

# Heroes in the Sky

## **Campaign Game Rules**

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# Part I - Introduction

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## Section 1 - General Information

### 1.1 Purpose

These rules have been written to control the creation of World War I aviator characters, and to allow for the generation of scenarios in which the characters may fight. A prime consideration in the creation of these rules has been to keep them as simple as in reasonably possible so that they will allow players to quickly and easily generate the flyers and the scenarios.

### 1.2 Background

In early 1992 the members of the Northeastern Indiana Gaming Association (NIGA) and other gamers at the Wizards Keep game store in Fort Wayne, Indiana began to play a locally generated World War I air combat game. As the players became more experienced, they switched to GDW's *Blue Max* game. Later in 1992 it was decided to initiate a campaign in which the players would control individual aviators. The emphasis of the campaign was to be the development of the various characters as ever improving flyers and fighters, not the engagement of great air fleets for control of a section of the front. This meant that there had to be a method for creating and controlling characters, plus a way to create the settings in which they would fight. These rules provide the instructions for performing these two activities.

### 1.3 Time Period

These rules cover a period from approximately the middle of 1916 through the end of the war in late 1918.

### 1.4 Rules Organization

These rules are divided into three parts. Part I contains this Introduction. Part II contains the rules for controlling flying characters in a campaign. Part III contains the rules for generating combat scenarios. Parts II and III may be used together to create characters and then provide them with combat situations.

### 1.5 Tactical Rules

While these rules generate scenarios and provide for control of the flyer characters, they do not cover the actual execution of aerial combat. It is left to the players to select a set of World War I air war game rules. This set of character and scenario rules are specifically designed to be used with GDW's *Blue Max* (second edition) game, but, with suitable modifications they could be applied to any of the common game systems. Most specific references to the *Blue Max* rules are noted in the text. It will be assumed that the reader is at least somewhat familiar with the rules for *Blue Max*.

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## Section 2 – Basic Concepts

### 2.1 Geography and Scale

**2.1.1 Playing Board.** The playing board is divided into a number of specific area which will have an effect upon aircraft if they exit the board or return to the ground during play. These are shown in Appendix A (The Playing Board).

**2.1.2 Scale.** Each hex on the playing board represents approximately three hundred (300) feet from side to side. For determining the maximum altitude of an aircraft each altitude level is treated as five thousand (5,000) feet. In combat the differences in altitude are not defined in actual physical terms.

**2.1.3 Time.** Each turn represents fifteen (15) to thirty (30) seconds of actual combat time.

# Part II - Character Generation and Control

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## Section 1 – Creating Characters

### 1.1 Players and Characters

Players and their characters are distinct from each other. Each player may have a number of characters of different nationalities and may choose which character is used, allowing for some limitations, in each scenario. Normally a player will have only a single flying character in a battle, except when controlling a multi-seat aircraft, in which case the player will control all characters in the plane.

### 1.2 Generation Requirements

A player may create new characters at the start of any scenario. If the planned aircraft is a single-seater, then only one character is needed as the pilot. If the planned aircraft is a multi-seat plane, then the number of characters created must be equal to the crew of the aircraft, unless the player has an existing unassigned character (such as a survivor from a previous air crew).

### 1.3 Generation Data

To create a character the player must determine the following information for the character and record it on the Character Record (see Appendix B).

- 1) Name. Select an appropriate name for the character.
- 2) Nationality. The nationality is determined by the current needs of the player and the aircraft available.
- 3) Position. This is the character's position in the aircraft. Most characters will be pilots, however, multi-seat aircraft will require observers and / or gunners.
- 4) Rank. All new characters start at the lowest appropriate rank. The officers and the enlisted ranks used in these rules are listed in Appendix D (Ranks). For simplicity, all pilots are officers and start with the lowest officer rank for their nation and service; all observers and gunners are enlisted personnel and begin with the lowest enlisted rank shown in the Ranks appendix.
- 5) Squadron. If flight personnel are grouped by squadrons, then the new character should be assigned to a squadron. The use of squadrons is not required by these rules and has no effect upon play.
- 6) Aircraft Type. The aircraft to be flown by the character is determined by the Aircraft Selection rules (Section 3).

### 1.4 Documentation

After being created, the character's current status is documented on a Character Record. The entries on this record are described in Appendix B. Players may wish to withhold filling out character sheets and naming their characters until after they have completed at least one mission. This may save paper since many novices die on their first mission.

### 1.5 Air Crews

**1.5.1 Definition.** Multi-seat aircraft require two or more characters to man them. These characters will consist of a pilot and one or more observers or gunners. The personnel assigned together in an aircraft constitute an "air crew". In a single seat aircraft the aircrew consists of only the pilot.

**1.5.2 Observers and Gunners.** These are enlisted personnel who man the guns of the aircraft, take photographs, spot for artillery, etc. for the purposes of the rules the terms "observer" and "gunner" are interchangeable and will normally be written as "observer / gunner". Players may wish to give their characters the correct designation based on the type of aircraft in use, but this has no effect upon the way the character is played.

**1.5.3 Air Crew Integrity.** An air crew must remain together unless the pilot is permanently removed from play (due to death, promotion, reassignment, capture, etc.). the permanent loss of the pilot dissolves the air crew, and the remaining members of the air crew become available for reassignment. If an air crew consisted of more than two members, then the individuals may be assigned to new aircraft either together or separately.

**1.5.4 Permanent Replacements For Observers / Gunners.** If an observer / gunner in an air crew is permanently removed from play (due to death, promotion, capture, etc. ), then a new crew member may be assigned. The new crew member may be drawn from available observer / gunners (excluding existing complete air crews) or may be newly created. Once assigned, the new member is treated as a full part of the crew as was the previous crew member.

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## Section 2 – Flight Experience

### 2.1 Flight Experience

Flight Experience defines a character's status as a combatant. Flight experience is measured in Experience Points and Kills. Experience Points are used to determine a character's flying and fighting abilities, and Kills determine their prestige as a fighter. Experience Points may only be gained by flying in combat scenarios. The combat scenarios represent the actual flights a character gets into, while the times not gamed represent all other flights.

### 2.2 Sources of Flight Experience

**2.2.1 Pilots.** Pilots may gain Experience Points in the following manner. Note: The pilot of a multi-seat aircraft does not receive Experience Points for actions, such as shooting down an enemy aircraft, performed by an observe / gunner in the aircraft.

- 1) Combat Time. A pilot receives one (1) Experience Point for each turn during which the pilot's aircraft is within six hexes of an enemy aircraft. The distance determination is made at the end of the turn and enemy aircraft which explode in the air or which are in a spin are not counted. Differences in altitude are not considered for purposes of determining Experience Points.
- 2) Combat Damage. A pilot receives Experience Points for giving and receiving damage.
  - a) Hits Taken. A pilot receives one (1) Experience Point for each turn in which his aircraft receives hits from the enemy. The aircraft must take actual damage, not just have been fired upon. A pilot receives a maximum of one point regardless of the number of hits or the number of attacking aircraft.
  - b) Hits Given. A pilot receives one (1) Experience Point for each turn in which he causes hits upon an enemy aircraft. The target must take actual damage, not just have been fired upon. A pilot receives a maximum of one point regardless of the number of hits given.
- 3) Aircraft Shot Down. A pilot receives twenty-five (25) Experience Points for destroying or participating in the destruction of an enemy aircraft. Each character hitting the destroyed aircraft in the turn in which it receives its fatal damage, receives twenty-five points for the destruction. The Experience Points are awarded in the turn in which the target actually is destroyed (ex. For aircraft which crashes after spinning this would be the turn in which the plane actually hits the ground).
- 4) Strafing, Bombing, and Other Missions. A pilot receives Experience Points for strafing enemy trenches, bombing enemy targets, and for accomplishing other missions as directed in their scenarios. The number of points received in each of these missions is determined by the individual scenario.
- 5) Aircraft Chased Away. A pilot receives Experience Points for chasing enemy aircraft off of the playing area. The following conditions are cumulative so that an aircraft could receive a total of four (4) Experience Points if all three conditions are met.
  - a) Enemy Ahead. A pilot receives one (1) Experience Point if an enemy aircraft which leaves the playing area would have been within three hexes in the forward arc of the aircraft. Altitude is not considered in making this determination.
  - b) Tailing Enemy. A pilot receives one (1) Experience Point if the aircraft was tailing the enemy aircraft which left the playing area.
  - c) Attacked Enemy. A pilot receives two (2) Experience Points if they hit the enemy aircraft (i.e., caused damage) which left the playing area in the previous two turns.
- 6) Aircraft Forced Down. A pilot receives Experience Points for forcing an enemy aircraft to the ground.
  - a) Enemy Lands Successfully. Use the conditions for Aircraft Chased Away and treat the landing hex as the final location of the landed aircraft.
  - b) Enemy Crashes While Landing. Use the conditions for Aircraft Chased Away. The aircraft which would receive the greatest number of points is considered to have chased the enemy aircraft into the ground and caused a crash. This aircraft receives twenty (20) Experience Points and credit for the kill. If two or more aircraft have the same point totals, then each aircraft receives the Experience Points which they would received using the Aircraft Chased Away conditions.
  - c) Aircraft Captured. If the aircraft forced down is captured, then all aircraft which received Experience Points for the shoot down double the points which they receive.
- 7) Successful Mission. A pilot receives Experience Points for participating in a successful mission. A successful mission is one in which the pilot's side successfully completed the mission which was

assigned. The criteria and Experience Points received for a successful mission will be determined by the individual scenario.

