired from up to four hexes away from the target and may only be fired from SURFACE LOW CAB, TAL 1.
- The firing aircraft must be flying a maximum of speed 1 to conduct the attack.
- Torpedo hits have special effects on ships that are generally detailed in the scenario.

C4.0 SPOTTING

The following rules are presented as general spotting rules. Special spotting rules presented in the context of scenarios supersede these rules.

Situational Awareness: Historical records show that four out of five pilots shot-down never saw the attacker. Players are encouraged to use these rules after they have mastered the basic *CY6!* systems.

4.1 SPOTTING DISTANCE

At the start of each scenario, define two distances in hexes; *Maximum Spotting Distance* and *Automatic Spotting Distance*. Aircraft may spot aircraft in any TAL within their CAB (see below). Players creating scenarios may wish to use the following average spotting distances (listed as Maximum/Automatic) for the various weather types:

- **Clear:** 30/15 (extra clear) or 20/10 (average clear)
- **Cloudy/Haze:** 15/7
- **Rain/Fog:** 10/5
- **Snow/Night:** 6/3

Certain factors may reduce the distances above; when considering these reductions always round fractions up.

4.2 OUT OF THE SUN

Aircraft that are "up-sun", meaning between the spotter and the sun will be harder to spot. Enemy aircraft that are in a direct line between a "Sun" Board Edge and the spotting aircraft are "Out of the Sun" and are spotted at 1/4 normal spotting distances (round up).

4.2.1 Sun Board Edge Defined: The "Sun" Board Edge is six (6) hexes on either side of the center of

the board edge designated as the Sun Board Edge in the scenario. In cases where the Sun Board Edge is 1, 2, 5 or 6, measure 6 hexes from the corner.

4.2.2 Move Sub-Group Priority: When two opposing aircraft are part of the same Move Group, the aircraft that is not "Out of the Sun" must move in sub-group priority before the one that is "Out of the Sun". Note that some scenarios may direct that this rule be ignored due to heavy cloud cover or poor weather.

4.2.3 Height of the Sun (optional): If the time of the scenario takes place between 1000 and 1400, only aircraft that are *higher* than the spotter are considered "out of the sun".

4.3 ENEMY BEHIND SPOTTER

If the target of spotting is in the rear arc of all aircraft in the formation and the spotting aircrew does not have a dedicated Bomber Defensive capability (gunners) in the rear arc, then enemy aircraft are spotted at 1/2 normal spotting distances.

4.4 ENEMY BEHIND AND BELOW SPOTTER

If the target of spotting is at a lower TAL, in the rear arc of all aircraft in the formation and the spotting aircrew does not have a dedicated Bomber Defensive capability (gunners) in the rear arc, then enemy aircraft are spotted at 1/4 normal spotting distances.

4.5 LARGE FORMATION SPOTTING

When attempting to spot enemy formations that contain 5-9 aircraft, add one (+1) to the Aircrew Check die roll. If spotting enemy formations that contain 10 or more aircraft, add two (+2) to the Aircrew Check die roll.

4.6 SPOTTING SEGMENT

4.6.1 Procedure: When any formation or aircraft is activated roll an Aircrew Check for the best aircrew in the formation; if *passed*, any aircraft within maximum spotting distance are detected, if *failed*, only aircraft within automatic spotting distance are detected.

- Enemy aircraft that are not detected by a spotter may not be fired upon. Additionally, players should refrain from reacting to unspotted aircraft.
- Once an aircraft or formation is spotted, it remains spotted for the duration of the game unless some other object (cloud, mountain, etc.) moves between the spotter and the target.

4.6.2 Hidden Movement: Players may wish to create an actual and a dummy counter for each formation; players may move both until the real or the dummy are successfully sighted.

- When sighted, the counter is removed; if the counter represented an actual formation, it is replaced by the Formation Leader and wingmen.
- Hidden formations (represented by counters) may be moved in their appropriate or any earlier move group.
- If a game-master is available, aircraft that are unspotted might simply be kept off the table and their movement plotted on a map until they are detected.

C5.0 ANTI-AIRCRAFT

While not the main focus of these rules, anti-aircraft fire often played a major role in aircraft engagements. These rules should act as a guide for scenario designers and will be the basis for any future *CHECK YOUR 6!* anti-aircraft rules and supplements.

5.1 ANTI-AIRCRAFT (AA) WEAPON TYPES

There are three types of Anti-Aircraft weapons:

- Light
- Medium
- Heavy

Each type of weapon is grouped into "Batteries". For game purposes a battery is from 4-6 weapons though it can be more or less depending on quality of crew and fire direction. Each AA weapon type has a to-hit die roll, maximum range, and damage dice listed on the *CY6!* QRC.

5.1.1 Light AA Weapons: Light AA weapons range in size from Light/Medium/Heavy Machineguns (standard ground-fire) up to 23mm cannon.

- Light AA weapons may only fire at targets in the SURFACE LOW CAB and out to a maximum of 5 hexes from their battery location.
- It is assumed that these weapons fire under manual control at a high rate of fire.



5.1.2 Medium AA Weapons: Medium AA weapons range in size from 24-70mm cannon.

- Medium AA weapons may fire at targets in the SURFACE LOW and LOW CABS, and out to a maximum of 10 hexes from their battery location.
- It is assumed that these weapons fire under manual control at medium and high rates of fire.

5.1.3 Heavy AA Weapons: Heavy AA weapons are cannon 71mm and greater in size.

- Heavy AA weapons may fire at targets in the LOW to VERY HIGH CABS and have unlimited range.
- It is assumed that these weapons fire under both manual and directed control at low rates of fire.

5.1.4 Heavy AA Weapon Special Rules

Heavy AA Weapons have several special rules:

- **Blast Radius:** Heavy AA Weapons have a *blast radius* that extends one hex in every direction from the target hex. All aircraft within this radius are considered targets and the attacking battery may make to-hit rolls against each such target.

- **Fire at Long Ranges (Altitudes):** If Heavy AA Weapons are firing at targets in the MEDIUM CAB or above, they must plot a target hex several turns in advance of the fire.

- If the target is in MEDIUM or MEDIUM-TOP CAB, plot 2 turns in advance.
- If in any HIGH CAB (top or bottom), plot 3 turns in advance.
- If in VERY HIGH, plot 4 turns in advance.

Advanced plotting is accomplished by noting the target hex of the battery on the Aircraft Record Sheet a number of turns in advance of the current turn or by placing an aiming marker on the board.

5.2 ANTI-AIRCRAFT SEGMENT

The Anti-Aircraft Segment is the first segment of the Fire Phase and is when Surface-to-Air fire is resolved.

5.2.1 To-Hit: Each attacking AA battery selects a target and makes one 2d6 to-hit roll.

- Cross-index the type of battery with the target aircraft type (fighter or bomber) on the Anti-Aircraft Summary Table (QRC).
- The target is hit if the number rolled is equal to or higher than the cross-indexed to-hit number on the table. Note that to-hit numbers with an asterisk (*) denote a Near-miss has been achieved.

5.2.2 Anti-Aircraft Weapon Firepower: If a hit is scored (the firing AA battery is "on-target"), the firing battery rolls an appropriate type and number of damage dice (as specified on the Anti-Aircraft Summary, QRC).

- Total all firepower points (FP) from all dice rolled. Any die that rolls the highest possible number is ignored (example d4 rolls 4).
- If a **Near-miss** is rolled, the attacking battery only uses half its normal number of damage dice.

5.2.3 Robustness Roll: Execute the Robustness Roll exactly as done for Air-to-Air Firing.

5.2.4 Lucky Hits: Lucky hits are resolved exactly as done for Air-to-Air Firing.

5.2.5 Near Miss Extreme Turn (optional): When an aircraft receives a Near-miss result, the player controlling the targeted aircraft may choose to take the effect as normal **or** may instead commit to making an extreme turn in next turn's move.

- If the player elects to make the extreme turn the attacking Anti-Aircraft fire is considered to miss. The aircraft may not fire any weapons (including bombs, rockets etc) except for Bomber Defensive Guns in that turn.
- If the aircraft cannot make an extreme turn for any reason, it must elect to resolve the Near-miss as normal.

5.2.6 AA Misdirection: If the firing AA battery rolls double "1"s or double "2"s on the to-hit roll, fire is directed and re-rolled to hit at the closest friendly aircraft within range of the Anti-Aircraft battery rather than at the intended target. If no friendly target is in range the fire is considered a miss.

5.2.7 Anti-Aircraft at TAL 1, SURFACE LOW CAB: Anti-Aircraft fire that is directed against targets over land at TAL 1 in the SURFACE LOW CAB have a

max range of 2 hexes due to close proximity to the terrain. This rule is ignored over the ocean or flat areas with long line-of-sight (flat desert for example).

C6.0 AIRCREW SURVIVAL

When playing certain scenarios or when playing a campaign game, players may wish to keep track of aircrew survival.

6.1 AIRCREW CONDITION

If an aircraft is destroyed, roll for the aircrew to see if they are wounded or killed. Repeat the fatal attack on the destroyed aircraft using the same attacking firepower column and robustness as before.

- If the roll *succeeds* the aircrew bails-out successfully.
- If the roll *fails*, the aircrew is wounded and bails-out.
- If the aircrew *fails by X* (where "X" is the Critical Damage number that would have destroyed the aircraft) then the aircrew is killed in action.

6.2 AIRCREW CAPTURE OR RETURN

If an aircrew successfully bails-out of the aircraft, take an Aircrew Check to determine if the aircrew successfully returns to base or is captured. Apply the following modifiers:

- +1 if the aircraft was destroyed after exiting a friendly board edge.
- +2 If the aircraft was destroyed over friendly territory.
- -1 if the aircraft was destroyed after exiting an unfriendly board edge.
- -1 if the aircrew is wounded.
- -2 If the aircraft was destroyed over enemy territory.

If the Aircrew Check is *passed*, the crew escapes and returns home. If the Aircrew Check *fails*, the crew is captured.





D: Scenarios

The following scenarios have been provided for players to learn to play *CHECK YOUR 6!* The scenarios have been provided in chronological order. It is recommended that players begin with the smaller scenarios then progress to larger and more complex ones.

Rulebook Scenarios: We hope you enjoy the scenarios and mini-campaign in this volume. Each has been extensively test played and was the subject of much fun for the authors and playtesters. If you have any comments about the scenarios, or would like to post after-action reports, please contact us at www.skirmishcampaigns.com.

Each scenario has rules and details that govern set-up and play of the game. These pages include the following sections:

SETTING: sets the context of the scenario.

- **Date, Location and History** provide historical information and background to battle.
- **Conditions** list the Maximum and Automatic spotting distances and sun board edge (if any).
- **CAB** lists the *active* Combat Altitude Band(s) that are in play for the scenario.
- **Clouds** lists the type and quantity of table clouds and any cloud borders.
- **Orders** lists the objectives for both sides in the game and any associated additional victory points for accomplishing orders.
- **Game Length** notes any limit on game turns for the scenario.

SCENARIO RULES: section details specific conditions and instructions for that scenario, often this section is used to introduce unique historical circumstances. The rules presented in this section may supersede rules in the *CHECK YOUR 6!* rule book.

SCENARIO OPTIONS (optional): gives optional rules, instructions and conditions that may optionally be used to make the game more challenging or realistic.

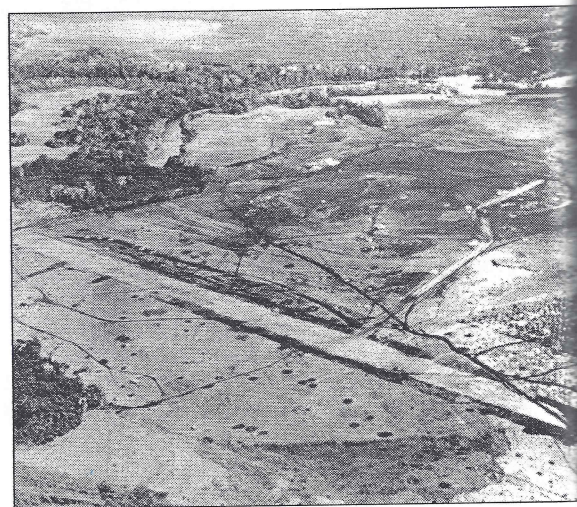
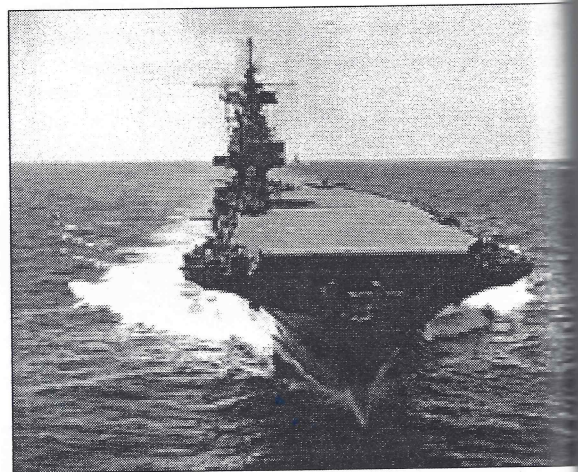
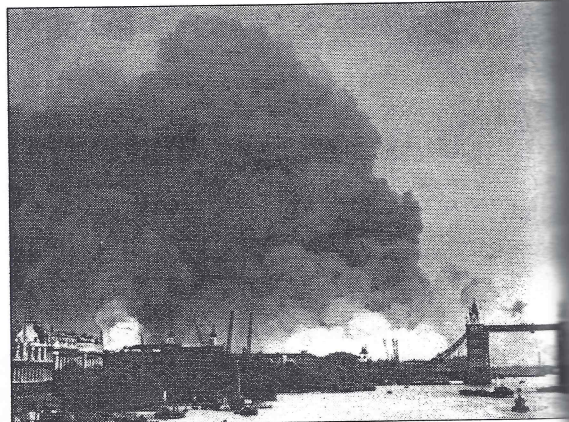
SCENARIO SETUP: shows a map of the game board and any notable locations. Also included are:

- **Board Edges** that are friendly to each side and those which are neutral.
- **Setup Areas** on the board for ground, air, or naval targets

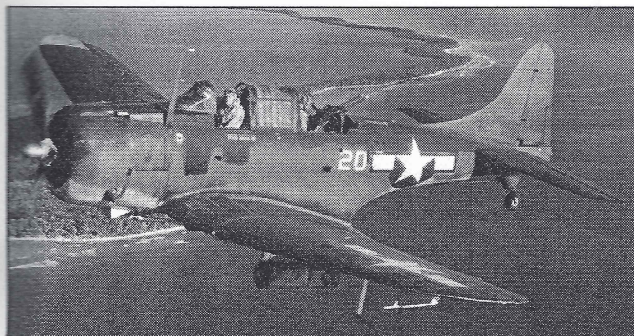
FORCES: these sections detail the following:

- **Base Forces** for each side and the units engaged, along with deployment instructions and pilot/crew ratings.

- **Variable Rules** are changes to the base forces of the scenario rules. These are chosen randomly by rolling a d10 and consulting the table. The result may be modified by the accumulation of victory points throughout the campaign or by certain Special Campaign Rules listed in a particular scenario.



The Swede



SETTING

Date: 8 May 1942 1000 hours

Location: The Coral Sea

History: May 7th, 1941 witnesses the first naval battle fought exclusively with aircraft carrier in history. The Battle of the Coral Sea was a Japanese tactical Victory but a strategic defeat. During the fight the American flyers sunk the Japanese Light Carrier *Shoho*. Stanley 'Swede' Vejtasa leading a flight of SBDs personally planted a bomb on the deck of the *Shoho* contributing to its demise. The following day Vejtasa was placed on anti-torpedo plane patrol and was leading his flight when suddenly they were jumped by a group of Zeros. Vejtasa managed to escape the first attack but when he looked for his wingmen he realized he was alone...except for three angry Zeros.

Conditions: Max/Auto Visibility: 30/15; Sun: Edge 4

CAB: SURFACE LOW.

Clouds: Table Clouds: none; Cloud Border: none

Japanese Orders: Destroy the SBD.

Allied Orders: Destroy or drive off all three Zeros.

Game Length: Game ends when the last Zero is destroyed or driven off the board or the SBD is destroyed.

SCENARIO RULES

1. The **SBD-3** is NOT loaded and is played as a fighter; treat its "BFF" weapons as "FF". It has **RT: 2xLMG** vice **1xLMG**.
2. The Zeros pilots at this point in the war should all be *skilled* +1 but due to the strain of the previous days fighting they were fatigued and thus are rated as *green* +0.
3. The **RT LMG** can NOT fire on any turn that the **SBD** executes an extreme turn or a special maneuver.

JAPANESE NAVY

Elements of Zuikaku Airgroup

3x Mitsubishi A6M2 Zeros with *green* (+0) aircrew
(enter turn one individually anywhere on board edges 1,2,3 or 5 at any speed and TAL. Randomly determine from which board edge each Zero enters)

VARIABLE RULES

- 1-3 "A good night's sleep."
One *green* (+0) pilot is changed to *skilled* (+1) pilot.
- 4-6 "Stick together!"
All of the **Zeros** must enter from the same board edge.
- 7-10 None

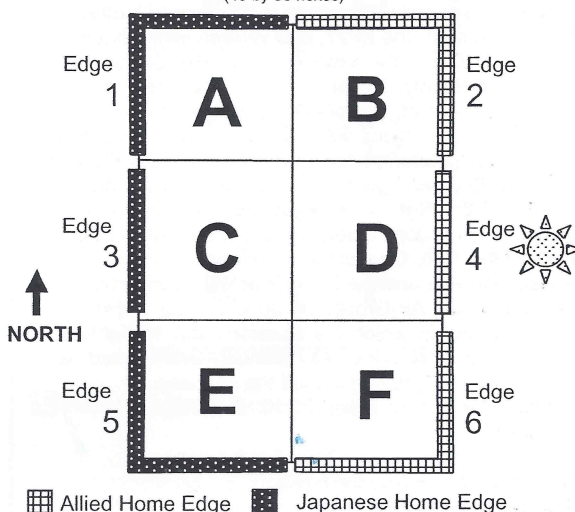
Author's Note: This makes an excellent first **CHECK YOUR 6!** scenario. Special thanks to Mark "Wildcat" Fastoso for writing it.

AFTERMATH

Vejtasa yelled to his radio man: "Son, we're in for a scrap. Keep your head and conserve your ammunition.... I'll take care of the rest." He knew he could not outrun them so he would have to defeat them. Almost immediately the Zeros dove in with their 20mm cannons blazing. Turning into every attack, Vejtasa was able to increase the angle of deflection for the enemy fighters and maneuver into position to use his own forward-firing .50 caliber guns. Two Zeros went down when he tore into their lightly armed airframes and they burst into flames. The last Zero began to make a head on pass and Vejtasa thought the attacker must surely be out of cannon ammo...but he wasn't and tracers began to fly by his windshield. Vejtasa jerked on the stick and hit the rudder turning his plane on its side in an attempt to avoid the cannon fire. As the planes where about to collide Vejtasa pulled a little harder and he heard a loud crash. Amazingly, his wing had cut right through the Zero causing it to crash. His rugged SBD suffered no damage and returned to the *USS Yorktown* with three kills! Soon after he was recruited into a fighter squadron and became an ace of the Pacific War.

SCENARIO SET-UP

(45 by 30 hexes)



UNITED STATES NAVY

Stanley "Swede" Vejtasa and his Tail Gunner

1x SBD-3 Dauntless w/ *ace* (+3) aircrew
(set up first anywhere in board area C at any speed and TAL)

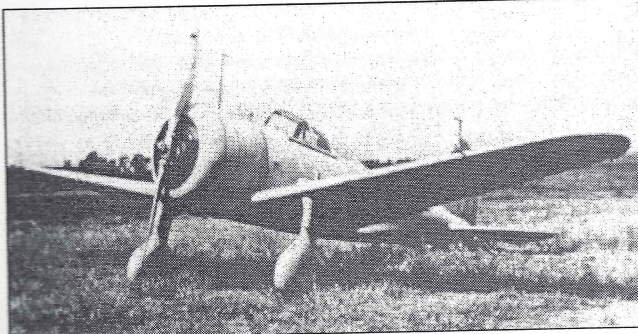
VARIABLE RULES

- 1-4 "Light Trigger Finger"
Vejtasa will never run out of ammo.
- 5-8 "Eagle Eye"
Vejtasa may claim a 'tailing' advantage out to five hexes.
- 9-10 Use both variable rules above



Stanley "Swede" Vejtasa

Deadly Patrol



SETTING

Date: June 23, 1939, 1100

Location: Khalkhin-Gol River, Mongolia

History: Border clashes in early May between the Mongolian People's Republic and units of the Japanese Kwantung Army quickly escalated into a full-scale border conflict, referred to in Japanese sources as the Nomonhan Incident and in Soviet sources as the Khalkhin-Gol Conflict. Even before the first major ground combat, Soviet and Japanese aircraft had been meeting in small-scale combats. The Japanese had every advantage in these early battles: a superb fighter aircraft, the Ki-27, and veteran pilots that had been fighting in China for several years. The Soviet 70th Fighter Rgt., the only fighter force in the area at the beginning of the conflict, had poorly trained pilots and worn-out, obsolete I-15bis biplane fighters. On May 23, the Soviet High Command transferred the 23d Air Bde. (22d Fighter and 38th Fast Bomber Rgts.) from the Trans-Baikal Military District. The 22d Rgt. was equipped the newer I-16 monoplane, and its pilots, though green, were better trained than those of the 70th. On June 2, a group of 22 veterans of the Spanish Civil War and the China War were transferred to the 100th Combined Air Group. On June 22, the first major dogfights occurred, in which the Russians lost 16 fighters, the Japanese 5. On June 23, combat was limited to patrolling, but heavy fighting resumed the next day.

Conditions: Max/Auto Visibility: 20/10; Sun: Edge 4

CAB: MEDIUM.

Clouds: Table Clouds: none; Cloud Border: none

Japanese Orders: Destroy the I-16's.

Soviet Orders: Destroy the Ki-27's.

Game Length: Game ends when all aircraft on one side have been destroyed or driven off.

SCENARIO RULES

1. No special scenario rules.

Author's Note: Special thanks to Bob Williams for writing this enjoyable scenario.

