

# THINGS TO KNOW (all die rolls below are 1d6)

## Maneuver Restrictions:

- You may NOT choose:
- 1) a maneuver requiring more fuel than the aircraft currently has;
  - 2) a RESTRICTED MANEUVER, unless your previous turn's maneuver was a simple straight flight (maneuver #2, 3, or 4);
  - 3) two non-repeatable maneuvers (bracketed [ ] maneuvers) in a row;
  - 4) a maneuver whose speed number differs more than one from the previous turn's maneuver.

**Aircraft Stability:** Stability "A" & "B" aircraft cannot perform a left turn one turn, and a light turn on the following turn (or vice versa). These aircraft MUST perform straight maneuvers between direction changes.

**Novice Pilot's Maneuver Restrictions:** Cannot perform restricted maneuvers; cannot tail enemy aircraft.

**Fuel Consumption:** The maneuver's fuel consumption rating is equal to the speed of the aircraft.

- Diving, regardless of altitude levels dived: Fuel cost is -1.
- Climbing, regardless of altitude levels climbed: Fuel cost is +1.
- Zoom Climbing, regardless of altitude levels climbed: Fuel cost is +0.

**Zoom Climbing:** Must have dived 2 altitudes or more on the previous turn to qualify as a Zoom Climb.

## Reloading Weapons:

**Pilots:** must perform a simple straight maneuver #2, 3, or 4, and may not climb or dive, or not attempt to unjam the weapon at the same time.

**Observers:** may only reload weapons providing the aircraft performed an unrestricted straight maneuver, or simple left or right maneuvers (maneuver #8, 14, or 20), and not attempt to unjam the weapon at the same time. Reloading may take place while aircraft is performing a "shallow" climb or dive; observers may not reload while aircraft is performing a steep climb or dive.

*Note: Weapon may not be fired the turn it is being reloaded or unjammed.*

**Steep Dives:** A dive which is greater than 1 altitude level is considered a Steep Dive. The aircraft will gain one speed (no greater than its maximum speed) when a steep dive is executed regardless of the number of altitude levels dived.

**Steep Climbs:** A climb which is greater than 1 altitude level is considered a Steep Climb. The aircraft will lose one speed when a steep climb is executed regardless of the number of altitude levels climbed.

**Open Damage Results:** The only obvious damage results in the game (ie damage results that opposing players can see and recognize) is when an aircraft has been destroyed (has had all of its damage boxes/ triangles crossed off), is spinning, is issuing smoke or is on fire. All other results are kept secret. If a pilot is killed, the aircraft immediately goes into a spin (plot 0S1) and will remain spinning until it reaches altitude "0", where upon it is destroyed.

**Carbines/Rifles:** Treat these weapons as "Flexible" when firing. Hits from these weapons only inflict "1" damage point to the aircraft section regardless of damage printed on damage hit. All other damage results, such as Pilot Killed, Crew Wounds, Fabric Tears, etc., apply. The Fire Template for Carbines/Rifles must be determined at the start of the game, but generally, these weapons will have a 360 degree field of fire although may be obscured by struts, wings, fuselage, fellow crew members, etc.

**Friendly Fire (optional):** When an aircraft flies over its own trench line hexes, it must test for friendly ground fire. Roll 1d6:

- 1 or 2: Ground troops fire on the friendly aircraft  
3, 4, 5 or 6: Ground troops hold their fire.

## BATTLE DAMAGE

**Basic Battle Damage:** When an aircraft suffers damage, cross off one damage box (□) for each hit received. Once all damage boxes (□) and damage triangles (▽) have been crossed off an entire section, the aircraft is destroyed.

**Critical Battle Damage:** Once all damage boxes (□) are crossed off, and at least 1 damage triangle (▽) is also crossed off, "Critical Damage" has occurred. Critically damaged aircraft making restricted maneuvers (steep climbs and restricted maneuvers with a critically damaged engine) may break apart (these aircraft are destroyed).

### DIE ROLL ENGINE ALL OTHER SECTIONS

- |               |               |                       |
|---------------|---------------|-----------------------|
| 1, 2, 3 or 4: | No Effect     | No Effect             |
| 5 or 6:       | Engine Seizes | Aircraft is destroyed |

**Engine Seizure:** Test for engine fire, roll 1d6= 6: Engine on Fire; 5: Engine Smoking; 1, 2, 3 or 4: No Fire/Smoke. Aircraft with seized engines must glide for remainder of game.

## WOUND EFFECTS

### Light Wounds:

**Pilots:** May not perform restricted maneuvers; -1 on the Combat Table; -1 when attempting to land aircraft; -1 when attempting to evade capture on game board.

**Observers:** -1 on the Combat Table; -1 when attempting to land aircraft (when pilot is killed and providing aircraft is equipped with dual controls); -1 when attempting to evade capture on game board.

### Serious Wounds:

**Pilots:** May not perform restricted maneuvers; -3 on the Combat Table; long range fire is prohibited; may only turn left or right using maneuvers #8, 14 or 20; may not reload weapons; receives -3 when attempting to land aircraft; -3 when attempting to evade capture on game board.

**Observers:** -3 on the Combat Table; long range fire is prohibited; may not perform observation, strafing or bombing missions; may not reload weapons; receives -3 when attempting to land aircraft (when pilot is killed and providing aircraft is equipped with dual controls); -3 when attempting to evade capture on game board.

**Anoxia:** Used for Late War games only (altitude 9 and 10 for Early War games is considerably lower than in Late War games). Aircraft operating at altitude levels 9 and 10 must test to see if crew members pass out from lack of oxygen. During the Problem Phase Roll 1d6. If the pilot has passed out, the aircraft automatically goes into a spin. Roll 1d6:

**Altitude 9:** The crew member passes out on a roll of 5 or 6

**Altitude 10:** The crew member passes out on a roll of 3, 4, 5 or 6

*Note: Observers must also test to see if they pass out; however, if an observer passes out, the aircraft will not go into a spin. Crew members who pass out may not fire, reload, or unjam their weapons. The crew member automatically recovers at altitude level 8, but a spinning aircraft must still recover from the spin (use normal spin recovery roll).*

**Oxygen Carried On board:** Some aircraft carried oxygen canisters for high altitude missions (probably similar to those used by Zeppelin crews. These amounted to small portable oxygen tanks and a rubber hose from which was placed in your mouth. This is only possible as of early (March?) 1918. If oxygen is carried on board the aircraft, the crew are not effected by Anoxia.

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| Roll 1d6 to determine if oxygen is being carried: |
| Central Forces: 1-2 = Oxygen is carried           |
| Allied Forces: 1 = Oxygen is carried              |