- 8) Other Scenarios. Other methods for receiving Experience Points may be defined elsewhere in these rules

**2.2.1 Observer / Gunners.** Observer / gunners may gain Experience Points in the following manner. Note: An observer / Gunner of a multi-seat aircraft does not receive Experience Points for actions, such as shooting down an enemy aircraft, performed by the pilot in the aircraft.

- 1) Aircraft Shot Down. An observer / gunner receives twenty-five (25) Experience Points for destroying or participating in the destruction of an enemy aircraft in the same manner as for a pilot.
- 2) Mission Participation. An observer / gunner receives one (1) Experience Point for each mission or scenario in which he participates.
- 3) Strafing and Other Missions. An observer / gunner receives Experience Points for strafing enemy trenches, bombing enemy targets, and for accomplishing other missions as directed in their scenarios. The number of points received in each of these missions is determined by the individual scenario.
- 4) Aircraft Forced Down. An observer / gunner receives Experience Points when an aircraft is forced to the ground. The conditions under which points are received are the same as for pilots, however, an observer / gunner receives points only for firing upon the landing aircraft.
- 5) Successful Mission. An observer / gunner may receive Experience Points for participating in a successful mission. A successful mission is one in which the observer / gunner's side successfully completed the mission which was assigned. The criteria and Experience Points for a successful mission will be determined by the individual scenario.
- 6) Other Sources. Other methods for receiving Experience Points may be defined elsewhere in these rules.

**2.2.3 Crediting Flight Experience.** Experience Points, although accumulated on a per-turn basis, are credited to an individual only at the end of a scenario. A character changes status and abilities only between scenarios.

### 2.3 Aircraft Shot Down

Any aircraft which suffers any of the following and which is observed by the enemy will be considered to have been "Shot Down".

- 1) The aircraft explodes in the air.
- 2) An aircraft crashes due to a spin or due to damage which caused a spin.
- 3) An aircraft crashes into the ground while being chased by an enemy aircraft.
- 4) An aircraft is forced to land in the trench systems for either side, in no-man's-land, or behind enemy lines.

Credit for shooting the aircraft down goes to all of the pilots and / or observer / gunners who caused the damage which in turn caused the aircraft to be shot down. Note that the credit for the shoot down goes to the last pilot(s) or observer(s) / gunner(s) to inflict fatal damage on an aircraft.

Example 1: An aircraft is hit by fire from two aircraft and goes into a spin due to wing damage. The target could recover from the spin. If the aircraft does not recover from the spin and crashes, then both firing aircraft receive credit for the shoot down (i.e., 25 Experience Points).

Example 2: As in Example 1, however, another aircraft fires on the spinning aircraft as it descends. The additional damage must either destroy the target, kill the pilot, or put it into an unrecoverable spin (such as due to a tail shot away). If any of these occur, then the final pilot gets the credit for the shoot down. If any of these do not occur, then the first group of pilots gets credit for the shoot down.

Observation balloons count as aircraft for purposes of aircraft shot down.

### 2.4 Aircraft Kills

A "Kill" is the credit given to a pilot or observer / gunner for the destruction of an enemy aircraft in the air. The requirements for a Kill are the same as for an aircraft shot down, except that only one character may be given the credit for a Kill. After determining the points for an Aircraft Shot Down, the credit for the Kill will be assigned. If a single aircraft fired at the target when it was shot down, then that pilot or observer / gunner receives the Kill. If more than one aircraft fired at the target (i.e., two or more characters receive Experience Points for the shoot down), then the Kill is assigned in one of the following ways. Players should agree on the assignment method prior to the start of a scenario.

- 1) The players controlling the characters roll a 1D10 and the one with the higher result receives the Kill credit (this simulates a commander at their base evaluating their reports and deciding on the credit).

Characters who are aces receive a +2 to the die roll. Characters who are not aces but have at least one kill, receive a +1 to the die roll.

- 2) The Kill is assigned to the aircraft causing the target to take more major damage in the turn it was shot down. If no major damage occurred, then the aircraft causing the target to take more minor damage in the turn it was shot down receives the credit. Note: in the *Blue Max* rules major damage would be red chits, minor damage would be blue chits.

Observation balloons count as aircraft for purposes of Kill Credits.

## 2.5 Uses For Flight Experience

**2.5.1 General.** Flight experience (i.e., Experience Points) define a character's status as a combatant. The points are also used to determine when a character receives additional abilities due to their combat experience.

**2.5.2 Crediting Experience Points.** Experience Points are earned during the play of a scenario. The points gained in a scenario are credited to the character only at the end of the scenario.

**2.5.3 Novice.** All characters start as Novices. A character remains a Novice until they have accumulated at least fifty (50) Experience Points. Novices are limited in their flying abilities. Novices may not tail enemy aircraft, may not execute restricted maneuvers, and may not avoid changing altitude using short bursts in combat.

**2.5.4 Veteran.** A character becomes a Veteran when they have accumulated at least fifty (50) Experience Points. The limitations of a Novice are removed when this occurs. A character remains a Veteran until they become an Ace.

**2.5.5 Ace Status.** An "Ace" is any character (pilot or observer / gunner) who scores a total of five or more kills. Ace status may be used in determining promotions, decorations, and allowing the character to select certain special abilities.

**2.5.6 Special Abilities.** A character may select special abilities from a set of Pilot Abilities and Gunnery Abilities. Appendix C (Special Abilities) defines a set of additional special abilities from which characters may select.

**2.5.7 Aircraft Selection.** Experience Points are the basis for establishing the order of pilots when it is time to select new aircraft types. This is covered in Section 3 (Aircraft Selection).

**2.5.8 Observers / Gunners.** Observer / gunners will gain an extra drum of ammunition when they obtain 50 experience points.

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## Section 3 – Aircraft Selection

### 3.1 Incomplete

This section is incomplete. Some parts are effectively only notes for future rules.

### 3.2 Selecting New Aircraft

### 3.3 Changing Aircraft

A character may upgrade to newer aircraft as they become available for the respective nationalities. Aircraft Availability (Appendix II) lists the times that aircraft become available for front line service. Providing an aircraft type is available, and subject to the Aircraft Limitations and Character Restriction (below), a pilot may upgrade prior to any battle.

**3.3.1 Order of Selecting Aircraft.** Prior to each battle, pilots may elect to upgrade aircraft, assuming that there are newer or better aircraft available. Within each nationality the order in which pilots are allowed to upgrade is always determined strictly by seniority as defined by Experience Points. The pilot with the most Experience Points for a nationality has the first choice for any new aircraft. If that pilot declines, then the pilot with the second highest Experience Point total is given a choice, and so on until all pilots have had a chance to select aircraft. If two pilots are tied in Experience Points, then the one with the higher number of Official Kills will choose first. If there is still a tie, then the pilots roll dice and the character with the higher roll selects first. Only one round of new aircraft selection is permitted prior to any one battle.

**3.3.2 Aircraft Limitation.** In order to prevent all pilots from upgrading to new aircraft at the same time, a limitation is placed on the number of aircraft of a given type which are available to the characters. Starting in the first month that a new type is available for selection, one aircraft of that type is usable by the characters in the

campaign. In each following month one additional aircraft of that type becomes available. The total number of aircraft which become usable in a type is limited only by the number of pilots in play for a given side, provided that a sufficient number of months have passed.

### 3.3.3 Change Restrictions.

- 1) Single seat fighter pilots may only change to a single seat fighter aircraft.
- 2) Multi-seat aircraft pilots may only change to multi-seat aircraft.
- 3) In the special case of multi-seat fighters (ex. the Sopwith 1-1/2 Strutter and the Bristol F.2b), the pilot may elect whether to move to a single seat fighter or to a multi-seat aircraft. Once the new type of aircraft is selected the pilot is locked into the new type.