JAPANESE ARMY AIR FORCE

Elements of the 2d Air Division

2x Ki-27 "Nate" with *skilled* (+1) aircrew
(start within 10 hexes of the west board edge in a single formation, any speed and TAL)

VARIABLE RULES

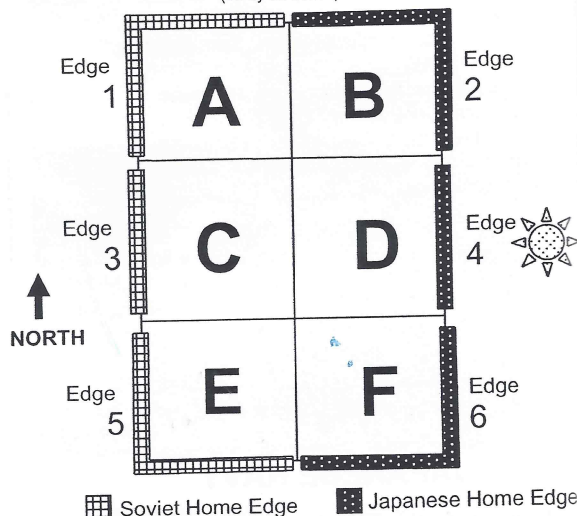
- 1-5 **"More useless trainees!"**
Downgrade one *skilled* (+1) aircrew to *green* (+0).
- 5-6 **"The squadron leader will conduct this patrol."**
Upgrade one *skilled* (+1) aircrew to *veteran* (+2).
- 7-10 **None**

AFTERMATH

Each side in this small action lost one aircraft. On the 24th and 25th, larger encounters cost the Russians at least seven fighters to the Japanese three. In the meantime, Soviet raids on Japanese airbases prompted Kwantung Army Headquarters to consider a major air offensive against Soviet bases in the interior of Mongolia. Knowing that the Army General Staff in Tokyo would probably not countenance such an extension of a conflict it was hoping to contain, the Kwantung Army deliberately kept Tokyo in the dark about its plans, intending to present it with a fait accompli. Rumors nevertheless reached the AGS, but the Kwantung Army was able to launch its offensive before a definite prohibition arrived from Tokyo. On June 27, 1939, the Japanese struck Soviet airbases near Tamsag-Bulak, Bain-Burdu-Nur, and Bain Tumen with a massive force of 30 bombers and 74 fighters. Damage to the bases was insignificant, but the Russians suffered very heavy fighter losses, as planes attempted to take off during the raids. Despite the raid's success, Tokyo absolutely forbade the Kwantung Army to conduct any more raids into Mongolian territory.

SCENARIO SET-UP

(45 by 30 hexes)



SOVIET ARMY AIR FORCE

Elements of the 100th Mixed Air Brigade

5x I-16 Type 10's with *green* (+0) aircrew
(start within 10 hexes of the east board edge in a single formation, any speed, TAL3)

VARIABLE RULES

- 1-4 **Spanish Civil War Veteran**
Upgrade one *green* aircrew to *veteran* (+2).
- 5-8 **Afternoon Patrol**
Change the time to 1500: place the sun on Edge 3.
- 9-10 **None**

New Enemies



SETTING

Date: 23 June 1941, 1845 hours.

Location: near Rayak, Syria.

History: In May 1941, 3 Squadron RAAF moved to Palestine (near Tel Aviv) where they converted to Tomahawks and commenced training in early June. The Squadron joined the Syrian campaign when it began on 8 June 1941, supporting the 7th Division AIF. French forces in Syria had been instructed to defend their location and would fight bravely.

Conditions: Max/Auto Visibility: 30/15; Sun: Edge 3

CAB: SURFACE LOW.

Clouds: Table Clouds: none; Cloud Border: none

French Orders: Destroy two P-40s (10 Victory Points) and Achieve more victory points than the opponent.

Australian Orders: Achieve more victory points than the opponent.

Game Length: No limit.

SCENARIO RULES

1. Due to limited experience with their new **Tomahawks**, Australian aircrews have been slightly reduced in their skill level for this scenario.
2. Rayak airfield should be positioned in the middle of the board, it is approximately 5 hexes in length. The airfield defended by four *Light AA Batteries*.
3. French aircraft must start in single file line at one end of the airfield (they have just taken off).

AFTERMATH

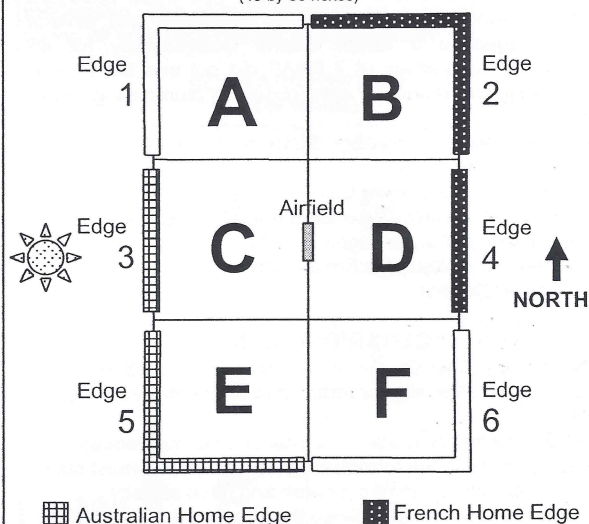
Australian Tomahawks from 3 RAAF surprised the French aircraft as they were scrambling from their airbase. French losses were two shot down and a third claimed as a probable plus a fourth as damaged. The Tomahawk flown by Turnbull was damaged and he crashed his aircraft while attempting to return to Jenin. A second Australian aircraft was also damaged.

NOTES

This is an excellent starter scenario for 2 to 5 players. The Australian player must decide if he is going to fly down and engage the launching French aircraft while braving the AA fire or wait until the French aircraft have time to climb to altitude.

SCENARIO SET-UP

(45 by 30 hexes)



VICHY FRENCH ARMÉE DE L'AIR

Elements of GC III/6

1x D.520 w/ *veteran* (+2) aircrew

3x D.520 w/ *skilled* (+1) aircrew

(start on one end of the airfield at speed 2, TAL 1)

VARIABLE RULES

- 1-4 **Middle Eastern Food on European Stomach**
Randomly select one of the **D.520s** with a *skilled* (+1) aircrew; this aircraft may not execute any special maneuvers for the course of the game.
- 5-7 **Expert Marksman**
Randomly select one French aircraft; this aircrew may fire at one skill level better than its rating.
- 8-10 **Sand in the Engine**
Randomly select one French aircraft; it has a max speed of 3 for the course of the game.

ROYAL AUSTRALIAN AIR FORCE

Elements of 3 Squadron RAAF

1x P-40C Tomahawk w/ *veteran* (+2) aircrew

1x P-40C Tomahawk w/ *skilled* (+1) aircrew

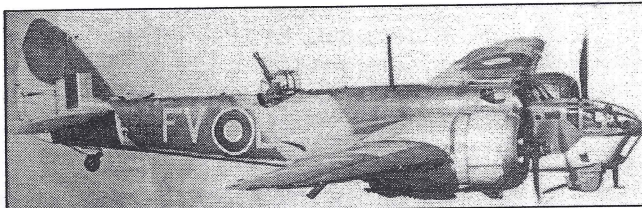
4x P-40C Tomahawk w/ *green* (+0) aircrew

(start greater than 10 hexes from any French aircraft at any speed, TAL 4)

VARIABLE RULES

- 1-3 **Time for Training**
Replace one *green* (+0) aircrew with *skilled* (+1) aircrew.
- 4-7 **Lagging Behind**
Two P-40s with *green* (+0) aircrew must start greater than 20 hexes from any French aircraft.
- 8-10 **Engine Casualty**
Randomly select one Australian aircraft; this aircraft is immediately damaged and must return to base.

Aeronavale



SETTING

Date: 10 July 1941, 1115, hours.

Location: Near Hamana, just south of Beirut, Lebanon.

History: Tomahawks from 3 Squadron took off at 1025 to cover a dozen Blenheim of 45 Squadron which were to attack an ammunition dump near Hamana. Five minutes later French bombers covered by five D.520s of Escadrille 1AC Aeronavale took off from Madjaloun to attack British vehicles in the Khalde region. As the bombs from the Blenheim impacted, the British formation was spotted by the French D.520s – within seconds the French Naval Aviators had attacked and three Blenheim were shot down; a fourth was badly damaged, and several others damaged to a lesser extent. Unfortunately for 45 Squadron, the Australians of 3 RAAF did not see the French attack until several Blenheim were observed plummeting out of the sky.

Conditions: Max/Auto Visibility: 30/15; Sun: Edge 6

CAB: MEDIUM.

Clouds: Table Clouds: none; Cloud Border: Top

French Orders: Destroy three Blenheims and exit the board with two damaged or undamaged D.520s.

Allied Orders: Destroy three French fighters.

Game Length: No limit.

SCENARIO RULES

1. Due to limited experience with their Tomahawks, British aircrews have been slightly reduced in their skill level for this scenario.
2. Allied Blenheims may start in formation and may remain in formation or break the formation at any time. They must stay at TAL 3 for the course of the game and have already dropped their bomb loads. Since the aircrews are green (+0) they must start with at least one hex between aircraft.
3. The D.520s have just finished a devastating pass on the Blenheim formation and are set up on an opposite course from the bombers.

VICHY FRENCH AERONAVALE

Elements of 1 AC Aeronavale

1x D.520 w/ veteran (+2) aircrew

3x D.520 w/ skilled (+1) aircrew

(set up second within 5 hexes of the Blenheim formation, on an opposite course, speed 3, TAL 3)

VARIABLE RULES

- 1-4 **Aerobatic Champion**
Randomly select one of the D.520 with veteran (+2) aircrew; whenever making aircrew checks, treat this aircrew as ace (+3).
- 5-7 **Expert Marksman**
Randomly select one French aircraft; this aircrew may fire at one skill level better than its rating.
- 8-10 **Vive la France!**
The D.520 with veteran (+2) aircrew has an expert crew chief who has finely tuned the engine. In any four turns, this aircraft may move at speed 5 instead of speed four.

SCENARIO RULES (con't)

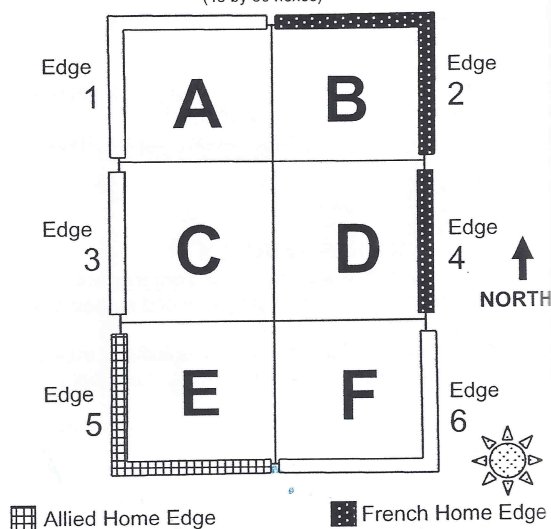
4. If neither side achieves their victory conditions, the game ends in a draw.

AFTERMATH

Australian Tomahawks dived to for the attack and claimed destroy all the French fighters. These were credited, two Flying Officer Turnbull, and one each to Flying Officer J. Jackson, Pilot Officer Lane and Sergeant Hiller. Though in retrospect, French losses were not as they seemed - Premier Maître Ancyon was shot down right away and was critically wounded (he would die a few days later). Premier Maître Goffeny was pursued by a Tomahawk, but believed that the pursuer had crashed into a mountain whilst trying to follow Goffeny's aircraft had been set afire so he was forced to bail out of it over the Bekaa Valley. Returning to his base with only slight wounds, he claimed the aircraft which he believed had caused to crash. In fact the Australians suffered no serious loss. In the end, total losses were 2 D.520s and 4 Blenheim destroyed.

SCENARIO SET-UP

(45 by 30 hexes)



ALLIED RAAF and RAF

Elements of 45 Squadron RAF & 3 Squadron RAAF

6x Blenheim I w/ green (+0) aircrew

(set up first 20 hexes from the north board edge in the center of the board heading south, speed 2, TAL 4)

1x P-40C Tomahawk w/ veteran (+2) aircrew

2x P-40C Tomahawk w/ skilled (+1) aircrew

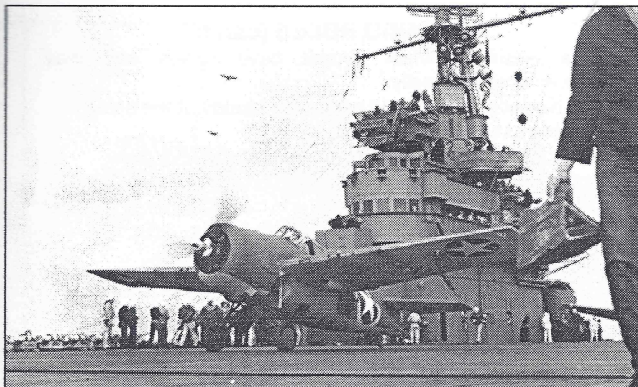
3x P-40C Tomahawk w/ green (+0) aircrew

(set up last greater than 15 hexes from any French aircraft at any speed, TAL 6)

VARIABLE RULES

- 1-3 **Time for Training**
Replace one P-40 green (+0) aircrew with skilled (+1) aircrew.
- 4-6 **Lagging Behind**
The two P-40s with green (+0) aircrew must start greater than 20 hexes from any French aircraft.
- 7-10 **Veteran Bomber Crews**
Replace two green (+0) Blenheim aircrews with veteran (+2) aircrews.

French Surprise



SETTING

Date: 8 November 1942, morning.

Location: Over Port Lyautey, French Morocco.

History: American and British forces attacked Vichy French Airfields all across Morocco on the morning of 8 November in order to suppress formidable French air defenses. American fighter squadron VF-9 from USS Ranger was tasked with attacking Port Lyautey airbase, known to be the base of French fighter and bomber aircraft.

Conditions: Max/Auto Visibility: 30/15; Sun: Edge 4

CAB: SURFACE LOW.

Clouds: Table Clouds: none; Cloud Border: none

French Orders: Achieve more victory points than the opponent.

US Orders: Achieve more victory points than the opponent.

Game Length: No limit.

SCENARIO RULES

1. The US player must set up first, the French player second.
2. Port Lyautey airfield should be positioned in the middle of the board, it is approximately 5 hexes in length. The airfield has no effective anti-aircraft defenses.
3. French Group 1 must start at one end of the airfield (they have just taken off).
4. The two US Wildcats that start nearest to the airfield have just completed one of several strafing runs, they have already expended some ammunition and may deplete their ammunition on any subsequent firing rolls.

VICHY FRENCH ARMÉE DE L'AIR

Elements of Naval Flotille 1F

Group 1

2x D.520 w/ skilled (+1) aircrew
(start on one end of the airfield at speed 1, TAL 1)

Group 2

1x D.520 w/ veteran (+2) aircrew
1x D.520 w/ green (+0) aircrew
(start within 5 hexes of the east board edge at any speed and TAL)

VARIABLE RULES

- 1-3 **Out of the Sun**
French Group 2 may start within 10 hexes board edge 4.
- 4-6 **High Speed Take-off**
French Group 1 may start at speed 2 instead of 1.
- 7-9 **Gunsight Problems**
One of the French Group 1 aircraft must fire as if it has a green (+0) aircrew (though it may maneuver as normal with skilled +1 aircrew).
- 10 **Sand in the Engine**
One of the French Group 1 aircraft has a max speed of 3.

SCENARIO RULES (con't)

5. There is intense smoke from burning aircraft on the airfield. A plume of smoke extends directly over all of the airfield hexes up through TAL 3. No aircraft may see or fire through this smoke.

AFTERMATH

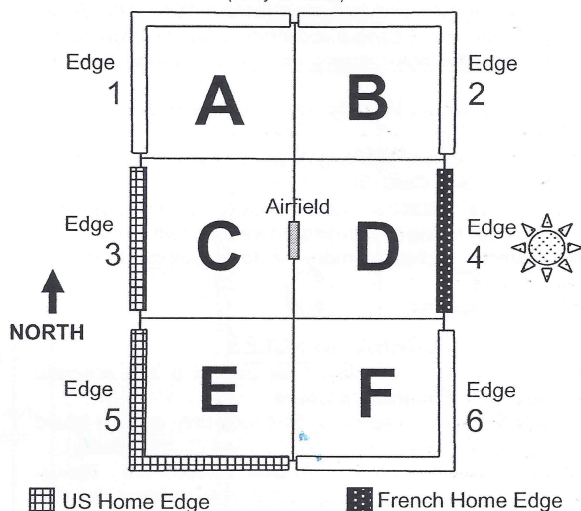
Approximately 10 French D-520s and 6 bombers were destroyed on the ground in the attacks. In combat over the airfield at least 2 Wildcats were destroyed by D-520s. It was noted by American pilots that their French opponents were quite skilled.

NOTES

This is a simple beginner scenario designed to introduce players to *Check Your 6!* In this scenario the US player must be aware that the superior climb of undamaged French D.520s will allow the French player to disengage by climb should the situation look dismal. If players want a more complex game, they should feel free to add some Table Clouds, though in moderation. The picture at left is an American F4F Wildcat taking off from USS Ranger on 8 November.

SCENARIO SET-UP

(45 by 30 hexes)



US NAVY

Elements of Fighter Squadron VF-9

2x F4F-4 Wildcat w/ skilled (+1) aircrew
(start within 2 hexes of the airfield speed 3, TAL 1)
1x F4F-4 Wildcat w/ skilled (+1) aircrew
1x F4F-4 Wildcat w/ green (+0) aircrew
(start greater than 15 hexes from the airfield at any speed and TAL 6)

VARIABLE RULES

- 1-4 **Quality Training**
Replace the green (+0) aircrew with skilled (+1) aircrew.
- 5-6 **Heavy on the Trigger**
Choose one F4F that starts closest to the airfield; treat the aircrew as green (+0) for ammunition depletion purposes.
- 7-10 **Grumman Quality**
Select a F4F at random; this aircraft may ignore its first "damage" effect.

Tigers of Finland



SETTING

Date: 27 August 1941, 0600 hours

Location: Disputed Area, Soviet-Finnish Border

History: Starting with the Finnish Northern offensive on 31 July, the Finnish Air Force became an ever-more difficult foe for the Soviet Northern Front. Even though Finnish fighters were present in limited numbers, they usually contained pilots with above average skills in air combat. While Finnish aircraft were similar in quality to Soviet aircraft of the time, Finnish aircrews often won the day. This scenario features one of the many engagements by Finnish French-made M.S. 406 fighters, 44 of which were delivered to Finland before 1941. The Soviet R-5 has just completed flying a reconnaissance mission over a Finnish airfield off board edge 3 prior to a planned bombing mission.

Conditions: Max/Auto Visibility: 15/7; Sun: Edge 5

CAB: SURFACE LOW

Clouds: Table Clouds: The Soviet player may place two 10-hex clouds, TAL 3-6; Cloud Border: Top.

Finnish Orders: Achieve more victory points than the opponent without losing (destroyed) more than two aircraft.

Soviet Orders: Achieve more victory points than the opponent.

Game Length: No limit.

SCENARIO RULES

1. This scenario may be played as part of a two scenario campaign with **Finland the Brave**.
2. Soviet **R-5** reconnaissance aircraft may only exit the board on edge 5, otherwise it is considered lost (automatically).
3. **Soviet Radios:** Soviet Aircraft have no radios. Communication between players must be via hand signals.

FINNISH FORCES

Elements of the Finnish LeLv28 (M.S. 406) and LLv12 (Gladiator) Squadrons

- 1x M.S. 406 with *veteran* (+2) aircrew
- 1x M.S. 406 with *skilled* (+1) aircrew
- 2x *Gladiator* with *skilled* (+1) aircrew
(set up second within board areas E or F, any speed and TAL)

VARIABLE RULES

- 1-3 **None**
- 4 **Combat Ace**
Replace a *Gladiator* aircrew with *veteran* (+2) aircrew.
- 5-7 **Sitting Ducks**
Change the start point for both **M.S.406s** by 10 hexes in any direction.
- 8-10 **Mechanical Problems**
The Finnish player must choose one **M.S. 406** that has recently been having fuel pump problems; each turn, roll a d20, on roll of 20, the aircraft has level speed of 2 and may not climb or execute special maneuvers for the remainder of the game.

SCENARIO RULES (con't)

4. **Axis Radios:** Finish aircraft have radios and may communicate normally.
5. The Soviet player should set up the clouds at the same time they set up their aircraft.
6. It is possible that both sides may fail to achieve their victory conditions, in this case the game is a draw.
7. The **R-5** should be represented by an **I-15** miniature until a Finnish aircraft comes within 3 hexes of its position, only then is the **R-5** miniature placed on the table.
8. Note that the **I-16 Type28** have two Modern Cannon (MC) in addition to two Light Machineguns (LMG).

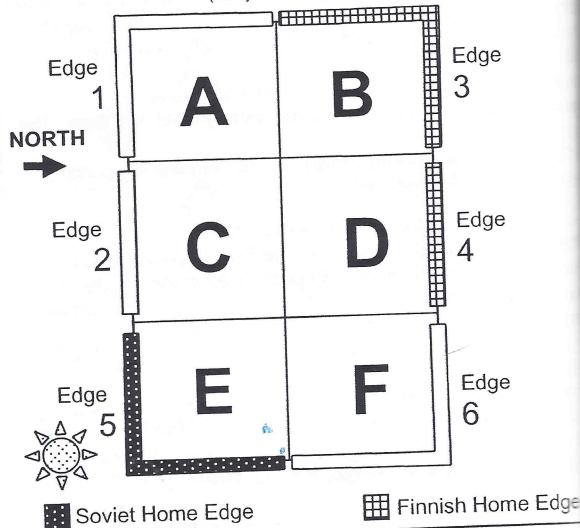
SCENARIO OPTIONS

Special Finnish Victory Points: If the Finnish player destroys the **R-5** and destroys at least three other Soviet aircraft without any Finnish aircraft destroyed at the end of the game, the Finnish player achieves a "heroic" victory.

Special Soviet Victory Points: If the Soviet player exits the **R-5** off board edge 5, the Soviet player receives 6 additional victory points.

SCENARIO SET-UP

(45 by 30 hexes)



SOVIET AIR FORCES

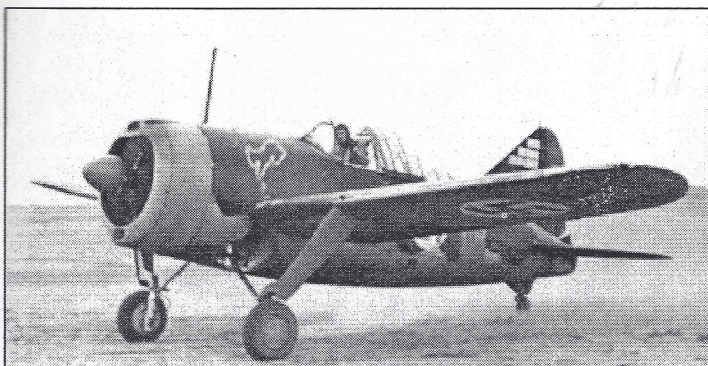
Elements of the Soviet Northern Front Air Force (I-16s & Po-2) & Baltic Fleet Air Force (I-15s)

- 1x I-16 Rata/Type 28 with *skilled* (+1) aircrew
- 1x I-16 Rata/Type 28 with *green* (+0) aircrew
- 3x I-16 Rata/Type 18 with *green* (+0) aircrew
- 3x I-15bis Chato with *green* (+0) aircrew
- 1x Polikarpov R-5 with *veteran* (+2) aircrew
(set up first within 15 hexes of board edge 3, speed 2, any TAL)

VARIABLE RULES

- 1-5 **Summer Shower**
Deploy four 10 hex clouds, TAL 3-6.
- 6 **Spanish War Veteran**
Replace the *skilled* (+1) aircrew with a *veteran* (+2) aircrew.
- 7-10 **Igor Ivonov "Untrained" Mechanic**
Subtract 2 from the Climb Factor of two I-16s.