**3.3.4 Change Penalty.** Any pilot who elects to change aircraft suffers a loss of Experience Points. The pilot's Experience Points are reduced to the value of the last Special Ability level which the pilot passed (ex. if a pilot has 248 Experience Points and changes to a new aircraft, the Experience Points are reduced to 200). The break points are 0, 50, 100, 200, 350, 500 and 1000. The pilot does not lose any Special Ability as a result of this reduction.

**3.3.5 Passing on Aircraft.** Once a pilot has given up an aircraft it becomes available for use by any other pilot of the appropriate nationality. If not immediately taken by another pilot, the aircraft remains available for use at any future time.

**3.3.6 Aircraft Obsolescence.** Contrary to actual practice, no aircraft will ever be treated as completely obsolete. Once an aircraft type is no longer active (see Appendix TBD), the number of that aircraft type which may be selected for use is limited to the number that were cast off by pilots as they advanced to better aircraft in the current week.

**3.3.7 Aircraft Replacement.** Should a pilot lose his aircraft due to a crash or extensive damage, then the aircraft must be replaced. If a suitable aircraft type is available prior to a battle, then the character may select the plane. If none is available then the pilot must either wait for another battle to attempt to claim an aircraft, or they must select another type of aircraft.

**3.3.8 Using Previously Known Aircraft Types.** A pilot may elect to go back to an older type of aircraft which the pilot has previously flown (this could occur in the case of an aircraft not being available as a replacement for example). There is no penalty in Experience Points for making such a switch. Further, there is no Experience Point penalty when switching to a more advanced aircraft, if the pilot has flown and paid the Experience Point Change Penalty for such an aircraft in the past.

**3.3.9 Observers and Gunners.** There are no penalties for observers, gunners, or other non-pilot personnel when they change aircraft types. Observers and gunners change aircraft types when their associated pilot changes types. Crews will not normally be separated due to an upgrade in aircraft, unless the new aircraft does not have sufficient positions for all the older crew members.

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## Section 4 – Determining Safe Landings

### 4.1 General

**4.1.1 General.** Each time an aircraft returns to the ground other than its home air field, it must determine whether or not it crashes. If the aircraft crashes, then each character in the aircraft must determine whether or not they are killed.

**4.1.2 Required Checks.** An aircraft and its crew must check for survival under any of the following circumstances.

- 1) The aircraft returns to the ground for any reason while still on the playing area.
- 2) The aircraft leaves the board while gliding.
- 3) The aircraft leaves the board and is a multi-seat aircraft with an observer / gunner flying the aircraft in place of the pilot.

**4.1.3 Automatic Safe Landings.** No landing check is required if an aircraft leaves the playing area under other circumstances than listed above.

**4.1.4 Automatic Crashes.** No safe landing roll is needed for any aircraft which lands in the trenches (including no-man's land) or in water (except float planes). Any aircraft is automatically considered to have crashed and to be destroyed. Aircrew from such aircraft must roll for individual safe landings. No check is required if the pilot is

killed and the observer / gunner is unable to fly the aircraft (a capability of some aircraft types, although the observer / gunner may check for surviving the crash).

**4.1.5 Number of Checks.** One safe landing roll is required for the aircraft itself. If the aircraft crashes (i.e., it fails its safe landing roll), then each member of the air crew must make a landing roll.

**4.1.6 Injuries.** There are no injuries in these rules. Air crew are either alive and fit for duty, captured, or dead.

**4.2 Safe Landing Roll**

**4.2.1 Types Of Landings.** There are three methods in which an aircraft may return to the ground; Powered Landing, Unpowered Landing, and Crashing. The method in which the aircraft returns to the ground will have an effect upon the safety of the landing.

- 1) A Powered Landing occurs if the aircraft is not spinning and has a functioning engine when the aircraft reaches the ground or leaves the combat area. Being “Out Of Fuel” does not effect this conditioned.
- 2) An Unpowered Landing occurs if the aircraft is not spinning and does not have a functioning engine when the aircraft reaches the ground or leaves the combat area.
- 3) An aircraft is crashing whenever it hits the ground unintentionally.

**4.2.2 Landing Areas.** There are four types of ground upon which an aircraft may land.

- 1) Air Field
- 2) Trenches (includes no-man’s-land)
- 3) All Other Land Areas
- 4) Water

**4.2.3 Determining Safe Landings.** To determine whether or not a safe landing occurs, use the Safe Landing Table (Figure II.4.2-1). Cross reference the Type of Landing and the Landing Area. This provides the base safe landing probability. The modifies on the Safe Landing Modifiers Table (Figure II.4.2-2) are added to the base safe landing probability. Once all of the modifiers have been added, a 1D100 is rolled (00 is high). If the result is equal to or less than the computed probability, then the aircraft reaches the ground safely without injury to the air crew. If the result is greater than the probability, then the aircraft crashes. Regardless of all modifiers, the minimum required value for the roll will be 5.

| Landing Area    | Type of Landing |           |          |
|-----------------|-----------------|-----------|----------|
|                 | Powered         | Unpowered | Crashing |
| Air Field       | 95              | 85        | 40       |
| Other Land Area | 90              | 80        | 30       |
| Trenches        | 70              | 60        | 20       |
| Water           | 10              | 10        | 0        |

Figure II.4.2-1 Safe Landing Table

| Condition  | Modifier |
|--|----------|
| Aircraft is on fire +  | -15      |
| Aircraft is smoking +  | -5       |
| Aircraft is in a recoverable spin                                | -10      |
| Aircraft is in an unrecoverable spin                             | -20      |
| Observer / Gunner is flying the aircraft                         | -10      |
| Each level of altitude above Very Low (up to -8)                 | -2       |
| Shot down while strafing trenches                                | -5       |
| Pilot is a Veteran with less than 200 Exp. Points *              | +10      |
| Pilot is a Veteran with 200 or more Exp. Points *                | +15      |
| Pilot is an Ace *  | +25      |
| Pilot has crashed before *                                       | +5       |
| + Applies only once, regardless of number of Fire / Smoke.       |          |
| * Does not apply if an Observer / Gunner is flying the aircraft. |          |

Figure II.4.2-2 Safe Landing Modifiers Table

Example: A single seat aircraft with a veteran pilot (150 Experience Points) has its tail shot off over the trenches at Medium altitude. The base probability will be 20 (crashing in Trenches). Modifiers will be -4 (Low and Medium altitudes) and +10 (Pilot is a Veteran with less than 200 Experience Points). The resulting roll percentage must be less than or equal to 26% (20-4+10).

**4.2.4 Parachuting.** Starting in March of 1918 some German air crew carried parachutes (see paragraph 6.2). If an character is equipped with a parachute, he may elect to bail out rather than ride an aircraft to the ground. When parachuting, use the Parachute Landing Table (Figure II.4.2-3). The base chance of a safe landing by parachute is always 70. a roll on a 1D100 which is less than or equal to the modified chance of a safe landing means that the air crew member landed safely. Any aircraft whose aircrew jumps will automatically be destroyed upon hitting the ground.

| Condition   | Modifier |
|---|----------|
| Aircraft is on Fire +   | -10      |
| Aircraft is Smoking +   | -5       |
| Aircraft is in a Spin   | -5       |
| Aircraft is at High or Very High altitude                       | -5       |
| Aircraft is at Very Low altitude                                | -10      |
| Crew member is a Veteran but not an Ace                         | +5       |
| Crew member is an Ace   | +10      |
| + Applies only once, regardless of the number of Fires / Smoke. |          |

**Figure II.4.2-3 Parachute Landing Table**

**4.3 Effects Of Landing**

**4.3.1 Unchecked Landings.** If an aircraft is not required to check for a safe landing, then the aircraft and air crew are assumed to land safely.

**4.3.2 Safe Landing.**

**4.3.2.1 Aircraft.** If an aircraft passes its check for a safe landing, then the aircraft is assumed to have reached the ground safely and intact. It is available for use in the next engagement.

**4.3.2.2 Air Crew.** If the air crew’s aircraft does not crash, then the air crew is safe and available for duty during the following week.

**4.3.3 Failed Landing.**

**4.3.3.1 Aircraft.** If an aircraft crashes or fails to pass its check for a safe landing, then the aircraft is destroyed. It is no longer available for use in the future.

**4.3.3.2 Air Crew.** If a member of an aircrew fails his check for a safe landing, then that individual is assumed to have died in the landing. If an aircraft crashes, but a member of the air crew passes his check for a safe landing, then he is to be alive with minor injuries. The character will be available for duty again after two full game weeks have passed (i.e., in the third week after the crash).

**4.3.4 Behind Enemy Lines.**

**4.3.4.1 Aircraft.** If the aircraft landed safely behind enemy lines then it will be captured by the enemy if it is not burned by its crew. The rules for burning an aircraft are covered in the campaign rules.