Finland the Brave



SETTING

Date: 28 August 1941, 0900 hours

Location: Disputed Area, Soviet-Finnish Border

History: By the end of August 1941, Soviet forces in the Northern Front (Leningrad) had been strongly reinforced by forces from the inner Soviet Union, including reinforcements from the Moscow Military Region. Simultaneously with this build-up, Soviet Air Forces attempted to silence Finnish airbases prior to the upcoming Soviet air offensive against the advancing German Panzer Group 4.

Conditions: Max/Auto Visibility: 30/15; Sun: Edge 6

CAB: SURFACE LOW.

Clouds: Table Clouds: none; Cloud Border: Top

Finnish Orders: Achieve more victory points than the opponent.

Soviet Orders: Destroy (12 victory points) or Damage (4 victory points) the Finnish Airbase and achieve more victory points than the opponent.

Game Length: No limit.

SCENARIO RULES

1. Soviet **SB-2s** must bomb (fly over) the airfield at TAL 2 and each carry a *light* bomb-load.
2. The Finnish airfield is set-up 13 hexes from the north board edge and roughly in the center between the east and west board edges and is destroyed with two hits and damaged with one. The airfield is defended by one light AA battery.
3. The terrain is covered in tall pine trees and has rolling hills. Soviet aircraft flying at TAL 1 must roll a d6 for each turn flying at this level; on 5-6 the aircraft crashes.

FINNISH FORCES

Elements of the Finnish LeLv24 (Buffalo) and LLv12 (Gladiator) Squadrons

2x **B-239 Buffalo** with *skilled* (+1) aircrew

2x **Gladiator** with *skilled* (+1) aircrew

(set-up second within 15 hexes of northern board edge, any speed and TAL)

VARIABLE RULES

1-3 **1x Gladiator** with *veteran* (+2) aircrew.

4-7 **Bounced 'Em**

Change start point by 15 hexes in any direction and start in a 15 hex cloudbank placed after Soviet set up.

8-10 **Jumped!**

One group of two aircraft (**Buffalo** or **Gladiator**) may enter from board edge 4 instead of setting up as normal; at game start, roll d6 to determine the turn the aircraft may enter.

-or-

Soviet Mechanics

Pick two **SB-2s** prior to play and reduce their robustness by one to reflect the poor maintenance of Soviet Aircraft.

SCENARIO RULES (con't)

5. **Soviet Radios:** Soviet Aircraft have no radios. All communication between players must be done via hand signals.
8. The Finnish player must choose between the "Out of the Sun" or "Soviet Mechanics" variable rules if a 8-10 is rolled.

SPECIAL CAMPAIGN RULES

Use these rules if **Tigers of Finland** was played before this scenario.

1. If the both **Gladiators** in **Tigers of Finland** were shot down, remove one from this scenario.
2. If the **R-5** in **Tigers of Finland** was not able to exit off board edge 5, add one additional Light-AA the defense of the Finnish airfield.

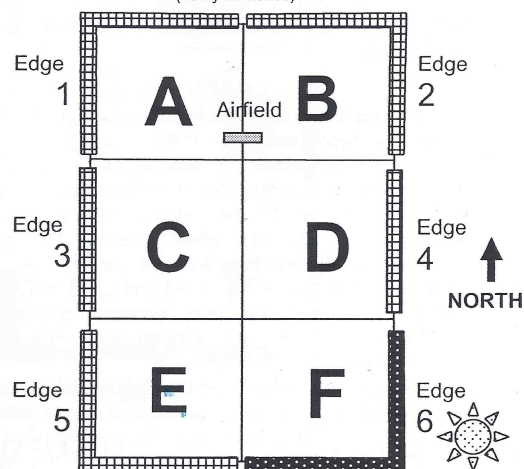
SCENARIO OPTIONS

Special Finnish Victory Points: If the Finnish player destroys three or more **SB-2s** without any Finnish aircraft destroyed, the Finnish player receives 5 *additional* victory points.

Soviet Decisive Victory: If the Soviet player accomplishes victory conditions *and* destroys two Finnish aircraft without loosing more than three bombers, the Soviet player receives 5 *additional* victory points.

SCENARIO SET-UP

(45 by 30 hexes)



■ Finnish Home Edge

■ Soviet Home Edge

SOVIET FORCES

Elements of the Soviet Northern Front Air Force

6x **I-16/Type 18 Rata** with *green* (+0) aircrew

6x **SB-2** with *green* (+0) aircrew

(set-up first within 5 hexes of board edge 6, any speed, TAL 2 or 3)

VARIABLE RULES

1-4 **4x I-15bis Chato** with *green* (+0) aircrew.

5-6 **Red Envelopment**

Three **I-16s** may enter from board edge 2 instead of entering as normal; at game start, roll d6 to determine the turn the aircraft may enter.

7-8 Add **2x SB-2** with *green* (+0) aircrew to the Soviet Forces.

9-10 **Spanish War Veteran**

Add a Veteran aircrew (+2) for one **I-16 Rata**.

Walrus Salvation



SETTING

Date: 2 September 1943, afternoon.

Location: Off the coast of Italy

History: The Supermarine Walrus was legendary for its reputation for daring sea-rescue missions. One such mission, in September 1943 was most notable. Wing Commander Duncan Smith was forced to bail-out of his Spitfire due to fuel system malfunction. Smith spent several hours floating in the water since he lost his life-raft on impact with the sea. A lone Walrus was dispatched to recover Smith, covered by 1 SAAF Spitfires.

Conditions: Max/Auto Visibility: 30/15; Sun: Edge 1

CAB: SURFACE LOW.

Clouds: Table Clouds: none; Cloud Border: none

Axis Orders: Destroy the Walrus or kill WC Smith (6 Victory Points) and achieve more victory points than the opponent.

Allied Orders: Achieve more victory points than the opponent.

Game Length: No limit.

SCENARIO RULES

1. The **Walrus** starts 8 hexes from the center of board Edge 3 at speed 0, facing west and floating on the sea surface.
2. Each turn in the water the **Walrus** takes an aircrew check modified by subtracting the number of turns in the water from 6 (example: on the second turn in the water the modifier would be -4); when passed, the **Walrus** has recovered Smith and may take-off. On the turn of take-off, the **Walrus** may move 1 forward and climb to TAL 1.
3. Anytime after Smith has been recovered and **Walrus** is hit, roll 2d6; on 11-12 Smith has been killed. The British player should make this die roll in secret.
4. Axis aircraft may only strafe the floating **Walrus** from TAL1. Any to-hit roll at the **Walrus** when it is still afloat takes a minus two (-2) modifier due to the heavy seas and slight movement of the aircraft. While afloat the **Walrus** has robustness 2 (R2).
5. The **Walrus** always moves in Move Group 1.

AXIS AIRFORCES

Group 1

2x Bf 109G-2 w/ skilled (+1) aircrew

1x C.202 w/ skilled (+1) aircrew

(enter from the North board edge, any speed and TAL)

Group 2

2x Fw 190A-4 w/ skilled (+1) aircrew

(enter turn d4+1 from North board edge, any speed & TAL)

-or-

2x C.202 w/ skilled (+1) aircrew

(start within 4 hexes of the north board edge, any speed and TAL)

VARIABLE RULES

- 1-3 **Excellent Training**
Replace a random aircrew with a *veteran* (+2) aircrew.
- 4-6 **No Rendezvous**
Remove the Group 1 C.202 from the game.
- 7-10 **Altimeter Problems**
One random Axis aircraft is having problems with its altimeter; this aircraft may not fly at TAL 1.

SCENARIO RULES (con't)

6. The **Walrus** has the following armament: FT: 1xLMG, 2xLMG. The weapons may fire before the aircraft has take-off but one gun crew must be designated to help and not fire until Smith is recovered.
7. The German player must choose the type of aircraft used in the scenario for Group 2 prior to game start.

AFTERMATH

The **Walrus** was strafed several times as it attempted to recover Smith in heavy seas. As Smith was being brought aboard he was wounded. The **Walrus**, with leaking fuel tanks and multiple bullet holes managed to take-off and bring Smith home. One Spitfire and one Bf 109 were lost in the action.

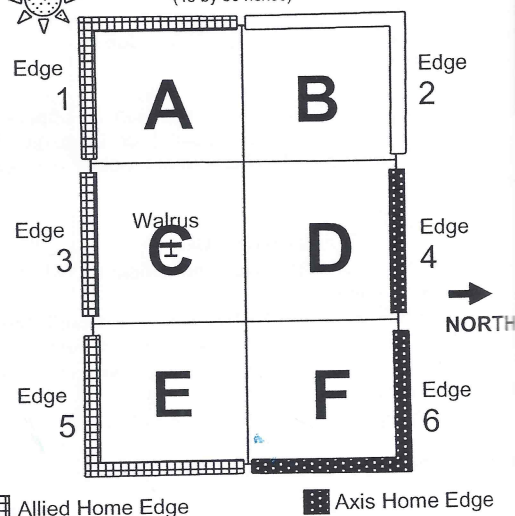
NOTES

This is a scenario designed for 2-4 players. The action has been slightly scaled down for fewer players – to re-create an actual battle, add four Spitfires to the British side and disregard the German "or" and include all listed German aircraft. The sources for this action are vague on exact Axis aircraft.



SCENARIO SET-UP

(45 by 30 hexes)



ALLIES

Elements of 1 Squadron SAAF

2x Spitfire Vc w/ veteran (+2) aircrew

(start within 6 hexes of the **Walrus**, any speed and TAL)

2x Spitfire Vc w/ skilled (+1) aircrew

(start d6 hexes in a random direction from the **Walrus** with left wing pointing as close as possible to the **Walrus**, any speed, TAL 3)

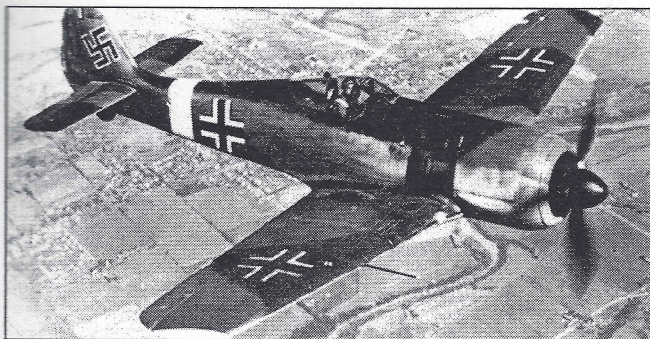
1x **Walrus II** w/ veteran (+2) aircrew

(see Scenario Rules)

VARIABLE RULES

- 1-4 **Worn Carburetor**
One random **Spitfire** loses its "Hx" capability.
- 5-8 **Merlin 55M Low Alt Supercharge and Clipped Wings**
One **Spitfire Vc** with veteran aircrew is a "LF" version **Spitfire Vb**. This aircraft has Agility +3 Hx & Climb of 1.
- 9-10 **Late Walrus**
The **Walrus** has not landed yet. After all sides have set-up, move the **Walrus** two hexes east from its set-up location (where Smith is floating). It is flying at speed 1, altitude 1. The aircraft must land in its original set-up location to begin the rescue of Smith.

Attacking Berlin: Mission 250



SETTING

Date: 6 March 1944, 1200 hours.

Location: near Haseluenne, Germany (near the Dutch border).

History: By the start of March 1944, the 8th Air Force was ready to attempt a daylight bombing of Berlin. The mission, Number 250, would involve three bomber divisions with 814 heavy bombers (B-17 and B-24) and 943 escort sorties with some escorts flying two missions in support of the bombers. The mission started favorably but soon ran into trouble when elements of the 1st and half of the 3rd Bomb Division diverted south of their planned route. The remaining half of the 3rd Division correctly flew the route and ran directly into a German intercepting force just after passing the Dutch-German border. The German attack, lead by Hauptmann Rolf Hermichen (I/JG.11) was followed up by groups led by Haupt. Rudolf Sinner (III/JG.54) and Anton Hackl (III/JG.11). Escorting the 13th Combat Wing were eight P-47s from the 61st Fighter Squadron, 56th Fighter Group, led by famed flight leader Bob Johnson.

Conditions: Max/Auto Visibility: 30/15; Sun: Edge 6

CAB: High-Bottom (use "High" Aircraft Statistics).

Clouds: Table Clouds: none; Cloud Border: none

American Orders: Achieve more victory points than the opponent. The US player receives 3 VP for each bomber that exits off the east board edge.

German Orders: Achieve more victory points than the opponent.

Game Length: 11 Turns, game ends at finish of turn 11.

SCENARIO RULES

1. US P-47D are the D10-D24 version w/ new supercharger.
2. US B-17s start in three formations at the locations and TAL marked on the Scenario Set-up. They must stay at their assigned altitude while in formation and are carrying a heavy bomb-load. The lead aircraft of each formation has a skilled (+1) aircrew.

NOTES

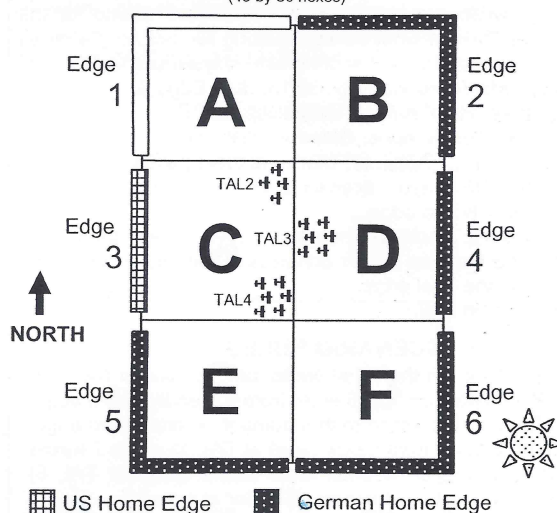
This scenario is a large one requiring at minimum 6 players and is taken from the excellent book Target Berlin, pp. 39-68.

AFTERMATH

The brunt of the attack was absorbed by the 13th Combat Wing, made up of 80 B-17s from the 95th, 100th and 390th Bomb Wings. The battle raged for several minutes as wave after wave of German fighters attacked the bombers. Many of the German aircraft concentrated on the 100th Bomb Group where nine B-17s were destroyed and two damaged (out of 16).

SCENARIO SET-UP

(45 by 30 hexes)



GERMAN LUFTWAFFE

Elements of Second Fighter Division

Stab. and I/JG.11 Flight

1x Bf 109G-6/R6 w/ veteran (+2) aircrew (Rolf Hermichen)

1x Bf 109G-6/R6 w/ skilled (+1) aircrew

2x Fw 190A8 w/ green (+0) aircrew

(enter turn 1 from board edge 4, any speed, TAL3)

III/JG.54 Flight

1x Bf 109G-6/R6 w/ veteran (+2) aircrew (Rudolf Sinner)

2x Bf 109G-6/R6 w/ green (+0) aircrew

1x Bf 109G-6/U4 w/ green (+0) aircrew

(enter turn 2 from board edge 6, any speed, TAL6)

III/JG.11 Flight

1x Fw 190A8 w/ veteran (+2) aircrew (Anton Hackl)

3x Fw 190A8 w/ green (+0) aircrew

(enter turn 3 from board edge 4, any speed, TAL4)

VARIABLE RULES

1-3 **Late to the Fight**

III/JG.11 enters on turn 4 instead of turn 3.

4-7 **Too New for the Field Upgrade!**

Change one Bf 109G-6/R6 in III/JG.54 to a standard Bf 109G-6.

8-10 **Hackl is an Ace Today**

Upgrade the veteran (+2) aircrew in III/JG.11 to an ace (+3) aircrew.

UNITED STATES ARMY AIR FORCE

Elements of 61st Fighter Squadron, 56th Fighter Group and 100th Bomb Group

Supporting Flight

1x P-47D w/ veteran (+2) aircrew

3x P-47D w/ skilled (+1) aircrew

(set up within 7 hexes of the west board edge, any speed, TAL 4)

Johnson's Flight

1x P-47D w/ ace (+3) aircrew (Bob Johnson)

1x P-47D w/ veteran (+2) aircrew

2x P-47D w/ skilled (+1) aircrew

(enter from above in Area C on turn 2 greater than five hexes from any bomber, any speed, TAL 6)

100th Bomb Group

3x B-17G w/ skilled (+1) aircrew

13x B-17G w/ green (+0) aircrew

(set up in three formations as in Scenario Rules)

VARIABLE RULES

1-3 **High Situational Awareness**

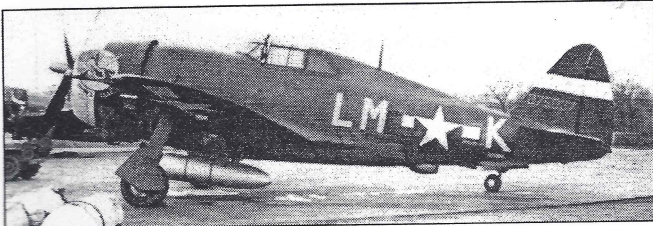
Johnson's Flight may enter in turn 2 or 3 in Area C or E.

4-7 **Bring the New Guy**

Replace one P-47D with skilled (+1) aircrew in Supporting Flight with a green (+0) aircrew.

8-10 **None**

Beware the Thunderbolt!



SETTING

Date: 12 May 1944, 1030 hours.

Location: near Frankfurt, Germany.

History: In May 1944, the 56th Fighter Group was locked in a desperate struggle with the Luftwaffe for control of the sky. At stake was the air superiority so essential to the success of the impending cross channel attack. The 56th FG Commander, the famed American ace Col "Hub" Zemke had been frustrated by the Luftwaffe's, at times, reluctance to enter into combat with allied fighters. In an effort to "find" the Germans, Col Zemke devised the "Zemke Fan", a tactic that spread flights of four P-47s out over a wide area to make contact with the elusive enemy. On 12 May, while sweeping ahead of bombers bound for the Frankfurt area, he got what he was looking for including a brush with Germany's third highest scoring ace, Major Gunther Rall.

Conditions: Max/Auto Visibility: 30/15; Sun: Edge 6

CAB: High (use "High" Aircraft Statistics).

Clouds: Table Clouds: none; Cloud Border: none

American Orders: Achieve more victory points than the opponent. The US player receives 2 VP for each bomber that exits off the east board edge.

German Orders: Achieve more victory points than the opponent. The German player achieves automatic victory if no B-17G exits off the east edge.

Game Length: No limit.

SCENARIO RULES

- Variable Entry:** On the listed game turn, the player rolls 1d6 for entry position: on 1 or 6 enter from a friendly board edge, TAL 3; on 2 or 5 enter from that number neutral board edge, TAL 3; on 3 enter from below (start at TAL 1) within 7 hexes of board center, on 4 enter from above (start at TAL 6) within 7 hexes of board center. All enter at speed 4.

GERMAN LUFTWAFFE

Elements of II/JG 11

Rall's Flight

1x Bf 109G-6 w/ ace (+3) aircrew (Gunther Rall)

1x Bf 109G-6/R6 w/ veteran (+2) aircrew

2x Bf 109G-6 w/ skilled (+1) aircrew
(roll for variable entry on turn 1)

Attacking Flight

2x Bf 109G-6/R6 w/ veteran (+2) aircrew

2x Bf 109G-6 w/ green (+0) aircrew
(roll for variable entry on turn 1)

Supporting Element

2x Fw 190A8 w/ veteran (+2) aircrew
(roll for variable entry on turn 5)

**Author's Note:
Special thanks to
Rob "The Ace"
Givens for writing
this scenario. Rob is
the commander of
today's USAF 56th
Fighter Wing.*

VARIABLE RULES

- Professional Rivalry**
Replace a skilled Bf 109 (+1) aircrew with a veteran (+2). This aircrew must fire any shot in range on nearest target if within 5 hexes of the German ace.
- Late to the Fight**
Fw 190s delayed until game turn 8.
- Up From Below**
The Fw 190s automatically enter from below (as entry die roll "3").
- Manifestation of Apprehension**
The first skilled or green aircrew to be tailed and fired upon by a P-47 automatically bails out with total loss of aircraft.

SCENARIO RULES (con't)

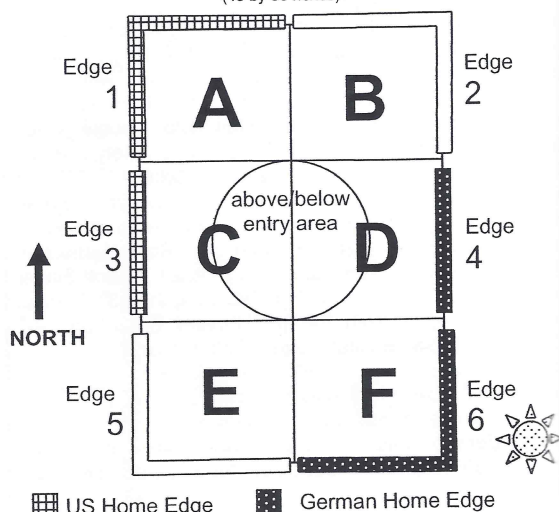
- Roll 2d6 for each aircraft exiting off a neutral edge; on 12 the aircraft is destroyed.
- US P-47D are the D10-D24 version w/ new supercharger.

AFTERMATH

The 56th Fighter Group had a large day killing a total of 12 German aircraft while losing only 3 of theirs. In addition, the group gained another ace during the action. Of interesting note is that at one point in the battle, both Zemke and Rall were engaged with each other although neither scored any hits. Rall was later shot down by ace Capt Joe Powers, however, he managed to bail out with only minor injuries. Of equal interest was that several German pilots were seen bailing-out of undamaged aircraft as Americans entered a firing position.

SCENARIO SET-UP

(45 by 30 hexes)



US Home Edge

German Home Edge

UNITED STATES ARMY AIR FORCE

Elements of 62nd Fighter Squadron, 56th Fighter Group

Zemke's Flight

1x P-47D w/ ace (+3) aircrew ("Hub" Zemke)

1x P-47D w/ veteran (+2) aircrew

2x P-47D w/ skilled (+1) aircrew

(start in the center of board at any speed, TAL 5)

Supporting Element A

1x P-47D w/ veteran (+2) aircrew

1x P-47D w/ skilled (+1) aircrew

(roll for variable entry on turn 4)

Supporting Element B

1x P-47D w/ veteran (+2) aircrew

1x P-47D w/ skilled (+1) aircrew

(roll for variable entry on turn 5)

Bombers

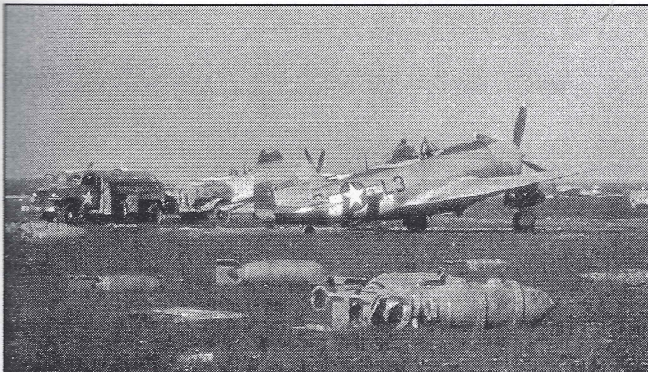
3x B-17G w/ skilled (+1) aircrew

(enter from board edge 3, speed 2, TAL 3)

VARIABLE RULES

- High Situational Awareness**
US player chooses which entry point and parameters for the 47s Supporting Element B.
- Rough Engine over the Channel**
Remove one P-47 with skilled (+1) aircrew from Zemke's flight. This loss does not count for victory points.
- Low Fuel**
Select one P-47 from Zemke's flight. If not off a friendly or neutral edge by turn 8, this aircraft is considered lost for Victory Points.

Thunderbolts Over Normandy



SETTING

Date: 27 June 1944, 2000 hours.

Location: West of Paris, France.

History: In the evening of 27 June one of the largest Luftwaffe missions to Normandy was launched when I and II/JG 27 flew approximately 20 Bf 109s on a fighter sweep toward the hedgerows. The German formation was soon bounced by several units of Allied airpower culminating in a fight with the 61st Fighter Squadron's P-47s. Small pockets of fighting broke out as aircraft maneuvered away from the first contact.

Conditions: Max/Auto Visibility: 15/7; Sun: none.

CAB: Surface Low.

Clouds: Table Clouds: none; Cloud Border: Top

American Orders: Achieve more victory points than the opponent.

German Orders: Achieve more victory points than the opponent.

Game Length: no limit.

SCENARIO RULES

1. Pay special attention to aircraft set up rules as the German player sets up first and third.
2. There are no Variable Rules for this scenario.
3. US P-47D are the D10-D24 version w/ new supercharger.

GERMAN LUFTWAFFE

Elements of II/JG 27

- 2x Bf 109G-6 w/ veteran (+2) aircrew
(set up first, start within 15 hexes of the east board edge, speed 4, TAL 3)
- 1x Bf 109G-6/U4 w/ skilled (+1) aircrew
- 1x Bf 109G-6/U4 w/ green (+0) aircrew
(set up third, start within 10 hexes of the east board edge, speed 4, TAL 3)

AFTERMATH

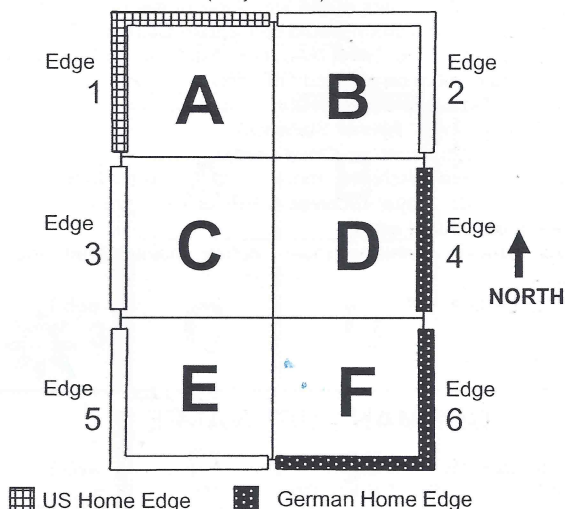
After the battle the American forces claimed 14 victories but the Germans actually only lost nine. Two US fighters were destroyed in the fighting. LtCol. Gabreski, CO of the 61st Fighter Squadron, managed to shoot down one German aircraft in this fight bringing his total to 27 kills.

NOTES

This scenario, while historical, was designed to be played as a three scenario, four player tournament with **Old Crow** and **Wulf Against Lightning**. For a three-game tournament, players should fly either German or American aircraft through all of the three scenarios. The player from each side with the most Victory Points at the end of the three scenarios is the overall winner for that side. For a six-game tournament, players should play all the scenarios as American and German; the winner is the player with the most Victory Points after all six games. **Special Rule:** Players that fly a +2 aircrew in **Thunderbolts Over Normandy**, must fly a +1 aircrew in **Old Crow** and a +0 aircrew in **Wulf Against Lightning**. Likewise, players that fly a +0 aircrew in **Thunderbolts Over Normandy**, must fly a +1 aircrew in **Old Crow** and a +2 aircrew in **Wulf Against Lightning**.

SCENARIO SET-UP

(45 by 30 hexes)



US Home Edge

German Home Edge

UNITED STATES ARMY AIR FORCE

Elements of 61st Fighter Squadron, 56th Fighter Group

- 1x P-47D w/ veteran (+2) aircrew
- 1x P-47D w/ skilled (+1) aircrew
- 2x P-47D w/ green (+0) aircrew
(set up second, start within 10 hexes of the west board edge speed 4, TAL 3)

Old Crow



SETTING

Date: 29 June 1944, about 1400 hours.

Location: Southwest of Leipzig, Germany.

History: In 1943, the 357th Fighter Group was secretly deployed to England. Shortly thereafter, German Radio's "Lord Haw Haw" announced the arrival of the unit and designated it "The Yoxford Boys" this name stuck but was to end up describing one of the most potent Allied air units of the war. One of the most famous fliers to come from the group would be Captain Clarence E. "Bud" Anderson. On 29 June 1944, Anderson lead his 363rd Fighter Squadron into combat on an escort mission to Leipzig.

Conditions: Max/Auto Visibility: 20/10; Sun: Edge 6

CAB: High (use "High" Aircraft Statistics).

Clouds: Table Clouds: none; Cloud Border: none

American Orders: Achieve more victory points than the opponent. The US player receives 4 VP for each bomber that exits off the east board edge.

German Orders: Achieve more victory points than the opponent.

Game Length: no limit.

GERMAN LUFTWAFFE

Attacking Element

2x Bf 109G-6 w/ skilled (+1) aircrew

(enter on turn 1, 2 or 3 from German Home edge, speed 3, any altitude)

Supporting Element

2x Fw 190A8 w/ skilled (+1) aircrew

(enter on turn 2, 3 or 4 from board edge 4, speed 4, TAL 2)

VARIABLE RULES

- 1-4 **Extra Firepower**
Replace one Bf 109G-6 with Bf 109G-6/R6.
- 5 **Late to the Fight**
Fw 190s may only enter on turn 3 or 4.
- 6-7 **Dangerous Stall**
If any Fw 190 executes two Extreme Turn turn codes in a row, at the start of the next move the aircraft must take an aircrew check to prevent from becoming Out-of-Control.
- 8-9 **Excellent Marksmanship**
Randomly select one Fw 190; this aircraft fires as if it has a veteran (+2) aircrew.
- 10 **Dangerous Stall and Excellent Marksmanship**
Use both variable rules above

SCENARIO RULES

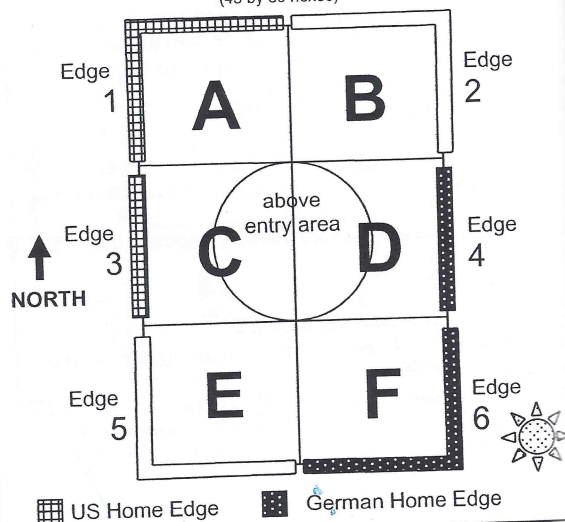
1. **Enter from Above:** On the listed game turn, the US High Element enters from above (start at TAL 6) within 7 hexes of board center. The US player places the aircraft anywhere within this area at the start of the turn noted.
2. German aircraft enter on varying turns. Prior to play, the German player must designate the turn and location of entry for both elements.
3. US B-17Gs must maintain formation and their starting altitude unless they are damaged. All are carrying a heavy bomb-load. The bomber flights may not form on top of each other and must be vertically separated.

AFTERMATH

In the dogfight that followed Anderson shot down three Fw 190s in a short order. Captain Anderson flew two combat tours consisting of 116 combat missions. He ended the war with 10 kills.

SCENARIO SET-UP

(45 by 30 hexes)



US Home Edge

German Home Edge

UNITED STATES ARMY AIR FORCE

Elements of 363rd Fighter Squadron,
357th Fighter Group

Escort Element

2x P-51B w/ skilled (+1) aircrew

(start in the center of the board at speed 4, TAL 5)

High Element

2x P-51B w/ skilled (+1) aircrew

(enter from above on turn 4, see Scenario Rules)

Bomber Flight 1

3x B-17G w/ 3 skilled (+1) aircrew

(start within 5 hexes of board edge 3, speed 2, TAL 3)

Bomber Flight 2

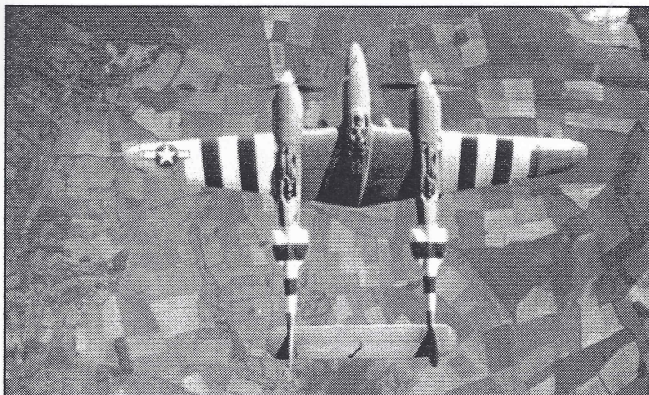
3x B-17G w/ 3 skilled (+1) aircrew

(start within 5 hexes of board edge 3, speed 2, TAL 4)

VARIABLE RULES

- 1-3 **Fresh Crews**
Randomly select two B-17Gs; these aircraft have green (+1) aircrew.
- 4-7 **Quick Reaction**
The P-51B High Element may enter on turn 3.
- 8-10 **Excellent Marksmanship**
Randomly select one P-51B; this aircraft fires as if it has a veteran (+2) aircrew.

Wulf Against Lightning



SETTING

Date: 25 August 1944, 1330 hours.

Location: Near St Quentin, France.

History: On 25 August, the 40 Fw 190s of Jagdgeschwader 6 (JG 6) were finally ready to launch its first full scale mission in Normandy. Earlier in the month the Gruppe had deployed from its base in Koenigsberg to an operational base at Herpy, near Reims. The base was nothing more than a flat cow pasture surrounded by trees where the German aircraft could be hidden, serviced and fueled. The 7th Staffel was designated as top-cover for the mission. Soon after leaving their base at Herpy, the Germans were re-routed to intercept US fighter-bombers attacking the German airfield at Chastres (near St. Quentin). The 7th Staffel quickly sighted the American P-38s and dove in to attack with the sun at their backs.

Conditions: Max/Auto Visibility: 20/10; Sun: Edge 3

CAB: Medium.

Clouds: Table Clouds: none; Cloud Border: none

American Orders: Achieve more victory points than the opponent.

German Orders: Achieve more victory points than the opponent.

Game Length: no limit.

SCENARIO RULES

1. Pay special attention to aircraft set up rules as the US player sets up first and third.
2. There are no Variable Rules for this scenario.

GERMAN LUFTWAFFE

Elements of 7/III/JG 6

1x Fw 190A-8 w/ veteran (+2) aircrew

1x Fw 190A-8 w/ skilled (+1) aircrew

2x Fw 190A-8 w/ green (+0) aircrew

(set up second, start within 10 hexes of the south board edge, any speed, TAL 5)

UNITED STATES ARMY AIR FORCE

Elements of 394th Fighter Squadron, 367th Fighter Group

Patrolling Element

1x P-38J w/ veteran (+2) aircrew

1x P-38J w/ green (+0) aircrew

(set up first, start within 10 hexes of the south board edge speed 4, TAL 3)

High Cover Element

1x P-38J w/ veteran (+2) aircrew

1x P-38J w/ skilled (+1) aircrew

(enter anywhere on the board at the start of turn 2 no closer than 6 hexes from the Fw 190s, any speed, any TAL)

AFTERMATH

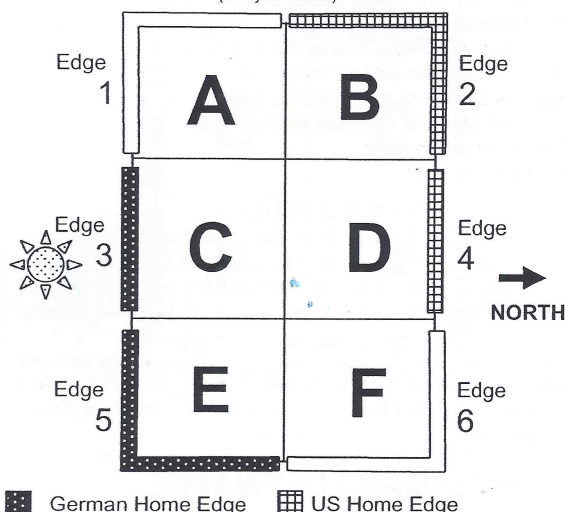
In the first few moments, the German fighters had the advantage but soon after their first pass, more P-38s flying top cover for their ground-attack comrades jumped into the fight. Many of the German pilots were new to the Fw 190 (some had recently been transferred from Me 410 heavy fighters) and did not fair well losing 16 aircraft destroyed in the action. The P-38s also suffered heavily losing seven of their number, though of these, six were destroyed in the initial jump.

NOTES

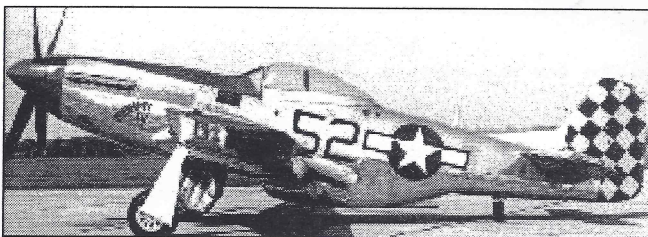
This scenario, while historical, was designed to be played as a three scenario, four player tournament with **Old Crow** and **Thunderbolts Over Normandy**. For a three-game tournament, players should fly either German or American aircraft through all of the three scenarios. The player from each side with the most Victory Points at the end of the three scenarios is the overall winner for that side. For a six-game tournament, players should play all the scenarios as American and German; the winner is the player with the most Victory Points after all six games. **Special Rule:** Players that fly a +2 aircrew in **Thunderbolts Over Normandy**, must fly a +1 aircrew in **Old Crow** and a +0 aircrew in **Wulf Against Lightning**. Likewise, players that fly a +0 aircrew in **Thunderbolts Over Normandy**, must fly a +1 aircrew in **Old Crow** and a +2 aircrew in **Wulf Against Lightning**.

SCENARIO SET-UP

(45 by 30 hexes)



Pounce of the Pugnacious Pups



SETTING

Date: 25 August 1944, 0900 Hours

Location: North of Reims, France.

History: As the combined Allied Armies moved through France they were protected by an armada from the sky. Roving squadrons of fighter aircraft had driven the Luftwaffe from the skies and made life hell for the German soldier on the ground. In an effort to keep the pressure on, the American 9th Air Force flew armed recce sorties at low level through out France. Normally, the greatest risk was due to ground fire but occasionally the dispersed Luftwaffe would be forced to come out to play. On 25 Aug 1944, Maj Robert Stephens, commander of the 355 FS "Pugnacious Pups", led a four-ship of P-51s on a sweep near Reims. Flying low enough to spot vehicles but yet still out of the majority of ground fire, Stephens' flight spotted a German dispersal field with ME-109s preparing to take off. Stephens, already a double ace, decided he had found his target for the day and ordered his flight to engage.

Conditions: Max/Auto Visibility: 30/15; Sun: Edge 6

CAB: SURFACE LOW.

Clouds: Table Clouds: none; Cloud Border: none

German Orders: Achieve more victory points than the opponent. If Maj Stephens is shot down add 10 victory points; if Capt Long is shot down add 5 victory points.

Allied Orders: Achieve more victory points than the opponent and destroy at least two German aircraft. Add (+1) victory point for each German pilot killed.

Game Length: No limit.

SCENARIO RULES

1. German Airfield is 20 hexes from the south board edge. It is 4 hexes long by 2 hexes wide and is defended by 4 Light and 2 Medium Anti-Aircraft batteries. All batteries must be placed by the German player between 4 and 6 hexes from the airfield.
2. German aircraft start the game taking off from the airfield. All aircraft start on turn one at speed 1 and TAL 1. The first move must be Level Flight Maneuver & Forward Turn Code. Only 4 Germans may take off per turn.

GERMAN LUFTWAFFE

Elements of JG.3 "Udet"

- 1x Bf 109G-6 w/ *veteran* (+2) aircrew
- 3x Bf 109G-6 w/ *skilled* (+1) aircrew
- 2x Bf 109G-6 w/ *green* (+0) aircrew
(see Scenario Rules for set up)
- 1x Fw 190A-4 w/ *veteran* (+2) aircrew
- 1x Fw 190A-4 w/ *skilled* (+1) aircrew
(enter from board edge 4 or 6 on turn six, any speed and TAL)

**Author's Note:
Special thanks to
Rob "The Ace"
Givens for writing
this scenario.*

VARIABLE RULES

- 1-2 **Gear Failure**
Randomly select one Bf 109; landing gear fails to retract; the aircraft is limited to speed 2 and Move Chart F.
- 3-7 **Bad Takeoff**
Randomly select one Bf-109; pass an Aircrew Check or the aircraft is destroyed on takeoff.
- 8-10 **Quick Takeoff**
The first two Bf 109s may start at altitude 2 instead of 1.

AFTERMATH

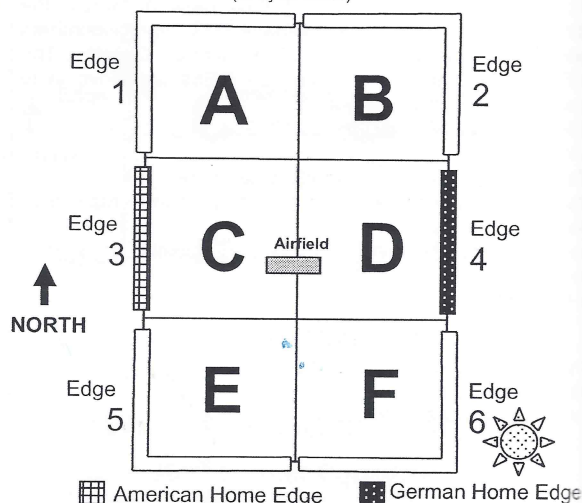
In reality, Maj. Sheppard's Pugnacious Pups numbered 109 aircraft and were opposed by a mixed force of over 20 109s and 190s. Maj. Sheppard killed two enemy aircraft on the initial attack bringing his total to 13 while his wingman Lt Davis got into a turning fight with a 190 resulting in a lengthy battle and first victory for the American. Lt Davis attacked a low altitude 109 but ran out of ammunition after damaging the aircraft. Capt Long was able to finish the damaged aircraft off in addition to his two other kills of the day become an ace. In all the Pups downed 8 German aircraft that day with only one lost due to AAA while pursuing a low flying 109. The Allied army continued to advance with little interference from the Luftwaffe.

NOTES

The key to this scenario is the decision by the American player on when to engage the Germans. The longer the Mustangs wait the more organized the 109s become. The German player must stall for time either by sacrificing aircraft in a spoiling attack or by trying to marshal up behind their wall of flak. The American player must weigh the pros and cons of taking a chance and engaging the Germans when they are vulnerable or waiting and trying to out maneuver them in the sky.

SCENARIO SET-UP

(45 by 30 hexes)



UNITED STATES ARMY AIR FORCE

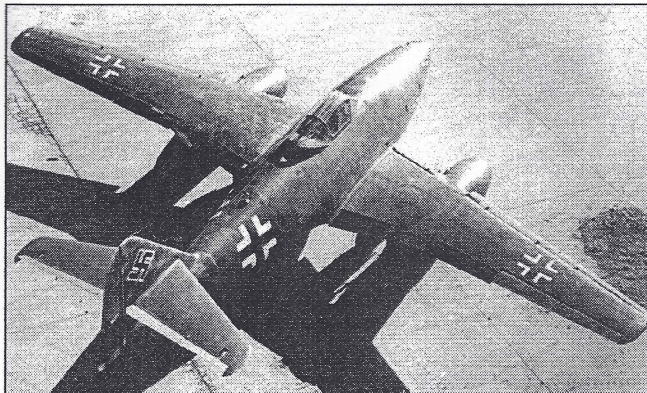
Elements of 355TH Fighter Squadron, 354th Fighter Group

- 1x P-51D w/ *ace* (+3) aircrew (Robert Stephens)
- 1x P-51D w/ *veteran* (+2) aircrew (Maurice Long)
- 1x P-51D w/ *skilled* (+1) aircrew (Bill Davis)
- 1x P-51D w/ *skilled* (+1) aircrew
(enter within 15 hexes of board edge 5, any speed and TAL)

VARIABLE RULES

- 1-5 **Hot Wingman**
Replace a *skilled* (+1) aircrew with *veteran* (+2) aircrew.
- 6-8 **Low Fuel**
Select one P-51. If not off a friendly or neutral edge by turn 10, this aircraft is considered lost for Victory Points.
- 9-10 **Trigger Happy**
Select one P-51 with *skilled* aircrew; this aircraft is treated as *green* (+0) for ammunition depletion.

Heinz Bär, Jet Ace



SETTING

Date: 27 March 1945, 1315 hours

Location: Near Lechfeld airbase, German.