**4.3.4.2 Air Crew.** If an aircraft lands behind enemy lines, then the air crew may attempt to evade capture. Evading capture is covered in the basic rules under the same conditions as for the chances of the Crew Returning after an aircraft exits the playing area. In a multi-seat aircraft, the player may decide whether to roll for each member of the air crew member individually or for the air crew as a unit. If rolling individually, a die is rolled for each crew member. If rolling as a unit, one die is rolled and the result is applied to all of the members.

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## Section 5 – Promotions and Decorations

**5.1 General**

The rewards for service and heroism in the military are promotions and decorations. Characters receive promotions for length of service and notable achievements. Decorations are awarded to characters for specific notable acts.

**5.2 Promotions**

Characters may be promoted for their actions or for their time in service. Whether or not a character receives a promotion is a function of both activities and luck. Each time a character fulfills certain requirements or performs certain actions, they receive a chance to be promoted.

**5.2.1 Equivalent Ranks.** Each nation has its own set of ranks for officers and enlisted men, and an exact comparison of ranks between nations would be difficult. Rather than attempt an exact recreation of each nation’s rank structure, standardized Rank Level Equivalents have been defined and equated to the ranks for each nation. There are four levels of enlisted personnel (Enlisted 1 through Enlisted 4) and six levels of officers (Officer 1 through Officer 6). The Rank Level Equivalent for each nation is listed in Appendix D (Ranks).

**5.2.2 Promotion Goal.** The goal for each character is either to be promoted to the rank of Officer 6 (U.S. equivalent of Colonel) or to become a leading Ace (this is not part of promotions). If the promotion to Officer 6 is achieved, the character is removed from combat and transferred to the air staff at general headquarters. Any player who is able to advance a character to this level should be considered to be one of the winners of the campaign.

**5.2.3 Recommendations for Promotion.** A character will be recommended for promotion whenever one or more of the events on the Promotion Recommendation Events Table (Figure II.5.2-1) occurs. Each recommendation carries with it the number of die rolls which will be made to determine a promotion. The rolls are cumulative for any event (ex. A character making two kills on a mission which gives the character ten kills would receive 5 recommendations; 2 for Two kills in one mission, 2 for Every fifth kill, and 1 for Every tenth kill). If a promotion occurs, all outstanding promotion recommendations are cancelled.

| Promotion Recommendation Event                | Rolls |
|---|-------|
| One kill in one mission                       | 1     |
| Two kills in one mission                      | 3     |
| Each kill above two kills per mission         | 2     |
| Every fifth kill                              | 2     |
| Every tenth kill                              | 2     |
| Achieving Veteran status                      | 1     |
| Every 200 Experience Points from 200 to 1,000 | 1     |
| Every 250 Experience Points over 1,000        | 2     |
| Every Level 1 decoration received             | 1     |
| Every Level 2 decoration received             | 2     |
| Every Level 3 decoration received             | 3     |
| Every Level 4 decoration received             | 5     |
| Each campaign month which passes              | 1     |

**Figure II.5.2-1 Promotion Recommendation Events Table**

**5.2.4 Determining Promotions.** After a scenario, each eligible character will make all applicable promotion recommendation rolls. For each recommendation, 2 D6 are rolled. A result of double ones (1’s) indicates that the recommendation was accepted and the individual receives a promotion to the next higher rank. The promotion takes effect immediately unless it is rejected.

**5.2.5 Time Limitations for Promotions.** A character may receive a promotion no more often than every eight weeks. Recommendations for promotions may be submitted whenever a character deserves the recommendation, but no determination for promotion is made until the eight week time period has passed.

**5.2.6 Automatic Promotions.** There are two conditions under which a character receives an automatic promotion; becoming an Ace, and achieving 25 kills.

- 1) The character becomes an ace.
- 2) The character achieves 25 kills.
- 3) One year passing after the first sortie by the character with no other promotions occurring during this time period.
- 4) One year passing after the last promotion for the character.

When any of these happen, the character receives a promotion as if they had made a successful promotion determination. If a character is within the eight week time period after a previous promotion, then the promotion

will occur at the end of that time period. All outstanding promotion recommendations are cancelled when this promotion is implemented. This type of promotion may be rejected like any other promotion.

**5.2.7 Effects of Promotions.** Promotions advance a character one rank level up in seniority.

**5.2.8 Rejecting Promotions.** In order to allow a character to continue flying and to increase their experience and kills, a character may reject up to two promotions during their career. One rejection may be made at each of two of the character's ranks (ex. A character could reject a promotion as a captain and later as a major, but could not reject two promotions as a major). Rejecting a promotion has no negative effect upon the character, other than to allow other characters to become more senior. A character may not reject a recommendation for a promotion, only the actual promotion. A character who does not wish to be promoted must still make the promotion determination rolls. The rejection of the promotion only occurs if a promotion is rolled.

**5.2.9 Determining Seniority.** There are no equals among military personnel. Seniority is determine among personnel by using the following criteria in the following order.

- 1) Rank. The person with the higher rank is senior.
- 2) Time in Grade. Between persons with the same rank, the individual who was promoted to the rank first is the senior. For game purposes this is determined by the comparing the weeks in which the promotions occurred or the characters were created (for the lowest level personnel).
- 3) Dice Roll. If the above criteria fail, any questions of seniority are resolved by having each player roll a die. The character of the player with the higher result is considered to be senior. This seniority should be noted and holds for any future seniority questions between the two characters.

### 5.3 Decorations

Characters may receive decorations as rewards for their service and acts of bravery. These rules use a highly simplified system of decorations to allow the recognition of special service or acts without adding excessive complexity. The specific national decorations are described in Appendix E (Decorations).

**5.3.1 Types of Decorations.** Decorations are divided into four (4) types designated Level 1 through Level 4, with Level 4 being the highest which a nation may grant.

#### 5.3.2 Criteria for Awards.

**5.3.2.1 Level 1 Decoration.** A Level 1 decoration will be recommended under the following conditions. A Level 1 decoration will be awarded automatically whenever recommended.

- 1) Shot down 1 aircraft on a single sortie.
- 2) Received at least 30 to 35 Experience Points on a sortie excluding points for shoot downs or mission objectives (may be awarded only once).
- 3) Successfully accomplished a dangerous mission (determined by the scenario).
- 4) Agreement by over half of the players in a game that the individual deserves an award.

**5.3.2.2 Level 2 Decoration.** A Level 2 decoration will be recommended under the following conditions. A Level 2 decoration will be awarded on a roll of 1 through 5 on a 1D6.

- 1) Shot down 2 aircraft on a single sortie.
- 2) Shot down an enemy ace who had five to nine kills.
- 3) Received at least 36 to 44 Experience Points on a sortie excluding points for shoot downs or mission objectives (may be awarded only once).
- 4) Achieved Ace status.
- 5) Successfully accomplished a dangerous mission (determined by the scenario).
- 6) Agreement by over half of the players in a game that the individual deserves an award.

**5.3.2.3 Level 3 Decorations.** A Level 3 decoration will be recommended under the following conditions.

- 1) Shot down 3 aircraft on a single sortie.
- 2) Shot down an enemy Ace who had ten to nineteen kills.
- 3) Received 45 or more Experience Points on a sortie excluding points for shoot downs or mission objectives (may be awarded only once).
- 4) Successfully accomplished an extremely dangerous mission (determined by the scenario).
- 5) Agreement by at least two-thirds of the players in a game that the individual deserves an award.

**5.3.2.4 Level 4 Decoration.** A Level 4 decoration will be recommended under the following conditions. A Level 4 decoration will be awarded on a roll of 1 through 3 on a 1D6.

- 1) Shot down 4 or more aircraft on a single sortie.

- 2) Shot down an enemy Ace who had twenty or more kills.
- 3) Successfully accomplished a suicidal mission (determined by the Scenario).
- 4) Agreement by all of the players in a game that the individual deserves the award.

**5.3.2.5 Automatic Level 4 Award.** A character will automatically receive a Level 4 decoration if they achieve 25 kills against enemy aircraft. The award will be received three weeks after the week in which they accomplish this feat. The individual may not receive another recommendation for a decoration during the time period from and including the sortie in which they shot down their 25<sup>th</sup> aircraft until the time they receive their Level 4 medal.

**5.3.2.6 Meeting Multiple Criteria.**

- 1) Same Award Level. If an individual meets more than one set of criteria with a single award level, then they may roll the die once for each criteria that has been met. Only one award of a medal will be made per sortie regardless of the number of die rolls that are performed.
- 2) Different Award Level. If an individual meets the criteria for more than one award level, then they may roll the die for each criteria that has been met at each level. Only the highest award successfully rolled will be received.

**5.3.2.7 Failed Award Rolls.** If an individual rolls for an award recommended and fails the roll (i.e., the roll was greater than the required value), then they may immediately roll for the next lower award at that award’s normal success roll. This may be repeated until they have either succeeded at one level or receive a Level 1 award.