History: By March of 1945, German Ace Heinz Bär had 206 kills including a number of heavy bombers. On the afternoon of 27 March 1945, Bär raced down the runway his home airfield at Lechfeld at full throttle and launched to intercept several American P-47s that were approaching. The American P-47 pilots were surprised at the speed of the German Jet.

Conditions: Max/Auto Visibility: 20/10; Sun: Edge 5

CAB: Surface-Low and Low.

Clouds: Table Clouds: none; Cloud Border: none

American Orders: Destroy the Me 262.

German Orders: Damage or destroy three or more P-47s.

Game Length: No limit.

SCENARIO RULES

1. US P-47D are the D25 version w/ bubble canopy.
2. The US aircrews are not actually as poor as represented in the scenario but are reduced in quality due to their inexperience in fighting jets.
3. This scenario uses two CABs – SURFACE LOW and LOW. Use the **Multiple CABs** rules in the **CY6!** rule book. The US forces start in the LOW CAB, above the Me 262 which starts in the SURFACE LOW CAB.
4. For this scenario, ignore the Victory Points listed in the rules. If the Me 262 is destroyed the Americans win, if three or more P-47s are destroyed or damaged the German side wins.
5. The special Me 262 Move Chart for this scenario can be downloaded at www.skirmishcampaigns.com.

AFTERMATH

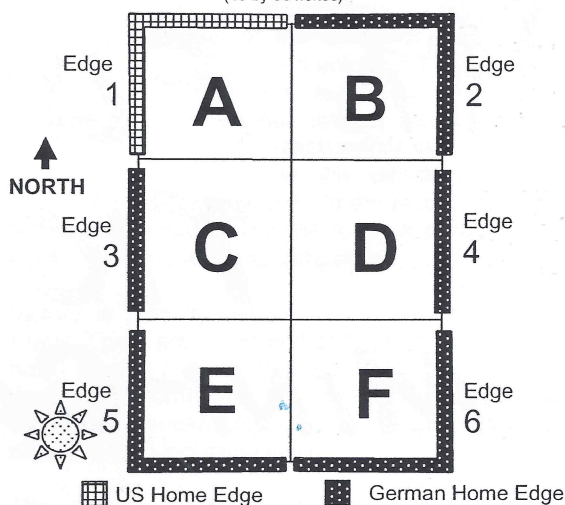
Bär raced directly at the American formation and succeeded in destroying a P-47 in a head-on attack. He then quickly reversed course, making another pass at the P-47s, shooting another down. The P-47s fired at the German Jet but their bullets all seemed to trail behind the target. Bär made a third attack on the US formation with the same results, another P-47 destroyed. At the end of the engagement, Bär was credited with three more victories; his Me 262 had no damage. Two days later, Bär reported to the famed Adolf Galland who said, "We now also have with us Oberstleutnant Bär, who is already a flying legend."

NOTES

The authors were not able to find definitive proof of the US unit but know the aircraft opposing Bär on 27 March were P-47s. Records indicate a P-47 from the unit below was shot down approximately coinciding with the engagement. Please contact the author if you have any additional information about the US unit involved in this interesting fight.

SCENARIO SET-UP

(45 by 30 hexes)



GERMAN LUFTWAFFE

Element of Stab/JG 44

1x Me 262 w/ ace (+3) aircrew (Heinz Bär)
(set up second, start within 5 hexes of the center of the board, speed 5, LOW CAB-TAL 2)

VARIABLE RULES

- 1-4 **Quick Take-off**
Increase the starting speed of the Me 262 to speed 6.
- 5-7 **Slower Than Expected**
Decrease the starting speed of the Me 262 to speed 2.
- 8-10 **Ammunition Discipline**
The Me 262 only runs out of ammunition if double "5s" or double "6s" are rolled.

UNITED STATES ARMY AIR FORCE

Elements of the 367th Fighter Group

1x P-47D w/ skilled (+1) aircrew
3x P-47D w/ green (+0) aircrew
(set up first, start in board area B at speed 3, LOW CAB-TAL 3)

VARIABLE RULES

- 1-5 **Hot Wingman**
Replace a green (+0) aircrew with skilled (+1) aircrew.
- 6-8 **Fuel Leak**
Randomly select a P-47 with green (+0) aircrew – this aircraft has a robustness of R2 instead of R3.
- 9-10 **Fire Discipline**
Select one P-47 with green aircrew; this aircraft is treated as skilled (+1) for ammunition depletion.

USA and UK Aircraft Statistics

Aircraft	Year	Performance				Robustness	Weapons	Notes
		Low-Med		High				
		Mov, Speed Agility (Accel)	Climb/ Dive	Mov, Speed Agility (Accel)	Climb/ Dive			
USA								
P-40B/C Tomahawk	Jul40	B4 +2	26/55	C4 +0 Lx	6/57	R1	FF: 2xHMG, 4xLMG	Single Engine Fighter
P-39D Aircobra	Apr41	C4 +2	20/55	D4 +0 Lx	6/57	R1	FF: 2xHMG, 2xLMG, 1xLVHC (LVC for P-400)	LVHC= Very Low RoF; P-400 no High alt
P-40E Warhawk	Aug41	B4 +2(-)	19/55	C4 +0 Lx	5/57	R1	FF: 6xHMG	Single Engine, British Kittyhawk IA
F2A-3 Buffalo	Aug41	B4 +2	20/47	C4 +1(-) Lx	5/50	R2	FF: 4xHMG	Single Engine Fighter
F4F-4 Wildcat	Dec41	B4 +2	18/47	C4 +1(-)	7/50	R2	FF: 6xHMG	F3 version has 4xHMG
P-38F Lightning	Aug42	C5 +2(-)	25/50	D5 +2(-)	12/50	R2	FF: 4xHMG, 1xMC	-1 to Special Dive Recovery roll; Twin Engine Fighter
F4U-1A/C/D Corsair	Feb43	C5 +2	27/53	D5 +2	15/54	R2	FF: 6xHMG	D version (Apr44) is Hx at Low-Med CABs
P-47C Thunderbolt	Mar43	D5 +3(-)	22/55	D5 +2(-)	11/57	R3	FF: 8xHMG	-1 to Special Dive Recovery roll; early C2 to D-5 version all Razorback
P-47D Thunderbolt	Sep43	D5 +3(-)	27/55	D5 +2	16/57	R3	FF: 8xHMG	-1 to Special Dive Recovery; D-10 to 24 w/ new sup.chrg, Razorback
P-38J Lighting	Aug43	B5 +2 Hx	35/50	C5 +2(-)	22/50	R2	FF: 4xHMG, 1xMC	-1 to Special Dive Recovery roll; Twin Engine Fighter
F6F-3/5 Hellcat	Aug43	B5 +2	26/52	C5 +2(-)	14/54	R2	FF: 6xHMG	Single Engine Fighter
P-51B/C Mustang	Dec43	C5 +2	32/56	C5 +2(-)	20/58	R2	FF: 4xHMG	Gun Jam: If firing after Ext. Turn roll d6; on 1 guns may not fire that turn
P-47D25 Thunderbolt	May44	D5 +3(-)	24/55	D5 +2	16/57	R3	FF: 8xHMG	D-25 to D-35 bubble canopy version, added dive flaps
P-51D Mustang	May44	C5 +2 Hx	30/57	C5 +2 Hx	18/60	R2	FF: 6xHMG	Single Engine Fighter
F4U-4 Corsair	Nov44	C5 +2 Hx	35/54	D5 +2 Hx	19/55	R2	FF: 6xHMG	F4U-4C version has 4xMC instead of HMG
TBD-1 Devastator	1937	A2 +1	6/30	None	None	R1	BFF: 1xHMG or 1xLMG, RT: 1xLMG or 2xLMG	Single Eng Torpedo/Level Bomber
SB2U-3 Vindicator	1938	B3 +1	11/40	None	None	R1	BFF: 1xHMG, RT: 1xHMG	Single Engine Dive Bomber
SBD-3 Dauntless	Mar41	A3 +1	11/42	B3 +0 Lx	3/47	R2	BFF: 2xHMG, RT: 1xLMG or 2xLMG	Single Engine Dive Bomber
TBF-1 Avenger	Feb42	C3 +1	11/37	None	None	R3	BFF: 1xLMG, RB: 1xLMG, RT: 1xHMG	Single Eng Torpedo/Level Bomber
SB2C-3 Helldiver	Jun44	C3 +1	15/42	C3 +0 Lx	3/45	R2	BFF: 2xMC, RT: 2xLMG	Single Engine Dive Bomber
B-25C Mitchell	1942	C3 +1	10/35	None	None	R3	F: 1xHMG, T3: 2x HMG some with SL&SR: 1xHMG	Twin Bomber
A-20B Havoc	Jun42	C4 +1(-)	17/45	D3 +0 Lx	4/47	R3	BFF: 2xHMG, RT: 1xHMG,RB: 1xLMG	Twin Bomber
A-20G Havoc	Aug43	C4 +1(-)	14/45	D3 +0 Lx	3/47	R3	BFF: 6xHMG, RT: 2xHMG,RB: 1xHMG	Twin Bomber
B-26B Marauder	Oct42	D3 +1	10/40	None	None	R3	F: 1xHMG, T3: 2x HMG, R: 2xHMG	Twin Bomber
B-24D Liberator	May42	D3 +0 Lx	9/40	F3 +0 Lx	7/42	R4	F: 1xHMG, SL: 1xHMG, SR: 1xHMG, T3: 2xHMG, B3: 2xHMG, R: 2xHMG	4 Engine Bomber
B-17F Fly Fortress	Aug42	D3 +0 Lx	10/30	F3 +0 Lx	4/40	R4	F: 1xHMG, SL: 1xHMG, SR: 1xHMG, RT: 1xHMG, T3: 2xHMG, B3: 2xHMG, R: 2xHMG	4 Engine Bomber
B-17G Fly Fortress	Jul43	F3 +0 Lx	9/30	F3 +0 Lx	3/40	R4	F: 2xHMG, SL: 1xHMG, SR: 1xHMG, RT: 1xHMG, T3: 2xHMG, B3: 2xHMG, R: 2xHMG	4 Engine Bomber
B-24H/J Liberator	Aug43	F3 +0 Lx	8/30	F3 +0 Lx	3/35	R4	F: 2xHMG, SL: 1xHMG, SR: 1xHMG, T3: 2xHMG, B3: 2xHMG, R: 2xHMG	4 Engine Bomber
B-29A Superfortress	Apr44	F4 +0 Lx	9/38	F4 +0 Lx	5/40	R4	T3: 4xHMG, T3: 2xHMG, B3: 2xHMG, B3: 2xHMG R: 1xMC, 2xHMG	4 Engine Bomber Four turrets and rear weapons
PBY-5A Catalina	Oct41	F2 +0 Lx	4/25	None	None	R3	F: 1xLMG, SL: 1xHMG, SR: 1xHMG, RB: 1xLMG	Twin Engine Flying Boat
UNITED KINGDOM								
Swordfish I	Jul36	A2 +1Lx	3/20	None	None	R1	BFF: 1xLMG, RT: 1xLMG	Biplane torpedo bomber
Gladiator II	Dec38	A3 +3(-)	27/35	A3 +0 Lx	12/36	R0	FF: 4xLMG	For Malta Glads add 2 to Climb at Low-Med alt.
Defiant I	Jul39	C4 +1(-)	18/40	C4 +0 Lx	4/42	R1	T3: 4xLMG	*Turret may not fire in front arc
Fulmar I	Jun40	B3 +2	12/32	None	None	R1	FF: 8xLMG	Single Engine Royal Navy fighter
Fulmar II	1941	B3 +2	16/35	None	None	R1	FF: 8xLMG	Single Engine Royal Navy fighter
Buffalo I	Aug41	B4 +2	22/50	C4 +2(-) Lx	6/50	R1	FF: 4xHMG	Allied version of F2A-3
Hurricane Mk IA	Sep39	B4 +2(-)	24/45	B4 +0 Lx	8/50	R1	FF: 8xLMG	Single Engine Fighter
Hurricane Mk IIA	Oct40	B4 +2(-)	28/45	C4 +1(-)	13/50	R1	FF: 8xLMG	"Hurribomber"
Hurricane Mk IIB	May41	B4 +2(-)	26/45	C4 +1(-)	12/50	R1	FF: 12xLMG	"Hurribomber"
Hurricane Mk IIC	Oct41	B4 +2(-)	26/45	C4 +1(-)	12/50	R1	FF: 4xMC	"Hurribomber"
Spitfire Mk IA	Jun40	A4 +2	25/49	B4 +1(-)	11/52	R1	FF: 8xLMG	Similar to Mk.I (introduced 1939)
Spitfire Mk IIA	Aug40	A4 +2	28/49	B4 +1(-)	13/52	R1	FF: 8xLMG	Similar to Mk.IA with newer engine and components
Spitfire Mk VC	Jun41	B5 +2 Hx	32/50	C5 +1(-)	16/52	R1	FF: 2xMC, 4xLMG	Single Engine Fighter
Spitfire F.Mk.IXC	Jul42	B5 +2 Hx	37/51	C5 +2(-) Hx	16/53	R1	FF: 4xMC	Also commonly armed with FF: 2xMC, 4xLMG
Spitfire Mk XIVC	Jan44	B5 +3 Hx	40/52	C5 +2 Hx	17/55	R1	FF: 2xMC, 4xLMG	Single Engine Fighter
Typhoon IB	Aug42	C5 +2 Hx	28/50	D5 +1(-)	15/52	R2	FF: 4xMC	Single Engine Fighter
Tempest V	Apr44	C5 +3 Hx	35/55	D5 +1(-)	13/57	R2	FF: 4xMC	Single Engine Fighter/Bomber
Mosquito F.B. VI	Apr43	C5 +2(-)	19/50	D5 +0 Lx	6/52	R2	FF: 4xMC, 4xLMG	Twin Engine Fighter/Bomber
Battle III	1937	A3 +0 Lx	11/37	B3 +0 Lx	3/42	R1	BFF: 1xLMG, RT: 1xLMG	Single Engine bomber
Blenheim I	1937	C3 +1 Lx	13/35	None	None	R2	BFF: 1xLMG, T3: 2xLMG, RB: 2xLMG	Twin Bomber
Blenheim IV	Feb39	C3 +1 Lx	12/37	None	None	R2	BFF: 1xLMG, T3: 2xLMG, BRCRG: 2xLMG	Twin Bomber
Wellington IC	1939	C3 +0 Lx	9/30	None	None	R3	F: 2xLMG, SR: 1xLMG, SL: 1xLMG, R: 2xLMG	Twin Bomber
Beaufort II	Aug40	B3 +1	13/37	None	None	R2	F: 1xLMG, RT: 2xLMG	Twin Bombr/Torp. Bomb, no HIGH
Hudson I	Jun39	B3 +0 Lx	17/35	F2 +0 Lx	2/35	R2	BFF: 2xLMG, T3: 2xLMG	Twin Bomber/Patrol (US A-28/9)
DB-7B Boston III	Jan42	C4 +1(-)	12/45	D3 +0 Lx	3/47	R3	BFF: 4xLMG, RT: 2xLMG,RB: 1xLMG	Twin Bomber (US A-20)
Avro Lancaster I	Aug42	F3 +0 Lx	8/30	F3 +0 Lx	3/35	R4	F: 2xLMG, R: 4xLMG, T3: 2xLMG	Four Engine Bomber
Lysander II	1939	A2 +1	12/30	F2 +0 Lx	4/40	R2	BFF: 2xLMG, RT: 2xLMG	Observation/Light Attack Aircraft
Walrus II	1939	B1 +0	11/17	None	None	R1	FT: 1xLMG, RT: 2xLMG	Bi-plane amphibian
S.25 Sunderland I	1938	F2 +0 Lx	7/30	F2 +0 Lx	3/32	R4	BFF: 4xLMG, F: 2xLMG, R: 4xLMG, T3: 2xLMG	Four engine patrol flying boat

AGILITY: (-) = Reduced Agility, minus one (-1) from Agility if flying at maximum speed; (- -) = Extra Reduced Agility, minus one (-1) from Agility if flying at maximum speed or one level less than maximum speed

ACCELERATION: Lx= Low Acceleration; Hx= High Acceleration

CLIMB RATE: Slow Climb Rate: 8-10 = two consecutive turns, 6-7 = three consecutive turns, 5 = four consecutive turns, 4 = five consecutive turns, 3 = six consecutive turns, 1-2 = seven consecutive turns of climb to move up one tactical altitude level.

FIRING ARCS: Front (F), Front-Top (FT), Front-Bottom (FB), Side Left (SL), Side Right (SR), Rear (R), Rear-Top (RT), Rear-Bottom (RB), Top-360 (T3), Bottom-360 (B3), Bomber Fixed Forward (BFF), Bomber Remote Controlled Rear Guns (BRCRG)

Updated Aircraft Statistics Charts can be found at www.skirmishcampaigns.com



CHECK YOUR 6!

AIR COMBAT

Germany and Minor German Allies Aircraft Statistics

Aircraft	Year	Performance				Robust-ness	Weapons		Notes
		Low-Med		High					
		Mov, Speed Agility (Accel)	Climb/ Dive	Mov, Speed Agility (Accel)	Climb/ Dive				
GERMANY									
He 51C	Jul36	A3 +1	19/28	B2 +0 Lx	2/30	R0	FF: 2xLMG	Single Engine Biplane, used in Spain	
Bf 109B-2	Jul36	B4 +2	28/42	D3 +0 Lx	5/44	R1	FF: 3xLMG	Single Engine Fighter, used in Spain	
Bf 109E-4	1940	B4 +2	30/52	C4 +1(-) Lx	8/47	R1	FF: 2xLVC, 2xLMG	Some have third FF LVC	
Bf 109F-2	Apr41	C5 +2 Hx	32/52	C5 +1(-)	12/52	R1	FF: 1xMC, 2xLMG	Single Engine Fighter	
Bf 109F-4	Jul41	C5 +2 Hx	34/52	C5 +1(-)	13/52	R1	FF: 1xMC, 2xLMG	Single Engine Fighter	
Bf 109F-4/R1	Aug41	C5 +1 Hx	31/50	C5 +0	10/50	R1	FF: 3xMC, 2xLMG	Two MC on external wing mounts	
Bf 109F-4/Z	Aug41	C5 +2 Hx	34/52	C5 +2(-)	17/52	R1	FF: 1xMC, 2xLMG	with nitrous boost	
Fw 190A-2	Sep41	D5 +3	31/53	D5 +2	16/55	R2	FF: 2xMC, 2xLMG	Bad Stall: -1 to Stall OOC ; no bombs, some add 2xLVC	
Bf 109G-2	Jun42	C5 +2 Hx	39/52	D5 +1(-)	21/55	R1	FF: 1xMC, 2xLMG	Single Fighter	
Fw 190A-4	Jul42	D5 +3 Hx	30/53	D5 +2	14/55	R2	FF: 2xMC, 2xLVC, 2xLMG	Bad Stall: -1 to Stall OOC	
Bf 109G-6	Dec42	C5 +2 Hx	34/52	D5 +2(-)	16/55	R1	FF: 1xMC, 2xHMG	Single Engine Fighter	
Bf 109G-6/R6	Dec42	C5 +2(-) Hx	31/50	D5 +1	13/53	R1	FF: 3xMC, 2xHMG	Two MC on external wing mounts	
Bf 109G-6/U4	Jun43	C5 +2 Hx	34/52	D5 +2(-)	16/55	R1	FF: 1xLVHC, 2xHMG	Single Engine Fighter	
Fw 190A-8	Feb44	D5 +3	26/53	D5 +2	12/55	R2	FF: 4xMC, 2xHMG	Bad Stall: -1 to Stall OOC	
Fw 190F-8	Feb44	D5 +3(-)	22/53	D5 +1	11/55	R2*	FF: 2xMC, 2xHMG	*R3 vs. AA, Bad Stall: -1 to Stall OOC, Ground Attack version	
Me 262A-1	Jul44	D6 +2(-)	31/60	D6 +2(-)	12/62	R2	FF: 4xLVHC	Jet Fighter	
Fw 190D-9	Aug44	D5 +3 Hx	29/55	D5 +3(-)	14/57	R2	FF: 2xMC, 2xHMG	Single Engine Fighter	
Fw 190D-9/R1	Aug44	D5 +3(-) Hx	27/53	D5 +2	12/55	R2	FF: 4xMC, 2xHMG	Two MC on external wing mounts	
Bf 109G-10	Sep44	C5 +2 Hx	36/52	D5 +2 Hx	18/55	R1	FF: 1xMC, 2xHMG	with GM1 nitrous	
Bf 109G-10/U4	Oct44	C5 +2 Hx	36/52	D5 +2 Hx	18/55	R1	FF: 1xLVHC, 2xHMG	with GM1 nitrous, very similar to Bf 109K-4	
Bf 110C-4	Jul40	C4 +1(-)	21/47	C4 +0 Lx	11/45	R2	FF: 2xLVC, 4xLMG, RT: 1xLMG	Twin Engine Fighter	
Bf 110G-2/R3	Mar43	C4 +1(-)	20/47	D4 +1 (-) Lx	11/45	R2	FF: 2xLVHC, 2xMC, RT: 2xLMG	Twin Engine Fighter	
Ju-87B-2 Stuka	1936	A3 +1 Lx	11/40	B2 +0 Lx	2/45	R2	BFF: 2xLMG, RT: 1xLMG	Single Engine Dive Bomber	
Ju-87D-5 Stuka	Mar43	A3 +1	12/40	B2 +0 Lx	3/47	R2	BFF: 2xLMG, RT: 1xLMG	G-1 version same but + BFF: 2x LVHC with very low ROF	
Do-17Z-2	Feb39	C3 +0 Lx	10/40	F3 +0 Lx	4/42	R2	F: 1xLMG, FT: 1xLMG, RT: 1xLMG, RB: 1xLMG	Twin Bomber	
He-111H-2	Sep39	C3 +0 Lx	9/35	F3 +0 Lx	3/37	R3	F: 1xLMG, FB: 1xLMG, SL: 1xLMG, SR: 1xLMG, RT: 1xLMG, RB: 1xLMG	Twin Bomber, only one gunner for SR/SL guns	
He-111H-4	Mar40	C3 +0 Lx	10/35	F3 +0 Lx	5/37	R3	F: 1xLMG, FB: 1xLVC, SL: 1xLMG, SR: 1xLMG, RT: 1xLMG, RB: 1xLMG	Twin Bomber, only one gunner for SR/SL guns	
He-111H-6	Sept 41	C3 +0 Lx	10/35	F3 +0 Lx	5/37	R3	F: 1xLMG, FB: 1xLMG, RB: 1xLMG, RT: 1xLMG*	Twin Bomber/Dive Bomber	
Ju-88A-5	Mar40	D3 +1 Lx	10/40	F3 +0 Lx	4/42	R3	FT: 1xLMG, FB: 1xLMG, RB: 1xLMG, RT: 1xLMG*	*sometimes two carried but only one can fire at a time	
Do-217E-3	Aug41	D4 +0 Lx	14/42	F3 +0 Lx	4/42	R3	BFF: 1xMC, F: 1xLMG, SL: 1xLMG, SR: 1xLMG, RT: 1xLMG, RB: 1xHMG, RT: 1xHMG	Twin Bomber, only one gunner for SR/SL/RB guns	
Ju52/3m g7e	1939	B2 +0 Lx	4/32	None	None	R2	RT: 1xLMG some add RB: 1xLMG	Tri Bomber (as twin)	
He 177A-5	Feb43	F3 +0 Lx	8/40	F3 +0 Lx	2/42	R4	F: 1xLMG, FB: 1xLVC, T3: 1xHMG, T3: 1xHMG, RB: 1xHMG, R: 1xLVC, (note two T3 turrets)	German Heavy Bomber; four engines driving 2 propellers (treat as four engine)	
HUNGARY									
Me 210Ca-1	Apr43	C4 +1 (-)	18/47	D4 +0	6/13	R2	FF: 2xMC, 2xLMG, R: 2xLMG	Hungarian Me 210 version	
Fw 58KI-2	1937	D2 +0 Lx	4/32	None	None	R2	F: 1xLMG, RT: 1xLMG, RB: 1xLMG	Twin Bomber	
Fiat G-12	1941	C3 +1	13/37	F3 +0 Lx	3/14	R2	RT: 1xLMG, SR or SL: 1xLMG [may fire from only one side]	Tri Bomber/Transport	
WM21 Solyom	1936	A2+2	12/25	None	None	R0	FF: 2xLMG, RT: 1xLMG	Biplane recon aircraft	
Ju-86K	1936	C3 +0 Lx	9/35	C2 +0 Lx	2/15	R2	F: 1xLMG, RT: 1xLMG, RB: 1xLMG	Twin Bomber	
Ca-135	1936	C3 +0 Lx	10/37	F3 +0 Lx	2/15	R2	F: 1xHMG, T3: 1xHMG, RB: 1xHMG	Twin Bomber	
FINLAND									
D-XXI	Oct38	A3 +2	26/40	B2 +1 Lx	6/42	R0	FF: 4xLMG	Dutch designed fighter	
MS.406 (Local Version)	Feb40	B4 +2(-)	23/45	C3 +0 Lx	5/50	R0	FF: 1x HMG, 2xLMG (some have MC or LMG not HMG)	On two Extreme Turns in a row roll d6; on 6 immediately reduce speed by one (accidental landing gear deployment)	
B-239 Buffalo	Mar40	A4 +3(-)	27/47	B3 +0	8/50	R1	FF: 3xHMG, 1xLMG	Finland Buffalo, minimal armor	
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ACCELERATION: Lx= Low Acceleration; Hx= High Acceleration									
CLIMB RATE: Slow Climb Rate: 8-10 = two consecutive turns, 6-7 = three consecutive turns, 5 = four consecutive turns, 4 = five consecutive turns, 3 = six consecutive turns, 1-2 = seven consecutive turns of climb to move up one tactical altitude level.									
FIRING ARCS: Front (F), Front-Top (FT), Front-Bottom (FB), Side Left (SL), Side Right (SR), Rear (R), Rear-Top (RT), Rear-Bottom (RB), Top-360 (T3), Bottom-360 (B3), Bomber Fixed Forward (BFF), Bomber Remote Controlled Rear Guns (BRCRG)									

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CLIMB RATE: Slow Climb Rate: 8-10 = two consecutive turns, 6-7 = three consecutive turns, 5 = four consecutive turns, 4 = five consecutive turns, 3 = six consecutive turns, 1-2 = seven consecutive turns of climb to move up one tactical altitude level.

FIRING ARCS: Front (F), Front-Top (FT), Front-Bottom (FB), Side Left (SL), Side Right (SR), Rear (R), Rear-Top (RT), Rear-Bottom (RB), Top-360 (T3), Bottom-360 (B3), Bomber Fixed Forward (BFF), Bomber Remote Controlled Rear Guns (BRCRG)

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AIR COMBAT

Japan and Italy Aircraft Statistics

Aircraft	Year	Performance				Robust-ness	Weapons		Notes
		Low-Med		High					
		Mov, Speed Agility (Accel)	Climb/ Dive	Mov, Speed Agility (Accel)	Climb/ Dive				
JAPAN									
E8N2 Dave	1937	A2 +1 Lx	14/22	None	None	R0	FF: 1xLMG, RT: 1xLMG		Biplane, recon floatplane
Ki-10 II Perry	Aug37	A3 +2	14/32	C3 +0 Lx	4/34	R0	FF: 2xLMG		No radio
Ki 27a Nate	Feb38	A3 +3	29/38	A3 +0	14/42	R0	FF: 2xLMG		Good Stall: +1 to Stall OOC
A5M4 Claude	1938	A3 +2	23/38	B3 +0	6/42	R0	FF: 2xLMG		Single Engine Fighter
A6M2 Zero	Dec40	A4 +3(-)	31/40	B4 +1(-)	14/42	R0	FF: 2xLVC, 2xLMG		-1 to Special Dive Recovery
F1M2 Pete	Jan41	A3 +2	20/30	A2 +0 Lx	5/31	R0	FF: 2xLMG, RT: 1xLMG		Biplane, fighter/recon floatplane
E13A1 Jake	Jun41	C3 +0 Lx	18/30	C2 +0 Lx	4/30	R1	RT: 1xLMG		Recon floatplane
Ki 46-II Dinah	Jun41	B4 +1	14/42	C5 +1	9/45	R1	RT: 1xLMG	Twin bomber, nightfighter adds	FF: 1xLVHC (vlow ROF), 2xMC
Ki 43-1b Oscar	Oct41	A4 +2	34/42	A3 +0 Lx	14/45	R0	FF: 1xHMG, 1xLMG		Most common early war version
A6M3 M32 Hamp	Jun42	A4 +3(-) Hx	32/42	B4 +2(-)	17/45	R0	FF: 2xLVC, 2xLMG		-1 to Special Dive Recovery, clipped wing version
A6M2-N Rufe	Jun42	B3 +1	25/35	C2 +0 Lx	9/40	R0	FF: 2xLVC, 2xLMG		Fighter Floatplane
Ki 43-1Ia Oscar	Nov42	A4 +3 Hx	32/42	B4 +1	12/47	R0	FF: 2xHMG		Single Engine Fighter
Ki 61-I Tony	Jun43	C4 +2 Hx	28/50	C4 +1	13/50	R1	FF: 2xHMG, 2xMC		Single Engine Fighter
A6M5 Mod52 Zero	Aug43	B4 +3(-) Hx	28/45	C4 +2(-)	13/47	R1	FF: 2xMC, 2xLMG		Single Engine Fighter
J2M3 Mod 21 Jack	Jan44	C5 +2 Hx	40/52	D5 +2	22/52	R1	FF: 2xMC, 2xLVC		Single Engine Fighter
Ki-84-Ia Frank	Aug44	C5 +3 Hx	33/52	C5 +2	14/55	R2	FF: 2xMC, 2xHMG		Single Engine Fighter
N1K1-J George	Aug44	C5 +3 Hx	32/52	C5 +2(-)	19/52	R2	FF: 2xLMG, 2xLVC or FF: 4xLVC		N1K2-J had FF: 4xLVC
Ki-32 Mary	Mar38	A3 +1	12/35	B2 +0 Lx	2/36	R0	BFF: 1xLMG, RT: 1xLMG		Single Engine Bomber
Ki-30 Ann	Apr38	A3 +1	13/35	B2 +0 Lx	3/37	R0	BFF: 1xLMG, RT: 1xLMG		Single Engine Bomber
D3A1 Val	Jan40	A3 +1	23/42	C3 +0 Lx	9/47	R0	BFF: 2xLMG, RT: 1xLMG		Single Engine Dive Bomber
B5N2 Kate	Mar40	A3 +1	15/37	B2 +0 Lx	3/42	R0	RT: 1xLMG		Single Eng Torpedo/Level Bomber
B6N2 Jill	Oct43	B3 +2(-)	23/42	C3 +0	7/50	R1	RT: 1xLMG, RB: 1xLMG		Single Eng Torpedo/Level Bomber
D4Y2 Judy	Oct44	C4 +2(-)	27/45	C4 +1	13/50	R1	BFF: 2xLMG, RT: 1xLMG		Single Engine Dive Bomber
Ki 21 Sally I	1939	C3 +0 Lx	12/37	F3 +0 Lx	6/42	R1	F: 1xLMG, SL: 1xLMG, SR: 1xLMG, RT: 1xLMG, RB: 1xLMG, BRCRG: 1xLMG		Twin Bomber
Ki 21 Sally IIb	Jul40	C3 +0 Lx	15/40	F3 +0 Lx	9/45	R1	F: 1xLMG, SL: 1xLMG, SR: 1xLMG, T3: 1xHMG, RB: 1xLMG, BRCRG: 1xLMG		Twin Bomber
G4M1 Betty	Jun41	C3 +0 Lx	14/35	F3 +0 Lx	5/37	R1	F: 1xLMG, SL: 1xLMG, SR: 1xLMG, RT: 1xLMG, R: 1xLVC		Twin Bomber
G4M2 Betty	Jul43	C3 +0 Lx	12/37	F3 +0 Lx	3/40	R2	F: 1xLMG, SL: 1xLVC, SR: 1xLVC, T3: 1xLVC, R: 1xLVC		Twin Bomber
H6K4 Mavis	Aug41	C2 +0 Lx	12/32	F2 +0 Lx	4/35	R2	F: 1xLMG, SL: 1xLMG, SR: 1xLMG, TR: 1xLMG, R: 1xLVC		Four Engine Flying Boat
ITALY									
CR 32bis Chirri	1936	A3 +2	16/36	A2 +0 Lx	3/37	R0	FF: 2xHMG, 2xLMG		Biplane, no radio
CR 42 Falco	May39	A3 +3	23/42	B3 +1 Lx	11/45	R0	FF: 2xHMG		Biplane, no radio
C 200 Saetta	Oct39	A4 +2	28/55	B3 +2(-)	9/50	R0	FF: 2xHMG		Late add 2xLMG
G 50bis Freccia	Sep40	A3 +2	21/47	B3 +1 Lx	9/50	R0	FF: 2xHMG		Single Engine Fighter
Re 2000 Falco I	1940	A4 +2	32/47	B4 +1(-) Lx	11/50	R0	FF: 2xHMG		Single Engine Fighter
C 202 Folgore	Nov41	B5 +3	38/52	C5 +2(-)	18/55	R1	FF: 2xHMG, 2xLMG		Single Engine Fighter
C 205 Veltro	Jul43	C5 +3 Hx	36/52	C5 +2	16/55	R1	FF: 2xHMG, 2xLMG		Late model replace LMG with MC
Ba 65bis	1936	B3 +1	13/40	D3 +0	2/40	R1	BFF: 2xHMG, 2xLMG		Single Engine Fighter/Bomber
BR 20M Cicogna	1936	C3 +0 Lx	11/37	None	None	R1	BFF: 1xHMG, F: 1xHMG, RB: 1xLMG, RT: 1xLMG		Twin Bomber, no High alt
SM 79 Sparviero	1937	C3 +0 Lx	10/37	None	None	R2	BFF: 1xHMG, RB: 1xHMG, RT: 1xHMG, SL or SR: 1xLMG [may fire from only one side]		Tri Bomber (as twin), no High alt
Z 1007bis Alcione	1940	C3 +1	13/37	F3 +0 Lx	3/42	R3	T3: 1xHMG, RB: 1xLMG, SL or SR: 1xLMG [may fire from only one side]		Tri Bomber (as twin)
Cant Z 506	1938	D2 +0 Lx	10/35	F2 +0 Lx	3/40	R3	T3: 1xHMG, RB: 1xLMG		Tri Seaplane (as twin)

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FIRING ARCS: Front (F), Front-Top (FT), Front-Bottom (FB), Side Left (SL), Side Right (SR), Rear (R), Rear-Top (RT), Rear-Bottom (RB), Top-360 (T3), Bottom-360 (B3), Bomber Fixed Forward (BFF), Bomber Remote Controlled Rear Guns (BRCRG)

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AIR COMBAT

USSR and Other Nation Aircraft Statistics

Aircraft	Year	Performance				Robust-ness	Weapons		Notes
		Low-Med		High					
		Mov, Speed Agility (Accel)	Climb/ Dive	Mov, Speed Agility (Accel)	Climb/ Dive				
USSR									
I-15bis	1936	A3 +2	20/32	B2 +0 Lx	6/33	R0	FF: 4xLMG	Biplane, No radio	
I-16 Type 5	1935	B3 +3(-)	25/39	B3 +1(-) Lx	4/40	R0	FF: 2xLMG	Bad Stall: -1 to Stall OOC, No radio	
I-16 Type 10	Nov37	C3 +3	24/40	C3 +0 Lx	4/42	R0	FF: 4xLMG	Bad Stall: -1 to Stall OOC, No radio	
I-16 Type 17	Nov37	C3 +2	22/39	C3 +0 Lx	3/41	R0	FF: 2xMC, 2xLMG	Bad Stall: -1 to Stall OOC, No radio	
I-153	Jun39	B3 +3	30/36	B3 +2(-)	10/37	R0	FF: 4xLMG	Bad Stall: -1 to Stall OOC, No radio	
I-16 Type 18	Oct39	C3 +3	26/42	C3 +1(-) Lx	6/43	R0	FF: 4xLMG	Bad Stall: -1 to Stall OOC, No radio	
I-16 Type 24	Apr40	C3 +3	27/42	C3 +1(-) Lx	7/43	R0	FF: 4xLMG	Bad Stall: -1 to Stall OOC, No radio	
I-16 Type 28	Apr40	C3 +2	26/41	C3 +0 Lx	6/42	R0	FF: 2xMC, 2xLMG	Bad Stall: -1 to Stall OOC, No radio	
Yak-1	Jun41	C5 +2	36/50	C5 +1(-) Lx	11/52	R1	FF: 1xMC, 2xLMG	Single Engine Fighter	
LaGG-3	Aug41	B4 +2(-)	26/42	C3 +1(-) Lx	9/45	R1	FF: 1xMC, 2xLMG	Single Engine Fighter	
MiG-1	Mar41	C5 +2(-)	28/52	D5 +1(-)	20/55	R1	FF: 1xHMG, 2xLMG	Bad Stall: -1 to Stall OOC. Some late MiG-3 add 2xHMG	
MiG-3	Nov41								
Yak-9	Oct42	C5 +2 Hx	33/47	C4 +2(-)	12/55	R1	FF: 1xMC, 1xHMG	Single Engine Fighter	
La-5FN	Mar43	C5 +2 Hx	35/47	C5 +1(-)	14/52	R2	FF: 2xMC	Single Engine Fighter	
La-7	Nov43	C5 +3(-) Hx	40/50	C5 +2(-)	15/52	R2	FF: 2xMC some have 3xMC	Single Engine Fighter	
Yak-3	Jun44	C5 +3 Hx	36/52	D5 +2(-)	14/55	R1	FF: 1xMC, 2xHMG	Single Engine Fighter	
Yak-9U	Jul44	C5 +3(-) Hx	36/50	C5 +2(-)	13/57	R1	FF: 1xMC, 2xHMG	Single Engine Fighter	
Pe-2	Apr41	D4 +0	16/42	D4 +0 Lx	8/40	R2	FF: 4xHMG, RT: 1xLMG	Twin /Fighter Bomber	
IL2 M1 Shtumovik	May41	C3 +1	13/37	None	None	R2*	FF: 2xMC, 2xLMG	*R3 vs. Anti-Aircraft fire	
IL2 M3 Shtumovik	Feb43	C3 +1	11/40	None	None	R3	FF: 2xLVC, 2xLMG, RT: 1xHMG	+1 die mod for Strafing Attack	
SB-2 M100	Feb36	C3 +0 Lx	12/37	C2 +0 Lx	3/37	R2	F: 2xLMG, RT: 1xLMG	Twin Bomber	
DB-3B	1937	C3 +0 Lx	13/35	D3 +0 Lx	8/37	R2	F: 1xLMG, T3: 1xLMG, R: 1xLMG	Twin Bomber	
IL-4 (DB-3F)	Feb40	D3 +0 Lx	8/35	F3 +0 Lx	4/40	R3	F: 1xLMG, T3: 1xLMG, R: 1xHMG	Twin Bomber	
Po-2	1928	B1 +1	10/20	None	None	R0	RT: 1xLMG	Biplane observation aircraft	
R-5 ("R-Z" version)	1935	A2 +1	15/23	None	None	R1	F: 1xLMG, RT: 2xLMG	R-5 with canopy and engine upgrade, biplane recon aircraft	
FRANCE									
MB.151	May38	C4+2(-)	16/45	D3+0 Lx	6/47	R0	FF: 4xLMG	Single Engine Fighter	
MB.152c	Feb39	C4+2(-)	16/45	D3+0 Lx	6/47	R0	FF: 2x MC, 2xLMG	Single Engine Fighter	
MS.406	Mar39	B4 +2(-)	28/45	C3 +0 Lx	7/50	R0	FF: 1x MC, 2xLMG	On two Extreme Turns in a row roll d6; on 6 immediately reduce speed by one (accidental landing gear deployment)	
Hawk 75A-1	Mar39	A4 +3(-)	26/47	B3 +1 Lx	6/55	R1	FF: 4xLMG	A-2 adds 2xLMG, climb Low-Med is 25	
Hawk 75A-3	May40	A4 +3(-)	27/47	B3 +2 Lx	6/55	R1	FF: 6xLMG	Single Engine Fighter from USA	
D.520	Apr40	B4 +2	23/52	C4 +1(-) Lx	12/52	R1	FF: 1x MC, 4xLMG	Single Engine Fighter	
Maryland I	Aug39	B4 +1 Lx	18/45	D4 +0 Lx	4/45	R2	BFF: 4xLMG, RT: 1xLMG, RB: 1xLMG	US-built Maryland twin bomber	
Bre.693	Oct39	C3+1 Lx	18/45	D3+0 Lx	5/45	R2	BFF: 1x MC, 2xLMG, RT: 1xLMG	Twin light attack bomber	
Po.63-11	1940	C3+0 Lx	15/37	C3+0 Lx	6/37	R2	F: 1xLMG, RT: 1xLMG	Twin bomber and recon aircraft	
MB.210 BN5	Dec35	C2+0 Lx	10/32	D2+0 Lx	4/32	R2	FT: 1xLMG, T3: 1xLMG, B3: 1xLMG	Twin heavy bomber	
LeO 451 B4	Mar39	C4 +1 Lx	15/42	D3+0 Lx	6/40	R2	BFF: 1xLMG, T3: 1xMC, RB: 1xLMG	Twin medium bomber	
H.257bis	1935	C2+0 Lx	9/25	None	None	R2	FT: 1xLMG, RT: 1xLMG, RB: 1xLMG	Twin bomber & seaplane	
Br.521 Bizerte	1935	C2+0 Lx	6/27	None	None	R3	F: 2xLMG, SL: 1xLMG, SR: 1xLMG, RT: 1xLMG	Tri long-range patrol seaplane	
NETHERLANDS									
D-XXI	Jan38	A3 +2	28/40	B2 +1 Lx	9/42	R0	FF: 4xLMG	Single Engine Fighter	
G.1b	Jun38	B3 +2 (-)	23/42	C3 +0 Lx	5/47	R2	FF: 2xLVC, 2xLMG, RT: 1xLMG	G.1a has only FF:8x LMG, Twin Engine fighter	
B-339-D Buffalo	Mar40	A4 +3(-)	23/47	B3 +0	7/50	R1	FF: 2xHMG, 2xLMG	Used in East Indies	
T.V	Apr38	C3 +1 Lx	17/37	None	None	R2	F: 1xLMG, RT: 1xLMG, RB: 1xLMG, R: 1xLMG	Twin Engine Bomber	
POLAND									
P-7a	1931	A2 +2	20/35	A2 +0 Lx	8/37	R0	FF: 2xLMG	Single Engine Fighter	
P-11c	1935	A3 +3(-)	27/35	B3 +0 Lx	18/40	R0	FF: 4xLMG	Single Engine Fighter	
P.23B	1936	B3 +1	8/35	None	None	R1	BFF: 1xLMG, RT: 1xLMG, RB: 1xLMG	Single Engine Bomber/Recon	

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ACCELERATION: Lx= Low Acceleration; Hx= High Acceleration

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FIRING ARCS: Front (F), Front-Top (FT), Front-Bottom (FB), Side Left (SL), Side Right (SR), Rear (R), Rear-Top (RT), Rear-Bottom (RB), Top-360 (T3), Bottom-360 (B3), Bomber Fixed Forward (BFF), Bomber Remote Controlled Rear Guns (BRCRG)

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PAGE 1

AIR-TO-AIR FIRE SUMMARY (B4.0)

Base To-Hit (2d6) and Ranges

Modifiers

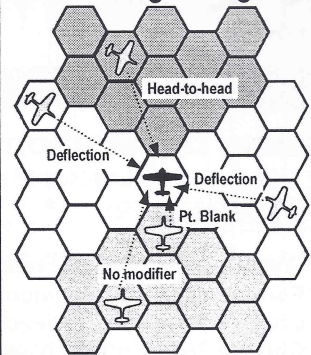
5+ (1 hex) = *Point Blank*
6+ (2 hexes) = *Close*
7+ (3 hexes) = *Short*
9+ (4-6 hexes) = *Medium*
11+ (7-10 hexes) = *Long*

+/- n Aircrew Skill Difference (attacker skill *minus* target pilot's skill)
+/- n Agility Difference (attacker agility *minus* target's agility)
-2 Head-to-head or Deflection Shot

+2 Target Speed Zero (0)
-2 Low Velocity Weapon (LVC, LVHC) at Medium Range
-1 / -2 / -3 Low / Very Low / Extremely Low Rate-of-Fire (ROF) Heavy Cannon

Check Ammunition: If doubles rolled to-hit, consult the Ammunition Depletion Table

Aircraft Target Diagram



AMMUNITION DEPLETION TABLE (B4.5)

	All	Cannon	Heavy Cannon
ACE (+3)	6	4+	3+
VETERAN (+2)	5+	3+	2+
SKILLED (+1)	4+	2+	auto
GREEN (+0)	3+	auto	auto

* aircraft out of ammunition type if doubles of noted number rolled in To-Hit roll; auto = automatically out of ammunition for that weapon

ROBUSTNESS TABLE (B4.2.3)

Attacking Firepower (total)

	<1	1-2	3-5	6-10	11-15	16-20	21-25	26-30	31+
T R0	5	6	7	8	9	10	11	12	12
R1	4	5	6	7	8	9	10	11	12
R2	3	4	5	6	7	8	9	10	11
R3	-	3	4	5	6	7	8	9	10
R4	-	-	3	4	5	6	7	8	9

AIR-TO-AIR WEAPONS FIREPOWER & RNG SUMMARY

Weap	Dmg Die	Max Range	Notes
LMG	d4 (-)	Medium	
HMG	d6(-)	Long	
LVC	d10(-)	Medium*	*2 at Medium Range
MC	d10(-)	Long	
LVHC	d20(-)	Medium*	* -2 at Medium Range * Some Low/VL/EL ROF
LRHC	d20(-)	Long*	* Some Low/VL/EL ROF

(-) = If highest number on die rolled, count as "0" (zero)

Column Shift

Right- Pt. Blank/Close/Short Range, Special Weapon (*cumulative*)
Left- Long Range, Special Armor (*cumulative*)

Critical Damage: robustness roll critically failed

LMG- 5+ lower than "n" factor aircraft destroyed

HMG or Light AA- 4+ lower than "n" factor aircraft destroyed

LVC, MC or Med/Heavy AA- 3+ lower than "n" factor aircraft dest.