**5.3.2.8 Player Agreement.** In the case where a decoration is to be recommended based on the agreement of the players in a game, there must have been a minimum of six players. Up to one knowledgeable observer of the game (not playing) may be included in this number if they observed the actions which might merit an award. At least one enemy player must agree with the recommendation.

**5.3.3 Multiple Decorations.** An individual may be awarded a Level 1 through Level 3 decoration on multiple occasions. The extra awards are indicated by “bars”. Each additional award of a decoration adds one bar to the original decoration (example: a British Royal Flying Corp officer who had been awarded two Distinguished Flying Crosses would designate this as the “Distinguished Flying Cross with one bar”). An individual may never receive a Level 4 decoration more than once. If an individual should receive a second Level 4 decoration, then they instead receive a Level 3 decoration. The promotion chances associated with this medal are the same as for a second Level 4 decoration.

## Section 6 – Miscellaneous

**6.1 General**

This section contains miscellaneous rules which do not fit under any other section.

**6.2 Parachutes**

The use of parachutes in aircraft was very rare before 1918, and unheard of for Allied personnel at any time. Beginning in March of 1918, each German pilot will roll using the German Parachute Usage Table (Figure II.6.1-1) to see if they use a parachute. The decision to use a parachute is entirely up to the pilot in a multi-seat aircraft. The rest of the air crew will conform to the results for the pilot. A pilot will roll for a parachute only once, either in March of 1918 or when created, whichever is later. If the roll of a 1D100 (00 is high) is less than or equal to the Chance of a Parachute, then the air crew will carry parachutes. If the roll is greater than the Chance of a Parachute, then the air crew will not carry Parachutes.

| Pilot Creation Time                    | Chance of a Parachute |
|--|-----------------------|
| Prior to March, pilot is a Novice      | 40%                   |
| Prior to March, pilot is a Veteran     | 50%                   |
| Prior to March, pilot is an Ace        | 60%                   |
| During or after 1st week of March 1918 | 50%                   |

**Figure II.6.2-1 German Parachute Usage Table**

# Part III – Scenario Generation

## Section 1 Master Scenario Generation

### 1.1 Scenario Descriptions

The following ten general scenario types may be generated for campaign battle play.

- Fighter Patrol Encounter. In this type of scenario a traditional dog fight is generated. Fighters engage enemy fighters to see who can destroy the enemy aircraft.
- Front Line Reconnaissance. In this type of scenario photographic reconnaissance aircraft must pass over a selected section of the enemy’s front line trenches. Fighters accompany the reconnaissance aircraft to protect them from enemy fighters.
- Deep Reconnaissance. In this type of scenario reconnaissance must penetrate well behind the enemy’s front lines to photograph an important installation. Fighters accompany the reconnaissance aircraft to protect them from enemy fighters.
- Artillery Observation. In this type of scenario artillery spotting aircraft must move to and remain near a target location at or near the front lines. Fighters may or may not protect the observation aircraft.
- Trench Strafing. In this type scenario a number of aircraft perform a low level strafing attack upon the enemy’s front line trenches. Additional fighter’s may or may not escort the strafing aircraft.
- Strategic Bombing. In this type of scenario bomber aircraft escorted by fighters must penetrate deep into the enemy’s rear to deliver an attack on an important target. The combat occurs at or near the target of the bombing attack.
- Observation / Bombing Passage. In this type of scenario bomber or observation aircraft are either heading toward or returning from a deep penetration mission. Escorting fighters must help them break through the enemy’s defensive fighters.
- Balloon Busting. In this type of scenario one or more fighter aircraft attack an enemy artillery observation balloon. The balloon is defended by antiaircraft guns and possibly by friendly aircraft.
- Air Base Attack. In this type of scenario fighters and possibly bombers deliver an attack upon an enemy airfield. The enemy’s fighters are often caught by surprise and must attempt to rise to meet the attack.
- Zepplin Straaken R. VI. In this type of scenario giant German bombers move across the board attempting to reach their airbase. This is a scenario to permit novice allied characters to gain Experience Points (assuming that they survive).

### 1.2 Scenario Selection

To select a scenario determine the year in which the combat will occur, roll a 1D100 (percentile dice), and then consult the Scenario Selection Table (Figure III.1.2-1). Under the appropriate year, the scenario selected will be the one for which the die results is between or equal to the “From” and “To” columns. The “%” column is provided for information purposes so that the players will know the chance of each type of scenario being generated.

| 1916 |    |    | 1917 |    |    | 1918 |    |    | Scenario Type                           |
|------|----|----|------|----|----|------|----|----|---|
| From | To | %  | From | To | %  | From | To | %  |   |
| 00   | 14 | 15 | 00   | 19 | 20 | 00   | 12 | 13 | Fighter Patrol Encounter                |
| 15   | 34 | 20 | 20   | 35 | 16 | 13   | 22 | 10 | Front Line Reconnaissance               |
| 35   | 54 | 20 | 36   | 45 | 10 | 23   | 37 | 15 | Deep Reconnaissance                     |
| 55   | 74 | 20 | 46   | 60 | 15 | 38   | 52 | 15 | Artillery Observation                   |
| 75   | 77 | 3  | 61   | 66 | 6  | 53   | 62 | 10 | Trench Strafing                         |
| 78   | 78 | 1  | 67   | 71 | 5  | 63   | 72 | 10 | Strategic Bombing                       |
| 79   | 79 | 1  | 72   | 76 | 5  | 73   | 82 | 10 | Observation / Bombing Passage           |
| 80   | 97 | 18 | 77   | 92 | 16 | 82   | 89 | 8  | Balloon Busting                         |
| 98   | 99 | 2  | 95   | 99 | 5  | 92   | 99 | 7  | Air Base Attack                         |
| --   | -- | -- | --   | -- | -- | --   | -- | -- | Zepplin Straaken R. VI (fly as desired) |

Figure III.1.2-1 Scenario Selection Table

**1.3 Scenario Implementation**

Once a scenario type has been selected go to the appropriate subsection for the scenario within the Individual Scenarios (Section 2).

**Section 2 – Individual Scenarios**

**2.1 General**

This section contains the instructions for generating the details of each of the types of scenarios.

**2.2 Rejecting A Scenario**

It is quite possible that a scenario will be generated which is relatively unfair to one side or another. Should a majority of the players on one side vote to reject the scenario, then a new version of the scenario will be generated (i.e., the type of scenario is not changed, rather, a new version of that type of scenario is created). Any player who voted to reject a scenario may not again vote to reject a scenario until a scenario has been selected and played.

**2.3 Fighter Patrol Encounter**

**2.3.1 Decisions.** The following initial decisions must be agreed upon by the players.

- 1) Selection of players for each side.
- 2) Selection of characters for each side.
- 3) Encounter location.
- 4) Initial aircraft positions.

**2.3.2 Side Selection.** Determining which side a player will be on may be done in either of two ways. The players will agree upon the method before beginning the generation of the scenario.

**2.3.2.1 Player Declaration.** Each player secretly selects one of the sides or “no preference”. The selection may be indicated by writing it on a piece of paper or by turning a die to a specific value (ex. in a German versus Allied battle, setting a die to 1 would mean German, setting it to 6 would mean Allied, and any other value would mean no preference. Note that this is simply using a die as an indicator, not a roll).

If all players selected a side, then the sides are set. If one or more players indicated “no preference” an additional decision step is required.

There are four possible cases for resolving the “no preference” selections. The cases are listed in the Fighter Patrol No Preference Assignment Table (Figure III.2.3-1). If more than one situation applied to the existing conditions, use the first situation listed that applies. Each “no preference” player rolls a 1D100 to see which side they join.

| Situation                                       | Assignment                      |
|---|---------------------------------|
| One side has no players                         | 75% chance for the smaller side |
| One side has only one player                    | 70% chance for the smaller side |
| Sides are not within two aircraft of each other | 60% chance for the smaller side |
| Sides are within two aircraft of each other     | 50% chance for each side        |

**Figure III.2.3-1 Fighter Patrol “No Preference” Assignment Table**

**2.3.2.2 Random Selection.** One side is assigned to be even values on a die roll and the other is assigned to be the odd values on a die roll. Each player rolls a die. All players with even numbers will form one side and all players with odd numbers form the other.

**Section 3 – Common Situations**

TBD

**Section 4 – Tactical Rules Modifications**

TBD

# Appendix A – The Playing Board

## A.1 Size Defined

The playing board may be any size or shape as needed to fit the scenario and the playing pieces used. The concepts defined in this appendix apply equally well to any shape board. The board used as an example in this appendix is that of the group which tested these rules. It is assumed to consist of a four foot by eight foot (4'x8') area divided into five inch hexes. Scenarios may be run across the board or down its length. This size of board is used for the examples. Games may be played on any size or shape board.

## A.2 Types of Areas on the Board

There are five different areas defined for the playing board. These areas are generalizations of the actual front line conditions. They are not intended to be historically accurate to any specific location, but rather are to provide justifications for what happens to aircraft over them.

- 1) No-Man's Land. This is the area between the opposing trench systems. Neither side controls it. No-Man's Land is one hex wide and runs completely across the board.
- 2) Front Line Trenches. This is the area containing each side's forward outposts. The owning side loosely controls it, however, enemy patrols may often be present. The Front Line Trenches are two hexes wide and parallel No-Man's Land on each side.

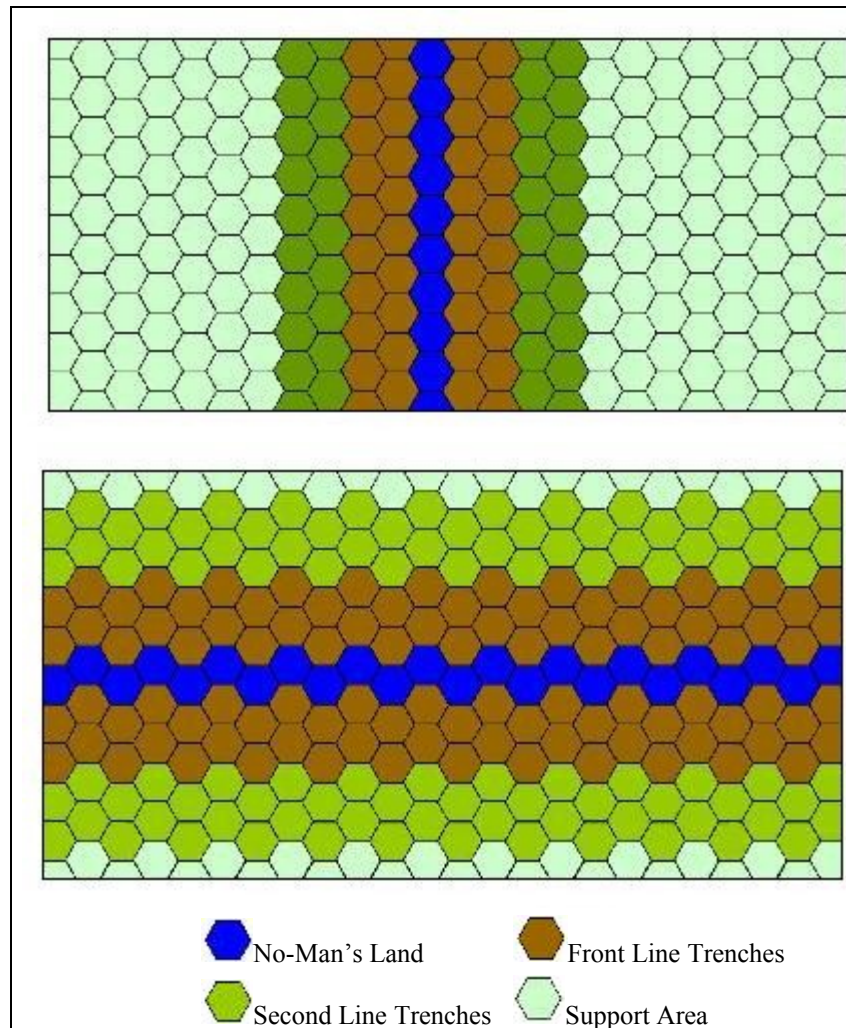


Figure A.3-1 Balanced Playing Area

- 3) Second Line Trenches. This is the area containing each side’s main defensive trenches. The owning side solidly controls it. The Second Line Trenches are two hexes wide and parallel the Front Line Trenches on the side opposite No-Man’s Land.
- 4) Support Area. This is the area immediately behind the main defensive trenches. It contains trenches, strong points, headquarters, artillery positions, airfields, and other installations to support the front lines. Troops are not as thick in this area as in the Second Line Trenches.
- 5) Rear Area. This area is similar to the Support Area, but is much further back from the front lines. It is not shown on the Playing Area Map. There are fewer military units in the rear area and they are more spread out, although, individual installations may be more important as air targets. Normally, the Rear Area is not present on a board with the other four areas.

**A.3 Board Layouts**

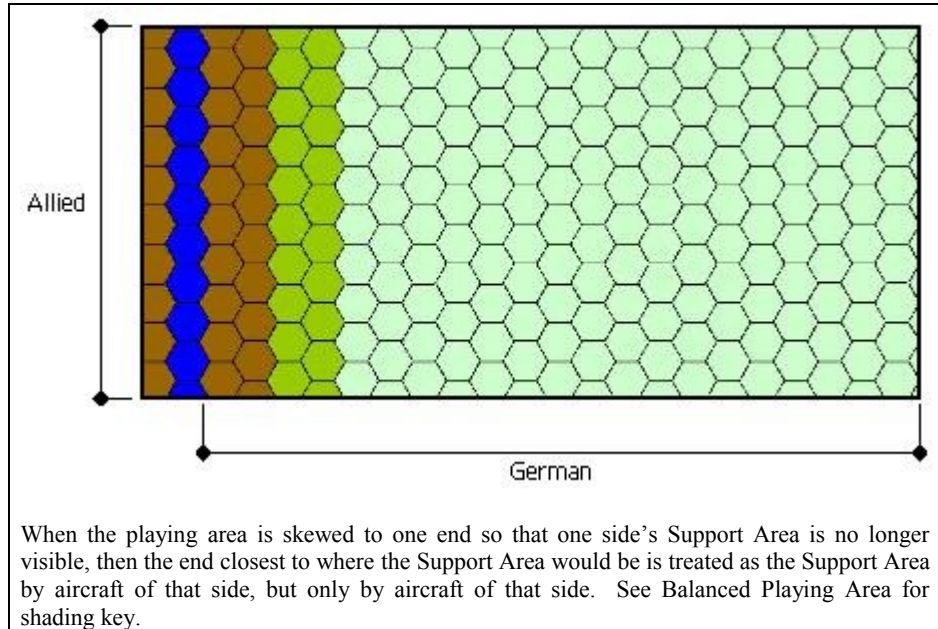
**A.3.1 General**

There are four basic variants of the playing board, each defined by what types of areas are on the board and where they are located. The structure of the playing board may be modified by a scenario’s rules.

- 1) Balanced Playing Area
- 2) Skewed Playing Area
- 3) Rear Playing Area
- 4) Special Cases

**A.3.2 Standard Playing Area.** This board variant contains No-Man’s Land, the Front Line Trenches, Second Line Trenches, and Support Area for both sides. This is shown in the Balanced Playing Area figure (Figure A.3-1).

**A.3.3 Skewed Playing Area.** This board is similar to the Standard Playing Area, except that one ore more of the areas for one or both sides is missing from the board. Skewed Playing Areas are normally used when a scenario takes place behind the front lines of one side or the other. This is shown in the Skewed Playing Area figure (Figure A.3-2). Since one side will have no Support Area (and this is important for exiting the board and other special conditions), the edge of the board closest to where that side’s Support Area would be located is assumed to be their Support Area. This is shown in the figure.



**Figure A.3-2 Skewed Playing Area**

**A.3.4 Rear Playing Area.** This board consists entirely of Rear Area. Such a board represents a location far enough behind the front lines that none of the typical front line installations would be present. The side whose rear area is represented by the board may treat all edges of the board as friendly Support Area for exit conditions. The opposing side treats all edges of the board as enemy Support Area except for the one edge designated as closest to their own lines. This edge is treated as their Support Area.

**A.3.5 Special Cases.** The board structure for scenarios with special cases must be defined in the scenario.

# Appendix B – Character Record

## B.1 Permanent Data

The following data is recorded at the top of the Character Record. This data should not change during the life of the character.

- 1) Player Name. This is the name of the controlling player.
- 2) Character Name. This is the name of the character.
- 3) Nationality. This is the nationality for which the character flies. The character may be from one nation yet fly for a different nation. This information may be entered in parentheses (ex. An American flying for France would be entered as “France (United States)”).
- 4) Position. Check the appropriate box for the character’s duties.

## B.2 Current Summery Data

The following data is recorded at the top of the Character Record. This data may change during the life of the character.

- 1) Year. This is the year or years to which the record applies.
- 2) Page. This counts the pages of Character Records that have been used for the character. Each page is able to record up to six months at one week/sortie per line.
- 3) Squadron. This will identify which squadron the character is currently assigned to. This information is optional if squadron-flying rules are not used.
- 4) Special Abilities. Any special abilities that the character has acquired are noted in this box.
- 5) Decorations. This area is used to summarize the decorations that the character has received.