LVHC, LRHC- 2+ lower than "n" factor aircraft destroyed

Damage Number: # or > on 2d6 to prevent damage

EVEN Roll Failure- Engine Damage

ODD Roll Failure- Airframe Damage

Lucky Hit: if doubles rolled for robustness

Damage Effect

Engine Damage (Even)

• -2 to Max Speed (min 1)

• Aircrew Check to Climb:

failed = Out-of-Control.

• Climb Factor /3

• -1 to all Aircrew Checks

Airframe Damage (Odd)

• -1 Agility

• Aircrew Check to Special

Maneuver or Extreme

Turn: failed = Destroyed

• -1 to all Aircrew Checks

LUCKY HIT TABLE (B4.2.4)

Die Roll	Fighter Target		Bomber Target	
	LMG/HMG	Cannon	LMG/HMG	Cannon
2	Pilot Killed +*C - Plane Crashes	Pilot Killed +*C - Plane Crashes	Pilot Killed- Aircrew Check to save plane; fail and Plane Crashes	Cockpit Crew Killed +*C - Plane Crashes
3	Pilot Wounded- Aircrew Check to save plane; pass plane must abort, fail and plane crashes	Pilot Killed- Plane Crashes	Pilot Wounded +*B - Aircrew Check to save plane; pass plane must abort, fail and plane crashes	Gun Crew Hit +*P - remove one defensive weapon from aircraft
4	Gun Damage +*B - Half of aircraft weapons are inoperable for remainder of the game	Gunsight Destroyed +*O +*B - Aircraft must fire with a -2 to-hit modifier for remainder of the game	Gun Crew Hit +*P - remove one defensive weapon from aircraft	Gun Crew Hit - remove one defensive weapon from aircraft
5	Rudder Jam +*E - Aircraft must do right turn next turn; check for OUT-OF-CONTROL	Rudder Jam +*E - Aircraft must do right turn next turn; check for OUT-OF-CONTROL	Gun Crew Hit +*E - remove one defensive weapon from aircraft	Landing Gear Damaged +*E +*O - Aircraft must crash land at end of mission
6	Elevator Hit - Aircraft may not special maneuver, powerdive/climb or steep climb/dive for rest of mission	Elevator Destroyed +*D - Aircraft may not special maneuver, dive or climb for rest of mission, crash land at end of mission	Gun Crew Hit - remove one defensive weapon from aircraft	Heavy Fire +*P - Aircraft on fire, take Aircrew Check minus one (-1) at start of next move to stop fire. If not stopped aircraft is damaged
7	Fire - Aircraft on fire, take Aircrew Check at start of next move to stop fire. If not stopped aircraft is damaged (roll randomly to determine type)	Heavy Fire +*P - Aircraft on fire, take AC minus one (-1) at start of next move to stop fire. If not stopped aircraft is damaged (roll randomly to determine type)	Fire- Aircraft on fire, take Aircrew Check at start of next move to stop fire. If not stopped aircraft is damaged (roll randomly to determine type)	Fire +*D - Aircraft on fire, take Aircrew Check at start of next move to stop fire. If not stopped aircraft is damaged (roll randomly to determine type)
8	Engine Problems +*D +*H - Aircraft may only move at half speed (round down) for remainder of mission	Engine Problems +*H - Aircraft may only move at half speed (round down) for remainder of mission	Rudder Jam +*D +*H - Aircraft must do right turn next turn; check for OUT-OF-CONTROL	Fire +*H - Aircraft on fire, take Aircrew Check at start of next move to stop fire. If not stopped aircraft is damaged (roll randomly to determine type)
9	Wing Problems +*D - No special maneuvers for remainder of mission; check for OUT-OF-CONTROL	Oil on Windscreen +*D - aircraft must fly forward until Aircrew Check passed on a subsequent move	Gun Crew Hit +*O - remove one defensive weapon from aircraft	Rudder Destroyed +*D - Aircraft may not turn for rest of mission; check for OUT-OF-CONTROL
10	Fuel on Windscreen +*P - must fly forward until Aircrew Check passed. Next hit destroys aircraft.	Engine Critical - Aircraft may only move at rate of one for remainder of mission. Next hit destroys AC.	Engine Problems - Aircraft may only move at half speed (round down) for remainder of mission	Engine Problems - Aircraft may only move at half speed (round down) for remainder of mission
11	Fuel Tank Leak +*P - roll Aircrew Check to prevent tank leak. If failed, next hit destroys aircraft.	Wing Problems - No special maneuvers for remainder of mission; check for OUT-OF-CONTROL	Fuel Tank Hit/Leak - roll Aircrew Check to prevent tank leak. If failed, next hit destroys aircraft.	Fuel Tank Hit/Leak +*P - roll Aircrew Check to prevent tank leak. If failed, next hit destroys aircraft.
12	Fuel Tank Explodes +*D +*E - Plane destroyed	Fuel Tank Explodes +*D +*E - Plane destroyed	Fuel Tank Explodes +*D +*E - Plane destroyed	Fuel Tank Explodes +*D +*E - Plane destroyed

ADDITIONAL DAMAGE

*B = Pilot Blackout - The aircraft must make random movements until Aircrew Check passed (check at start of subsequent moves). Roll d6 for aircraft move where "x" is the current aircraft speed: on 1-2 aircraft executes an Lx2 turn, on 3-4 an Rx2 turn, on 5-6 it moves directly forward. Aircraft flies Level Flight Maneuver on odd roll and Dive Maneuver on even roll. If Dive, the aircraft must increase all speed possible.

*C = Possible Collision - Choose a random aircraft within 1 hex of the target aircraft, roll for collision as per collision rules but Lucky Hit aircraft does not attempt to evade.

*D = Debris - The nearest aircraft within 3 hexes (if any) in the target's tail arc and at the same TAL or 1 TAL lower immediately suffers a hit with firepower of 2d6 (as if from HMG fire) due to debris from weapons impact.

*E = Possible Ordnance Explosion - Roll a d6 if loaded with heavy weapons (bombs, rockets, torpedoes); on 1-3 the weapons explode. If an explosion occurs, any aircraft within 2 hexes must roll on a Lucky Hit.

*H = Crew Heroic - Take an Aircrew Check; if passed the aircrew has been inspired by events in the battle, from this point forward firing from this aircraft is one Aircrew Skill level better and Ammunition Depletion is one level worse. For example, a Skilled (+1) crew would now fire as if it were a Veteran (+2) but deplete ammunition as if it were a Green (+0) Aircrew. No crew may be better than +3 or worse than +0.

*O = Oxygen System Hit - Roll a d6 if flying at MEDIUM-TOP CAB or above; on 1-3 the oxygen system malfunctions. The aircraft must immediately attempt to exit the board by dive no matter if it is a friendly edge or not.

*P = Crew Panic - No firing until Aircrew Check passed at start of a subsequent move.



CHECK YOUR 6! QRC

PAGE 2

PLAY SEQUENCE (B)

Tailing Declaration Phase (simultaneous)

- Tailed provides Left/Right/Fwd & Climb/Dive/Level information
- Tailing planes may move in their or tailed AC Move Group

Move Plotting Phase (simultaneous)

- Formation Status Segment:** Break-up/Drop-out of formation
- Choose Maneuver Type:** choose from Move Chart
- Choose Turn Code:** choose a turn code based on current aircraft speed from Move Chart

Movement Phase (in Move Group order)

- Spotting Segment (optional):** Aircrew Checks for spotting
- Move Segment:** execute move in Move Group order with Pilot Reaction; then make final speed & altitude adjustments

- Move Group 1:** OOC AC, Bombers, Green (+0) Aircrew
- Move Group 2:** Skilled (+1) Aircrew
- Move Group 3:** Veteran (+2) Aircrew
- Move Group 4:** Ace (+3) Aircrew

Priority Within Group (aircraft in same Move Group)

- A) Tailed Aircraft
- B) enemy "Out of the Sun"
- C) Lower Altitude (current)
- D) National Move Order

Fire Phase (simultaneous within each segment)

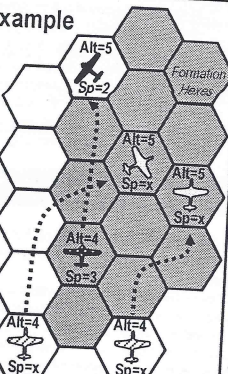
- Anti-Aircraft Fire Segment (optional):** fire AA batteries
- Air-to-Air Fire Segment**
 - Air-to-Air To-Hit Roll:** roll to-hit with modifiers
 - Roll for Weapons Firepower:** roll attack firepower per gun
 - Robustness Roll:** roll robustness to prevent damage
- Surface Attack Segment (optional):** resolve surface attacks

FORMATION RULES (C1.0)

- A formation must consist of at least two (2) aircraft (Formation Leader & Wingmen).
- Formations are determined at the start of the game. If a formation must break-up it may not be reformed.
- Formations must move at one less than the maximum speed of the slowest undamaged aircraft in the formation or may move at speed 1 if maximum speed is 1.
- Aircraft in formations must fly at the same Tactical Altitude Level.
- At the start of the **Move Plotting Phase**, players determine if any Wingmen will voluntarily drop-out of formation and what formations will voluntarily Break-up.

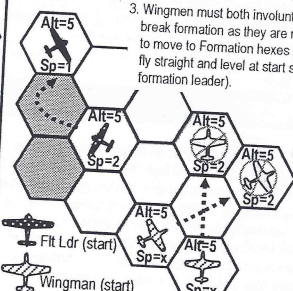
Formation Example (part 1)

- Formation flying at Speed 3 (max speed 4 & Move Chart B).
- Flight Leader climbs and turns to left (L32 turn code); reduces speed to 2.
- Wingmen climb and move into formation hexes (R44 and F31R turn code); reduces speed to 2.
- Wingmen in formation hexes (LT grey hexes)



Formation Example (part 2)

- Formation flying at Speed 2 (max speed 4 & Move Chart B).
- Flight Leader Extreme Turn right (R25 turn code)
- Wingmen must both involuntarily break formation as they are not able to move to Formation hexes (so must fly straight and level at start speed of formation leader).



ANTI-AIRCRAFT SUMMARY (C5.0)

AA Type	To-Hit (2d6)		Max Range	Fire-Power	Alt. CABs
	Fighter	Bomber			
Light (to 23mm)	11* / 12	10-11* / 12	5 hex	6d6(-)	S.Low
Medium (24-70mm)	11* / 12	9-10* / 11+	10 hex	4d10(-)	S.Low & Low
Heavy (71mm+)	12* (1 hex blast)	11* / 12 (1 hex blast)	unlim	2d20(-)	Low-V.High

* **Near-miss**= half number of Damage Dice, optional Extreme Turn

AA Misdirection= if double "1" or double "2" rolled to-hit, fire is directed at closest friendly aircraft within range of AA Battery

Light & Medium AA Rules Summary

- Pick a target, roll to-hit per battery firing, roll for damage and robustness as normal
- Max range is 2 hexes if the target is at **TAL 1** in **SURFACE LOW CAB** over land

Heavy AA Rules Summary

- Heavy AA at **MED-V.HIGH CAB** must pick **Target Hex** in advance; 2 turns for **MEDIUM CAB**, 3 turns for **HIGH CAB**, 4 turns for **VERY HIGH CAB** and above
- Blast** affects all aircraft in Target Hex and one hex adjacent to Target Hex

SURFACE ATTACK SUMMARY (C3.0)

Base To-Hit (2d6)

10+
Surface Low CAB

12+
Low and Medium CAB

14+
High CAB

16+
V./Ex. High CAB

(roll = or > 1 hit;
roll 2+ > 2 hits)

Modifiers

Bomb-load of Attacker:

- 1 Very Light (<500lb)
- +0 Light (500-1500lb)
- +1 Med (1501-4000lb)
- +2 Heavy (4000lb+)

General Modifiers:

- +n Aircrew Skill
- +1 Dive Bomb/Rocket Attack/Strafing Attack
- 1 Point Target (small non-ship target: radar, bunker, etc)
- 2 Night Attack
- +3 Area Target (city; only very large targets)
- 1 or +1 Special Equipment & Training

Ship Attack:

- 1 Torpedo Attack (S.Low CAB, TAL1, four hex from tgt.)
- 1 Small Ship / Surfaced Sub (<3000 tons)
- +1 Large Ship (13,000+ tons)

Hits: A target can take a number of hits as defined by the scenario before it is damaged/destroyed (see scenarios for examples)

Dive Bombers: Must execute their attack in Low or Surface Low CAB; must start minimum one CAB above

BOARD EXIT AIRCREW CHECK (A7.2)

After exit, take normal aircrew check; apply the additional modifiers:

- 2 if exited off Unfriendly Board Edge
- 1 if exited off Neutral Board Edge
- 1 if aircraft is damaged

If failed, aircraft is damaged for VP purposes (if already damaged then destroyed)
If failed by four or more, aircraft is destroyed for VP purposes

SPOTTING SUMMARY (C4.0)

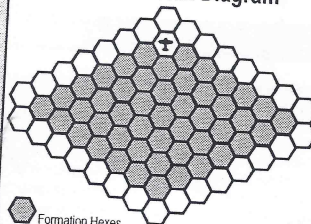
Modify Spotting Aircrew Check by the following:

- +1 - Spotting formation of 5-9 aircraft
- +2 - Spotting formation of 10+ aircraft

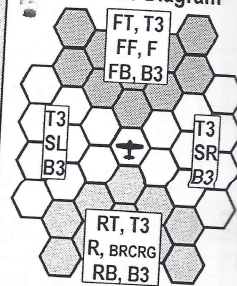
Modify Max and Auto Spotting Distances by the following:

- Out of the Sun** - 1/4 normal distance
- Enemy Behind Spotter** - 1/2 norm. distance
- Behind and Below Spotter** - 1/4 norm. dist.

Formation Hex Diagram



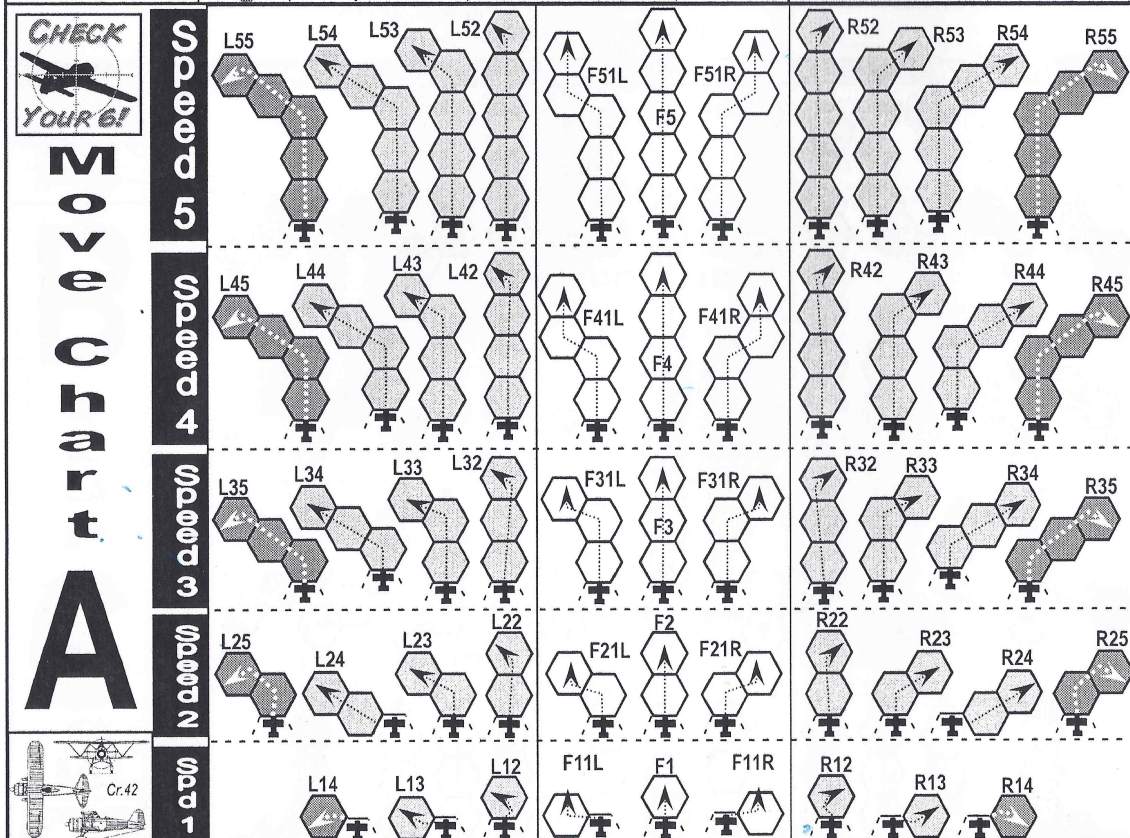
Aircraft Arc Diagram



Bomber Fixed Forward (BFF) Guns Diagram



NORMAL MANEUVERS	EXTREME TURN (L/R)	TURN (L/R)	FORWARD	NOTES
+2 Alt Power Climb ↑↑	-6, -5, (-4)	-5, -4, (-3)	-4, -3, (-2)	
+1 Alt Climb ↑	-4, -3, (-2)	-3, -2, (-1)	-2, -1, (N)	• May not Climb if prior turn was stall
Level Flight >	-3, -2, (-1)	-2, -1, (N)	-1, N, +1	
Dive ↓	-2, -1, (N)	-1, N, +1	N, +1, +2	• May add one (+1) hex forward at move end
-1 Alt Power Dive ↓↓	-1, N, +1	N, +1, +2	N, +1, +2, +3	
-2 Alt Steep Dive ↓↓↓	N*, +1, +2	N, +1, +2, +3	N, +1, +2, +3, +4	• Check Special Dive Recovery in next move *Automatic Out-of-Control
-3 Alt	○ = Speed adjustment <i>not</i> possible if at Maximum Speed			



SPECIAL MANEUVERS	FORWARD	NOTES
120° Left 180° 120° Right Pwr. Immn. Imelman Split-S Pwr. Split-S Steep Split-S	Power Immelmann +2 Alt Immelmann +1 Alt Split-S -1 Alt Power Split-S -2 Alt Steep Split-S -3 Alt	-5 or -4 -3 or -2 -2, -1, (N) -1, N, +1 N, +1, +2
Stall Stay in same hex	Stall	No move

• Maximum speed: 6
• Maximum speed: 5
• Maximum speed: 5
• Maximum speed: 6
• Maximum speed: 7
• Check Special Dive Recovery in next move
• Maximum speed: 1
• Check for Out-of-Control in next move

Aircraft	First Fire	Pilot Skill	Weapons	Mov/Speed/Agility	Climb/Dive	Lx/Hx	Rob
TURN	MAN-EUVER	TURN CODE	Notes	TURN	MAN-EUVER	TURN CODE	Notes
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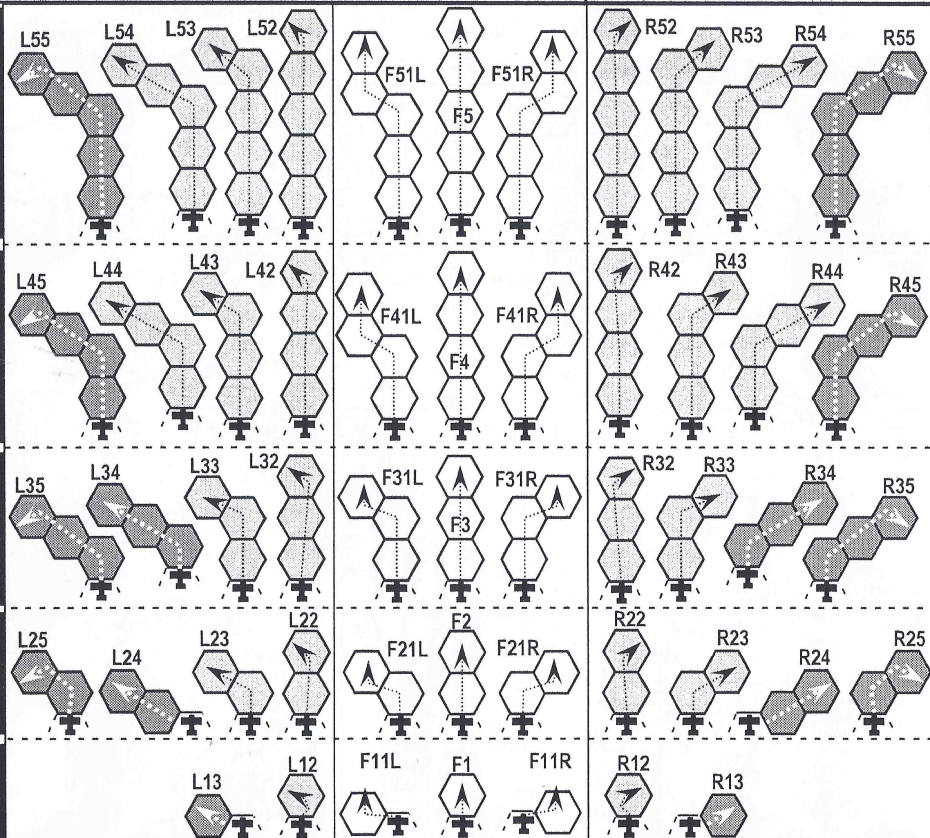
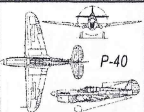
Aircraft	First Fire	Pilot Skill	Weapons	Mov/Speed/Agility	Climb/Dive	Lx/Hx	Rob
TURN	MAN-EUVER	TURN CODE	Notes	TURN	MAN-EUVER	TURN CODE	Notes
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Pilot Reaction: Skilled (+1) may change left/right one Turn Code; Veteran (+2) and Ace (+3) may change left/right up to two Turn Codes.
Acceleration: Hx = If AC passed may use Turn instead of Ext Turn; Lx = If AC failed -1 (additional) to speed after executing an Extreme Turn.