## B.3 Weekly Data

A record page contains 26 lines, each able to record the results of one sortie/scenario.

- 1) Sortie. This is a simple count of the number of combat sorties (i.e., actual battles) in which the character has participated.
- 2) Week. This is the week of the year (1 through 52) in which the sortie occurred.
- 3) Aircraft. This records the type of aircraft flown by the character during the battle. This may change during the character’s career.
- 4) Flight Experience. This is the number of experience points credited to the character for the current sortie.
- 5) Total Experience. This is the total experience points that a character currently possesses. It is the Total Experience at the end of the previous sortie plus the Flight Experience for the current sortie.
- 6) Credited Kills. This is the number of Kills credited to the character for the current sortie. Only aircraft officially credited towards the character as destroyed are included in this column.
- 7) Official Kills. This is the total number of officially credited Kills that the character possesses. It is the Total Kills at the end of the previous sortie plus the Credited Kills for the current sortie.
- 8) Current Status. This records the status of the character at the end of the current sortie.
- 9) Rank. This is used to record the rank of the character at the end of the current sortie.
- 10) ✓. This is used to note when the promotion and decorations have been determined for a sortie. A check mark (✓) is placed in the column after all determinations have been made. Note: under the promotion and decoration rules delays are possible in when these actions are determined, so it may be necessary for the promotion and decoration checks to be performed sometime after a scenario.
- 11) Notes. This is used to record any notes or comments relevant to the character and/or the sortie.

## B.4 Record Sheet

The following page shows a blank Character Record. The second following page shows a sample Character Record (this is actual data from the play test campaign).

**Insert Sample Character Record in place of this page.**

**Insert Sample Character Record in place of this page.**

# Appendix C – Special Abilities

## C.1 General

The following Special Abilities are defined in addition to those provided in the *Blue Max* rules. A character may take each ability only once unless otherwise noted.

The abbreviation for each ability is listed after its name in parenthesis. Abilities marked with an asterisk (\*) by their abbreviation are from the original *Blue Max* rulebook.

## C.2 Pilot Abilities

Only pilots may select the following Special abilities.

**C.2.1 Bombing Accuracy (Ba).** The pilot is better at dropping bombs accurately and receives a  $\pm 1$  (as appropriate) on all bombing success die rolls.

**C.2.2 Being Tailed (Bt\*).** Only enemy pilots who are Aces may tail the pilot.

**C.2.3 Combat Spin Control (Cs).** The pilot has better or faster control over the response of his aircraft to hits. The pilot receives a  $-1$  to the die roll when rolling for a spin caused by wing or tail hits. This ability does not apply to spin rolls due to stalls, and does not apply when attempting to recover from a spin.

**C.2.4 Maneuver (Ma\*).** The pilot may treat all restricted maneuvers as unrestricted.

**C.2.5 Maneuver Spin Control (Ms).** The pilot is better able to judge the moment to pull out of a stall to prevent going into a spin. The pilot receives a  $-1$  to the die roll when rolling for a spin caused by a stall. This ability may never reduce the chances of entering a spin to less than 1 out of 6. This ability does not apply to spin rolls due to hits to the wing or tail in combat, and does not apply when attempting to recover from a spin.

**C.2.6 Speed Reduction (Sn).** The pilot knows how to quickly reduce the speed of his aircraft by weaving and near stalls. The plane may reduce speed by two (2) speeds during one turn. This form of speed reduction may not be repeated two turns in a row (i.e., the aircraft may reduce speed normally in the following turn, but may not slow by two speeds in the following turn). To take this ability the pilot must have at least 350 Experience Points and already have the Maneuver ability.

**C.2.7 Spin Recovery (Sr).** The pilot is better able to recover from a spin. The pilot receives a  $+1$  to the die roll to recover from a spin. This ability may never increase the chances of recovering from a spin to greater than 5 out of 6. To take this ability the pilot must already have the Maneuver ability.

**C.2.8 Stability (St\*).** If the pilot's aircraft has a listed stability of C, it becomes B; if B, it becomes A.

**C.2.9 Tailing (Ta\*).** The pilot may tail aircraft at a distance of four hexes instead of three.

**C.2.10 Tight Loops (Tl).** The pilot has practiced looping and is able to do it well. The pilot is not required to roll for a crash when looping at very low altitude. The pilot may climb or dive while executing a loop. The loop, while still treated as a Non-Repeatable maneuver with regard to all other maneuvers, may be performed sequentially in three turns (i.e., the aircraft may do three loops in a row). To take this ability the pilot must already have the Maneuver ability and at least 350 Experience Points. Pilots of aircraft with two or more seats may not use this ability.

**C.2.11 Pivoting Drum Gun (Pd).** The pilot of an aircraft that is equipped with a drum fed gun on the upper wing may use that gun to fire upwards. If firing at an aircraft that is at a higher altitude, the pilot may fire only the drum gun. The attack is conducted normally (for a single gun), but the aircraft is not required to climb in the following turn. Also, the pilot may conduct an attack against an aircraft that is directly overhead (same hex but one altitude up), provided that the target aircraft's facing is within one hex side of the firing aircraft. The range is treated as 1 (not same) hex.

**C.2.12 Speed Control (Sc).** The pilot is better able to control the effects of speed on the aircraft when sighting on a target. Attacks at Speed 3 do not use the "Attacker's speed 3 or more" line on the Combat Values table. Attacks at Speed 4 or 5 do use this line. Only an Ace with 500 or more Experience Points may select this ability.

**C.2.13 Being Tailed (Ace).** You can only be tailed by another ace with the ace tailing ability. You must have the non ace Being Tailed skill to choose this skill. You must be an Ace to choose this skill.

**C.2.14 Tailing (Ace) (TaA).** The pilot may tail aircraft at a distance of four hexes instead of three. The pilot can tail an ace with the Being Tailed Ace skill.

### C.3 Observer / Gunner Abilities

Only observer / gunners may select the following Special abilities.

**C.3.1 Observation Expertise (Oe).** The observer/gunner has superior abilities in performing observation and reconnaissance work. The observer/gunner gets  $\pm 1$  (as appropriate) on all observations and reconnaissance die rolls.

**C.3.2 Extra Drum (Ed).** The observer/gunner can have an extra drum of ammunition (5 boxes of ammo). This skill can be taken up to three times.

**C.3.3 It's Only a Flesh Wound (Fw).** This skill turns an Observer Killed chit result into an "Observer Wounded, may not fire for 3 turns" chit. A second Observer Killed chit will result in the death of the observer.

### C.4 Common Abilities

Any character may select the following Special abilities. The abbreviation for the ability is listed after its name in parenthesis. Abilities marked with an asterisk (\*) by their abbreviation are from the original *Blue Max* rulebook.

**C.4.1 Deflection (De\*).** The character ignores the effects of deflection when firing. This ability also negates deflection on a spinning aircraft.

**C.4.2 Die Roll (Dr\*).** The character adds one to the combat die roll. A roll of 6 remains 6.

**C.4.3 Fire Value (Fv\*).** The character has a fire value modifier of +1, in addition to all other modifiers. Only an Ace may select this ability.

**C.4.4 Jamming (Ja\*).** The character receives a -1 to the die roll for all jamming rolls. The character also receives a +1 to the die roll for all un-jamming rolls.

**C.4.5 Range (Ra\*).** If a character is firing from a range of 3, the range is considered to be 2. If the character is firing from a range of 2, it is considered to be 1. Range 1 remains 1. you must be an Ace to choose the Range skill.

**C.4.6 Good Vision (Gv).** The character is able to trail aircraft within one hex in a cloud or fog. The individual is able to fire at aircraft within one hex in cloud or fog. The individual gets +1 on a roll to spot an Ace-In-The-Sun. An observer may conduct observation missions from one hex further than normal.

**C.4.7 Parachute (Pa).** The character is granted a parachute without rolling. In a two-seat aircraft, the observer/gunner also has a parachute. Having this skill allows the character to use the Parachute Safe Landing table instead of the standard Safe Landing table when determining the chances of surviving a Safe Landing or a crash. Only Central Power characters with at least 350 Experience Points during or after the first week of March 1918 may take this skill. Pilots who have received a parachute as a result of the parachute die roll do not need to take this ability.

## Appendix D – Ranks

The Equivalent Ranks Tables (Figures D.1-1 through D.1-6) list the ranks for the major combatant nations of the First World War. All of the rank equivalencies are approximate, with some latitude having been taken in order to maximize the differentiation between ranks within each nation. The ranks increase down the table listings. All ranks in a row are equivalent for game purposes.

| Rank Level Equivalent   | Army               | Royal Navy              |
|---|--------------------|-------------------------|
| Enlisted (E-1)  | Corporal           | Leading Seaman          |
| Enlisted (E-2)  | Lance Sergeant     | Petty Officer (2)*      |
| Enlisted (E-3)  | Sergeant           | Petty Officer (3)*      |
| Enlisted (E-4)  | Sergeant Major     | Chief Petty Officer     |
| Officer 1 (O-1)   | Subaltern          | SubLieutenant           |
| Officer 2 (O-2)   | Lieutenant         | Lieutenant (2) *        |
| Officer 3 (O-3)   | Captain            | Lieutenant (3) *        |
| Officer 4 (O-4)   | Major              | Lieutenant<br>Commander |
| Officer 5 (O-5)   | Lieutenant Colonel | Commander               |
| Officer 6 (O-6)   | Colonel            | Captain                 |
| * This was only a single rank in the Royal Navy. A character must receive two “promotions” to move to the next higher rank title. Use the numbers in parentheses to indicate the specific level of a character. |                    |                         |

Figure D.1-1 Equivalent Ranks Table, Great Britain

| Rank Level Equivalent | Army            | Navy                           |
|-----------------------|-----------------|--------------------------------|
| Enlisted (E-1)        | TBD             | Quarter-Maître                 |
| Enlisted (E-2)        | TBD             | Second- Maître                 |
| Enlisted (E-3)        | Sergent         | Maître                         |
| Enlisted (E-4)        | Adjutant        | Premier Maître                 |
| Officer 1 (O-1)       | Sous-Lieutenant | Enseign de Vaisseau 2me Classe |
| Officer 2 (O-2)       | Lieutenant      | Enseign de Vaisseau 1re Classe |
| Officer 3 (O-3)       | Capitaine       | Lieutenant de Vaisseau         |
| Officer 4 (O-4)       | Major           | Capitaine de Corvette          |
| Officer 5 (O-5)       | ?               | Capitain de Frégate            |
| Officer 6 (O-6)       | ?               | ?                              |

Figure D.1-2 Equivalent Ranks Table, France

| Rank Level Equivalent | Army        | Navy                     |
|-----------------------|-------------|--------------------------|
| Enlisted (E-1)        | ?           | Sottocapo                |
| Enlisted (E-2)        | Sergente    | Sergente                 |
| Enlisted (E-3)        | ?           | Secondo Capo             |
| Enlisted (E-4)        | ?           | Capo 1st Classe          |
| Officer 1 (O-1)       | Sottotenete | Guardiamarina            |
| Officer 2 (O-2)       | Tenete      | Sottotenente di Vascello |
| Officer 3 (O-3)       | Capitano    | Tenete di Vascello       |
| Officer 4 (O-4)       | Maggiore    | Capitano di Corvetta     |
| Officer 5 (O-5)       | ?           | Capitano di Fregata      |
| Officer 6 (O-6)       | ?           | ?                        |

Figure D.1-3 Equivalent Ranks Table, Italy

| Rank Level Equivalent | Army | Navy |
|-----------------------|------|------|
|-----------------------|------|------|

|                 |   |                         |
|-----------------|---|-------------------------|
| Enlisted (E-1)  | ? | Starshiy Krasnoflotets  |
| Enlisted (E-2)  | ? | Starshina Vtoroy Stat'i |
| Enlisted (E-3)  | ? | Starshina Pervoy Stat'i |
| Enlisted (E-4)  | ? | Glavnyy Starshina       |
|                 |   |                         |
| Officer 1 (O-1) | ? | Mladshiy Leytenant      |
| Officer 2 (O-2) | ? | Leytenant               |
| Officer 3 (O-3) | ? | Kaptain-Leytenant       |
| Officer 4 (O-4) | ? | Kaptain Tret'yevo Ranga |
| Officer 5 (O-5) | ? | Kaptain Vtorovo Ranga   |
| Officer 6 (O-6) | ? | ?                       |

**Figure D.1-4 Equivalent Ranks Table, Imperial Russia**

| Rank Level Equivalent | Army               | Navy                      |
|-----------------------|--------------------|---------------------------|
| Enlisted (E-1)        | Corporal           | Petty Officer 3rd Class   |
| Enlisted (E-2)        | Sergeant           | Petty Officer 2nd Class   |
| Enlisted (E-3)        | Staff Sergeant     | Petty Officer 1st Class   |
| Enlisted (E-4)        | First Sergeant     | Chief Petty Officer       |
|                       |                    |                           |
| Officer 1 (O-1)       | 2nd Lieutenant     | Ensign                    |
| Officer 2 (O-2)       | 1st Lieutenant     | Lieutenant (Junior Grade) |
| Officer 3 (O-3)       | Captain            | Lieutenant                |
| Officer 4 (O-4)       | Major              | Lieutenant Commander      |
| Officer 5 (O-5)       | Lieutenant Colonel | Commander                 |
| Officer 6 (O-6)       | Colonel            | Captain                   |

**Figure D.1-5 Equivalent Ranks Table, United States**

| Rank Level Equivalent | Army           | Navy                 |
|-----------------------|----------------|----------------------|
| Enlisted (E-1)        | Obergefreiter  | Maat                 |
| Enlisted (E-2)        | Unteroffizier  | Obermaat             |
| Enlisted (E-3)        | Feldwebel      | Feldwebel            |
| Enlisted (E-4)        | Hauptfeldwebel | Stabsfeldwebel       |
|                       |                |                      |
| Officer 1 (O-1)       | Leutnant       | Leutnant zur See     |
| Officer 2 (O-2)       | Oberleutnant   | Oberleutnant zur See |
| Officer 3 (O-3)       | Hauptmann      | Kapitänleutnant      |
| Officer 4 (O-4)       | Major          | Korvettenkapitän     |
| Officer 5 (O-5)       | Oberstleutnant | Fregattenkapitän     |
| Officer 6 (O-6)       | Oberst         | ?                    |

**Figure D.1-6 Equivalent Ranks Table, Germany and Austro-Hungary**

# Appendix E – Decorations

The Decorations Tables (Figures E.1-1 through E.1-6) list some of the decorations for the major combatant nations of the First World War.

| Decoration Level   | Officers                   | Enlisted                   |
|--|----------------------------|----------------------------|
| Service  | Meritorious Service Medal  | Meritorious Service Medal  |
| Valor 1  | Military Cross             | Military Medal             |
| Valor 2  | Distinguished Flying Cross | Distinguished Flying Medal |
| Valor 3  | Victoria Cross             | Victoria Cross             |
| <b>Note:</b> Beginning in April 1918 this table is used for all British personnel when the Royal Flying Corps and the Royal Navy Air Service were combined into the Royal Air Force. |                            |                            |

**Figure E.1-1 Decorations Table, Great Britain (Royal Flying Corps and Royal Air Force)**

| Decoration Level | Officers                   | Enlisted                   |
|------------------|----------------------------|----------------------------|
| Service          | ?                          | ?                          |
| Valor 1          | Military Cross             | Military Medal             |
| Valor 2          | Distinguished Flying Cross | Distinguished Flying Medal |
| Valor 3          | Victoria Cross             | Victoria Cross             |

**Figure E.1-2 Decorations Table, Great Britain (Royal Naval Air Service)**

| Decoration Level | France             | United States                |
|------------------|--------------------|------------------------------|
| Service          | ?                  | Distinguished Flying Cross   |
| Valor 1          | Croix De Guerre    | Bronze Star                  |
| Valor 2          | Médaille Militaire | Silver Star                  |
| Valor 3          | Legion d’Honneur   | Congressional Medal of Honor |

**Figure E.1-3 Decorations Table, France and United States**

| Decoration Level | Italy                          | Russia                 |
|------------------|--------------------------------|------------------------|
| Service          | War Medal                      | Order of St. Vladimir  |
| Valor 1          | War Cross                      | Order of St. Stanislas |
| Valor 2          | Silver Medal of Military Valor | Order of St. Anne      |
| Valor 3          | Gold Medal of Military Valor   | Cross of St. George    |

**Figure E.1-4 Decorations Table, Italy and Russia**

| Decoration Level | Germany               | Austro-Hungary           |
|------------------|-----------------------|--------------------------|
| Service          | Iron Cross, 2nd Class | Military Merit Cross     |
| Valor 1          | Iron Cross, 1st Class | Bronze Medal For Bravery |
| Valor 2          | Knights Cross         | Silver Medal For Bravery |
| Valor 3          | Order Pour Le Merite  | Gold Medal For Bravery   |

**Figure E.1-5 Decorations Table, Germany and Austro-Hungary**

The medals listed herein are only a few of the actual decorations which each nation would have had available (especially Germany). No attempt has been made to select medals that are equivalent to each other from across the different nations. Many liberties have also been taken to make the medals from each nation to fit into the structure used here.