NORMAL MANEUVERS	EXTREME TURN (L/R)	TURN (L/R)	FORWARD	NOTES
+2 Alt Power Climb ↑↑	-6, -5, (4)	-5, -4, (3)	-4, -3, (2)	
+1 Alt Climb ↑	-4, -3, (2)	-3, -2, (1)	-2, -1, (N)	• May not Climb if prior turn was stall
Level Flight >	-3, -2, (1)	-2, -1, (N)	-1, N, +1	
-1 Alt Dive ↓	-2, -1, (N)	-1, N, +1	N, +1, +2	• May add one (+1) hex forward at move end
-2 Alt Power Dive ↓↓	-1, N, +1	N, +1, +2	N, +1, +2, +3	
-3 Alt Steep Dive ↓↓↓	N, +1, +2	N, +1, +2, +3	N, +1, +2, +3, +4	• Check <i>Special Dive Recovery</i> in next move *Automatic <i>Out-of-Control</i>
○ = Speed adjustment <i>not</i> possible if at Maximum Speed				



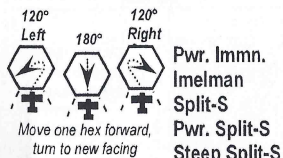
MOVEMENT



SPECIAL MANEUVERS

FORWARD

NOTES



+2 Alt Power Immelmann	-5 or -4	• <i>Maximum</i> speed: 6
+1 Alt Immelmann	-3 or -2	• <i>Maximum</i> speed: 5
-1 Alt Split-S	-2, -1, (N)	• <i>Maximum</i> speed: 4
-2 Alt Power Split-S	-1, N, +1	• <i>Maximum</i> speed: 5
-3 Alt Steep Split-S	N, +1, +2	• <i>Maximum</i> speed: 6 • Check <i>Special Dive Recovery</i> in next move
same Alt Stall	No move	• <i>Maximum</i> speed: 1 • Check for <i>Out-of-Control</i> in next move

Aircraft

First Fire ☐ Pilot Skill _____
Weapons _____
Mov/Speed/Agility _____
Climb/Dive _____ Lx/Hx _____ Rob _____

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Aircraft

First Fire ☐ Pilot Skill _____
Weapons _____
Mov/Speed/Agility _____
Climb/Dive _____ Lx/Hx _____ Rob _____

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Aircraft

First Fire ☐ Pilot Skill _____
Weapons _____
Mov/Speed/Agility _____
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Aircraft

First Fire ☐ Pilot Skill _____
Weapons _____
Mov/Speed/Agility _____
Climb/Dive _____ Lx/Hx _____ Rob _____

TURN	MAN-EUVER	TURN CODE	Notes
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Pilot Reaction: Skilled (+1) may change left/right one Turn Code; Veteran (+2) and Ace (+3) may change left/right up to two Turn Codes.
Acceleration: Hx = If AC passed may use Turn instead of Ext Turn; Lx = If AC failed -1 (additional) to speed after executing an Extreme Turn

NORMAL MANEUVERS		EXTREME TURN (L/R)	TURN (L/R)	FORWARD	NOTES
+2 Alt	Power Climb ↑↑	-6, -5, (-4)	-5, -4, (-3)	-4, -3, (-2)	
+1 Alt	Climb ↑	-4, -3, (-2)	-3, -2, (-1)	-2, -1, (N)	• May not Climb if prior turn was stall
	Level Flight ≥	-3, -2, (-1)	-2, -1, (N)	-1, N, +1	
-1 Alt	Dive ↓	-2, -1, (N)	-1, N, +1	N, +1, +2	• May add one (+1) hex forward at move end
-2 Alt	Power Dive ↓↓	-1, N, +1	N, +1, +2	N, +1, +2, +3	
-3 Alt	Steep Dive ↓↓↓	N*, +1, +2	N, +1, +2, +3	N, +1, +2, +3, +4	• Check <i>Special Dive Recovery</i> in next move *Automatic Out-of-Control
○ = Speed adjustment <i>not</i> possible if at Maximum Speed					
<div> <div>CHECK YOUR 6!</div> <div>Speed 5</div> <div>Speed 4</div> <div>Speed 3</div> <div>Speed 2</div> <div>Speed 1</div> </div> <div> </div>					
SPECIAL MANEUVERS		FORWARD		NOTES	
<p>Move one hex forward, turn to new facing</p>	+2 Alt	Power Immelmann	-5 or -4	• <i>Maximum</i> speed: 5	
	+1 Alt	Immelmann	-3 or -2	• <i>Maximum</i> speed: 4	
	-1 Alt	Split-S	-2, -1, (N)	• <i>Maximum</i> speed: 3	
	-2 Alt	Power Split-S	-1, N, +1	• <i>Maximum</i> speed: 4	
	-3 Alt	Steep Split-S	N, +1, +2	• <i>Maximum</i> speed: 6 • Check <i>Special Dive Recovery</i> in next move	
<p>Stall Stay in same hex</p>		same Alt	Stall	• <i>Maximum</i> speed: 1 • Check for <i>Out-of-Control</i> in next move	

Aircraft _____				Aircraft _____			
First Fire <input type="checkbox"/>		Pilot Skill _____		First Fire <input type="checkbox"/>		Pilot Skill _____	
Weapons _____				Weapons _____			
Mov/Speed/Agility _____				Mov/Speed/Agility _____			
Climb/Dive _____		Lx/Hx _____		Climb/Dive _____		Lx/Hx _____	
		Rob _____				Rob _____	
TURN	MAN-EUVER	TURN CODE	Notes	TURN	MAN-EUVER	TURN CODE	Notes
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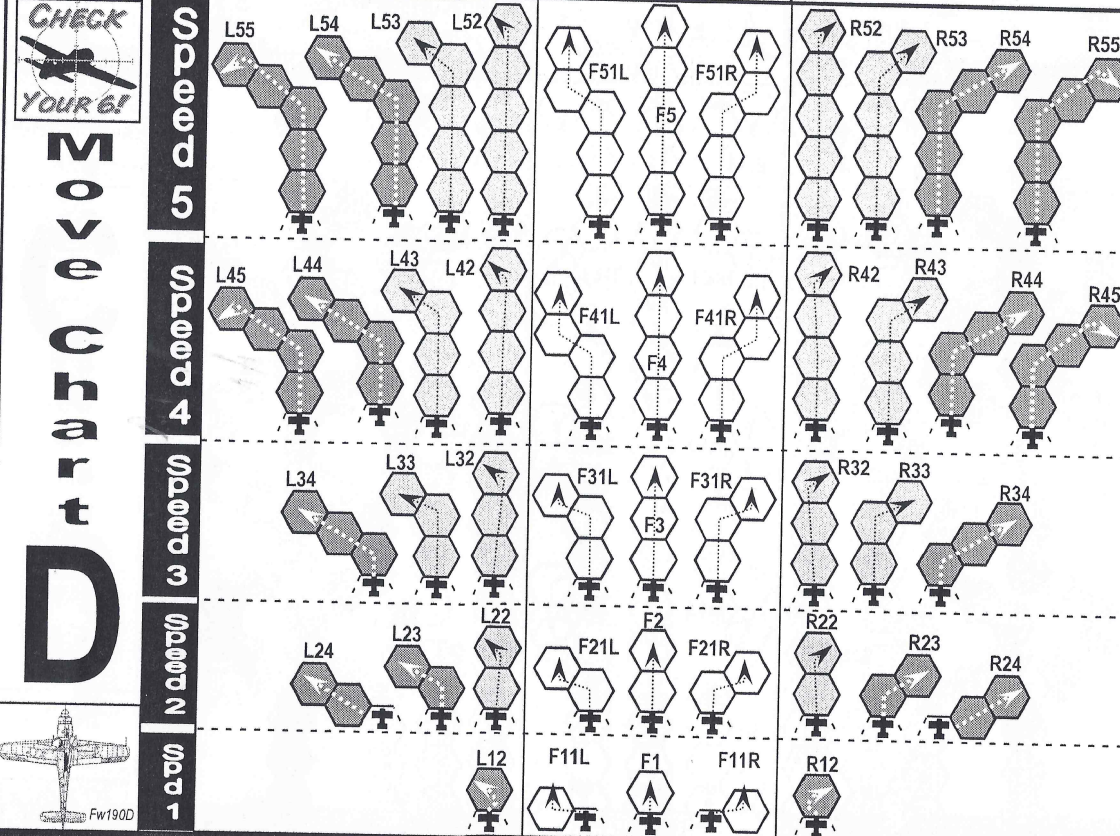
Aircraft _____				Aircraft _____			
First Fire <input type="checkbox"/>		Pilot Skill _____		First Fire <input type="checkbox"/>		Pilot Skill _____	
Weapons _____				Weapons _____			
Mov/Speed/Agility _____				Mov/Speed/Agility _____			
Climb/Dive _____		Lx/Hx _____		Climb/Dive _____		Lx/Hx _____	
		Rob _____				Rob _____	
TURN	MAN-EUVER	TURN CODE	Notes	TURN	MAN-EUVER	TURN CODE	Notes
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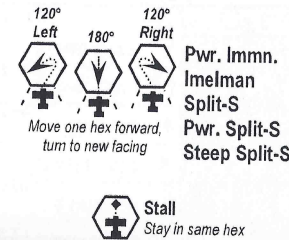
Acceleration: Hx = If AC passed may use Turn instead of Ext Turn; Lx = If AC failed -1 (additional) to speed after executing an Extreme Turn.

NORMAL MANEUVERS	EXTREME TURN (L/R)	TURN (L/R)	FORWARD	NOTES
+2 Alt Power Climb ↑↑	-6, -5, (-4)	-5, -4, (-3)	-4, -3, (-2)	
+1 Alt Climb ↑	-4, -3, (-2)	-3, -2, (-1)	-2, -1, (N)	• May not Climb if prior turn was stall
Level Flight >	-3, -2, (-1)	-2, -1, (N)	-1, N, +1	
-1 Alt Dive ↓	-2, -1, (N)	-1, N, +1	N, +1, +2	• May add one (+1) hex forward at move end
-2 Alt Power Dive ↓↓	-1, N, +1	N, +1, +2	N, +1, +2, +3	
-3 Alt Steep Dive ↓↓↓	N*, +1, +2	N, +1, +2, +3	N, +1, +2, +3, +4	• Check Special Dive Recovery in next move • Automatic Out-of-Control

○ = Speed adjustment *not* possible if at Maximum Speed



SPECIAL MANEUVERS	FORWARD	NOTES
+2 Alt Power Immelmann	-5 or -4	• Maximum speed: 5
+1 Alt Immelmann	-3 or -2	• Maximum speed: 4
-1 Alt Split-S	-2, -1, (N)	• Maximum speed: 3
-2 Alt Power Split-S	-1, N, +1	• Maximum speed: 4
-3 Alt Steep Split-S	N, +1, +2	• Maximum speed: 5 • Check Special Dive Recovery in next move
same Alt Stall	No move	• Maximum speed: 1 • Check for Out-of-Control in next move



Aircraft			
First Fire <input type="checkbox"/>		Pilot Skill _____	
Weapons _____			
Mov/Speed/Agility _____			
Climb/Dive _____		Lx/Hx _____	Rob _____
TURN	MAN-EUVER	TURN CODE	Notes
1			
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Aircraft			
First Fire <input type="checkbox"/>		Pilot Skill _____	
Weapons _____			
Mov/Speed/Agility _____			
Climb/Dive _____		Lx/Hx _____	Rob _____
TURN	MAN-EUVER	TURN CODE	Notes
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Aircraft _____			
First Fire <input type="checkbox"/>		Pilot Skill _____	
Weapons _____			
Mov/Speed/Agility _____			
Climb/Dive _____		Lx/Hx _____	Rob _____
TURN	MAN-EUVER	TURN CODE	Notes
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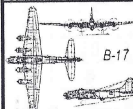
Aircraft _____			
First Fire <input type="checkbox"/>		Pilot Skill _____	
Weapons _____			
Mov/Speed/Agility _____			
Climb/Dive _____		Lx/Hx _____	Rob _____
TURN	MAN-EUVER	TURN CODE	Notes
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Pilot Reaction: Skilled (+1) may change left/right one Turn Code; Veteran (+2) and Ace (+3) may change left/right up to two Turn Codes. Acceleration: Hx = If AC passed may use Turn instead of Exd Turn; Lx = If AC failed -1 (additional) to speed after executing an Extreme Turn.

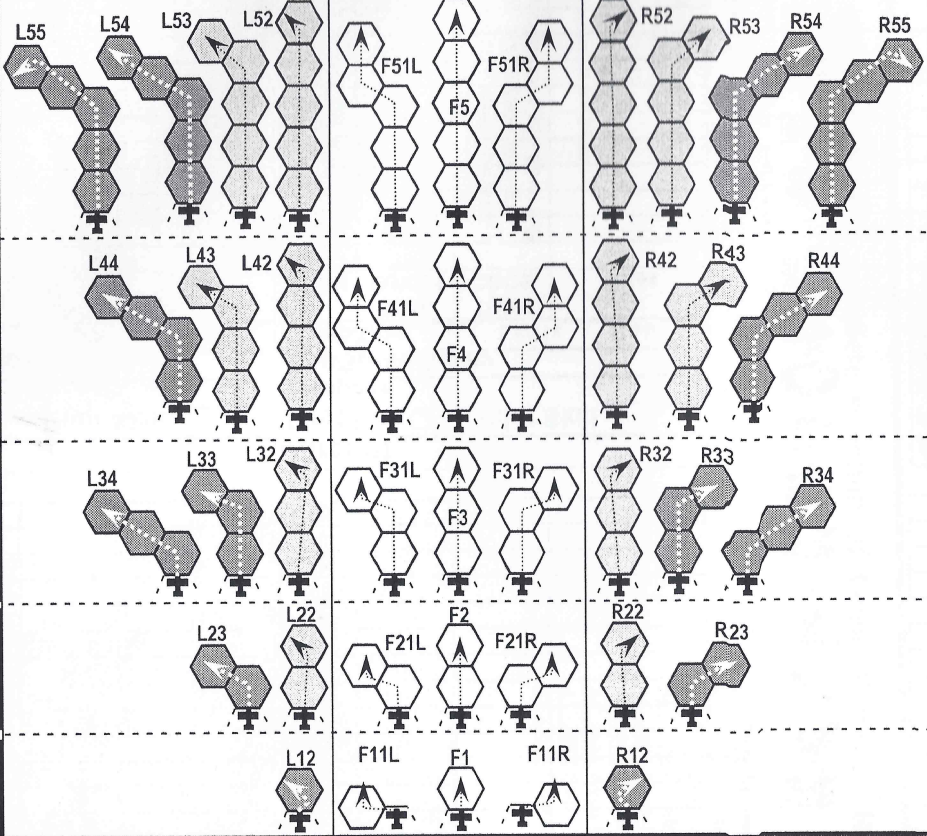
NORMAL MANEUVERS	EXTREME TURN (L/R)	TURN (L/R)	FORWARD	NOTES
Power Climb ↑↑ +2 Alt	-6, -5, (-4)	-5, -4, (-3)	-4, -3, (-2)	
Climb ↑ +1 Alt	-4, -3, (-2)	-3, -2, (-1)	-2, -1, (N)	• May not Climb if prior turn was stall
Level Flight ≥	-3, -2, (-1)	-2, -1, (N)	-1, N, +1	
Dive ↓ -1 Alt	-2, -1, (N)	-1, N, +1	N, +1, +2	• May add one (+1) hex forward at move end
Power Dive ↓↓ -2 Alt	-1, N, +1	N, +1, +2	N, +1, +2, +3	
Steep Dive ↓↓↓ -3 Alt	N, +1, +2	N, +1, +2, +3	N, +1, +2, +3, +4	• Check <i>Special Dive Recovery</i> in next move • Automatic Out-of-Control
○ = Speed adjustment <i>not</i> possible if at Maximum Speed				



MOVEMENT



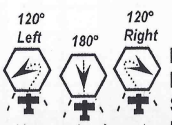
Speed 5
Speed 4
Speed 3
Speed 2
Speed 1



SPECIAL MANEUVERS

FORWARD

NOTES



Pwr. Immn.
Imelman
Split-S
Pwr. Split-S
Steep Split-S

+2 Alt	Power Immelmann	↗
+1 Alt	Immelmann	↖
-1 Alt	Split-S	↘
-2 Alt	Power Split-S	↙
-3 Alt	Steep Split-S	↘↙
same Alt	Stall	⊕

-5 or -4
-3 or -2
-2, -1, (N)
-1, N, +1
N, +1, +2
No move

• <u>Maximum</u> speed: 4
• <u>Maximum</u> speed: 3
• <u>Maximum</u> speed: 2
• <u>Maximum</u> speed: 3
• <u>Maximum</u> speed: 4
• Check <i>Special Dive Recovery</i> in next move
• <u>Maximum</u> speed: 1
• Check for <i>Out-of-Control</i> in next move

First Fire ☐ Pilot Skill _____
Weapons _____
Mov/Speed/Agility _____
Climb/Dive _____ Lx/Hx _____ Rob _____

TURN	MAN-EUVER	TURN CODE	Notes
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First Fire ☐ Pilot Skill _____
Weapons _____
Mov/Speed/Agility _____
Climb/Dive _____ Lx/Hx _____ Rob _____

TURN	MAN-EUVER	TURN CODE	Notes
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Reaction: Skilled (+1) may change left/right one Turn Code; veteran (+2) and Ace (+3) may change left/right up to two Turn Codes.
Pilot Acceleration: Hx = If AC passed may use Turn instead of Ext Turn; Lx = If AC failed -1 (additional) to speed after executing an Extreme Turn.

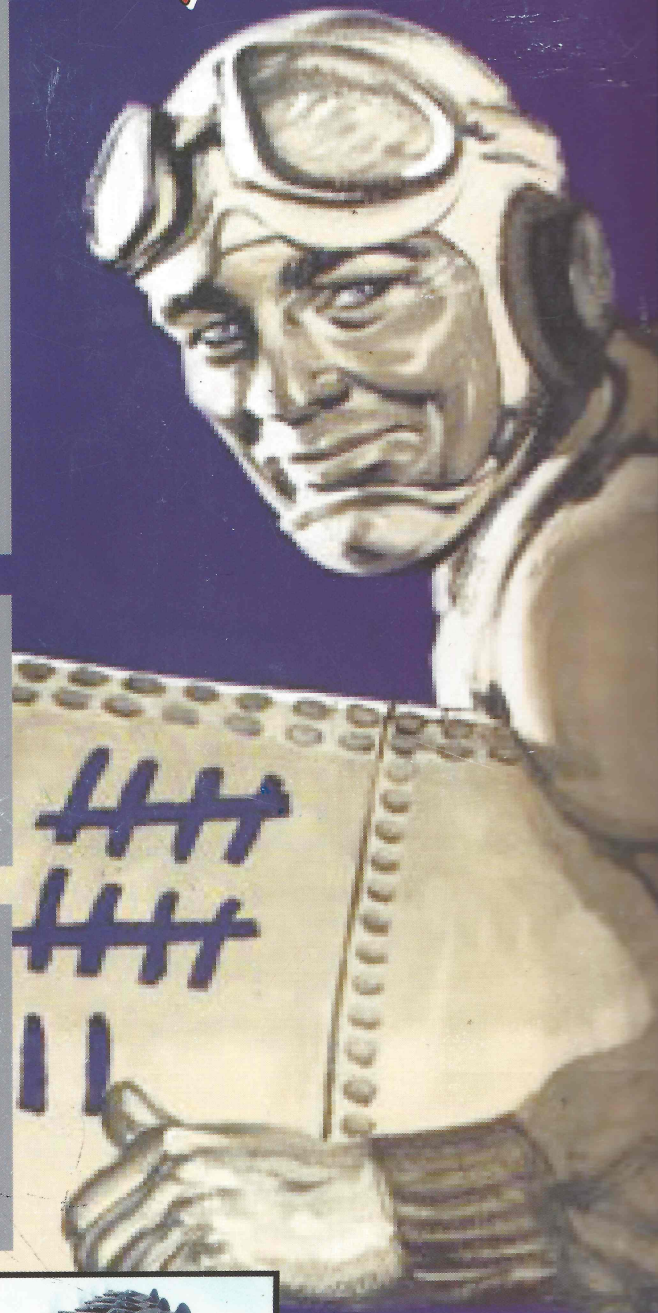
Quick Start
DVD Available

- **SIMPLICITY:** The key design goal for *CY6!* was to maximize pilot influence and historical accuracy while keeping the game relatively easy to play. All of the key game charts are on two sides of one 8" x 11" chart.
- **PILOT SKILL:** Four pilot skills, +0 (Green), +1 (Skilled), +2 (Veteran) and +3 (Ace). Pilot skill is critical to success and is the most important aspect in the game, "It is the man, not the machine." —Chuck Yeager
- **SCALE:** Any scale may be used. Playtested with 1/600, 1/300, 1/144, and 1/72 scale aircraft.
- **WEAPONS:** Weapons types are: LMG/MMG, HMG, Low-Velocity Cannon, Modern Cannon, Low-Velocity Heavy Cannon and Heavy Cannon (with various rates-of-fire).
- **AIRCRAFT:** Over 175 aircraft included. Aircraft attributes include Maneuver, Speed, Agility, Climb/Dive rate, Acceleration and Robustness.
- **MOVEMENT:** Movement is handled via hexes and maneuver charts illustrating possible maneuvers for each speed level. The game features 3D maneuvers and has several Combat Altitude Bands (CABs).

- **NUMBER OF PLAYERS:** Two or more players. Each player may comfortably control two to six aircraft.
- **PLAYING TIME:** Games with 4-6 aircraft per side last about two hours.
- **PLAYER EXPERIENCE:** The *CY6!* system was designed for both new gamers and experienced players.

CHECK YOUR 6! was designed to closely reflect the realities of WWII air combat while allowing for a playable game. The game is the result of two years of research into Air-to-Air weapons, combat maneuvers, aircraft statistics and the influence of pilot skill on combat. Combat is reflected in 3D and statistical analysis was extensively used to find the most efficient game systems. Former and current US Air Force and US Marine Corps pilots were a part of the design team from the start greatly influencing the design, mechanics and play testing.

CHECK YOUR 6!



Also Included
CY6! Paragraph Campaign
FLYING TIGERS:
THE DEFENSE OF
RANGOON CHRISTMAS 1941



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