Air Fleet
"Knights of the Sky"
Aerial combat for second world war miniatures.

INTRODUCTION
Air Fleet is a game of aerial combat of the second world war. The players control a squadron of aircraft. This squadron is generally
composed of two or three aircraft. The goal is to maneuver on the game table in order to destroy the greatest number of enemy aircraft. There is no limit to the number of players, however it is advised to have only one squadron per player.

**MATERIAL**

**Miniatures:**
Air Fleet is designed to be played with 1/300th scale miniatures. They have the advantage of being inexpensive and attractive. They can be found easily. These miniatures can be installed on an end of piano wire to accentuate the visual. It is recommended that they be put on a heavy, broad base so that the figure does not fall during play.

**The Board:**
The surface of the board is divided into hexagons. These hexes are used to determine the movement of aircraft throughout play. A standard playing board is 216 hexagons forming a 12 by 18 hex area.

**Chits:**
There are three types of chits: Chits are used to track altitude, the pursuit, and damage.
- **Altitude Markers:** In order to simulate three dimensions it is essential to use the altitude markers. Each aircraft must indicate its level of altitude using the appropriate marker. In Air Fleet there are seven levels of altitude: treetop level (RM), very low (TB), low (B), medium (M), high (H), very high (TH), ceiling (P). The altitude codes (indicated between brackets) are printed on the altitude markers.
- **Pursuit Indicators:** During combat, an aircraft which tails another profits from a certain advantage. In order to simulate that, the Tailed aircraft must communicate certain information on his intentions with the aircraft that tails it. The chits that provide this information, often directional, guarantee secrecy when the tailing pilot is informed.
- **Damage Indicators:** The chits are black on one side and are white on the other. They are used to determine damage received at the time an enemy fires. Information there indicates the nature and the intensity of the damage endured by the target.

**Maneuver Cards:**
The maneuver cards show various maneuvers available for certain models of aircraft. For each maneuver, the starting position is indicated by a small black triangle. The ending position as well as the heading of the aircraft are indicated by a silhouette of an aircraft. Each maneuver is coded by a number, a letter and another number. The initial number corresponds to the number of the maneuver. Those that begins with "0" correspond to special and difficult maneuvers. The letter indicates the general direction of the operation (A for Straight or Forward, D for Right-hand side and G for Left). Finally the last number indicates the difficulty of the maneuver (From -1 to 4). The maneuvers are grouped by speed on the maneuver cards which are available in the appendices.

**Flight logs:**
The flight logs show the characteristics of the aircraft and make it possible to track the maneuvers carried out as well as received damage.
The Damage Table:
The damage table is used to determine damage inflicted by enemy aircraft according to the armament used. The top row indicates the fire power. The left hand column are the die roll of a six sided die. The intersection of the fire power and the die roll shows the number of damage indicators which must be applied to the target. The process is simple and shall be looked at in detail in the chapter devoted to combat.

PRINCIPLES OF PILOTING
Types of aircraft
There are two types of aircraft: fighters and bombers. Generally Air Fleet is played to simulate combat between several groups of fighters. Nevertheless, in certain scenarios it is possible to utilize bombers. The various types of aircraft available are indicated in the appendix of these rules, located at the end of the handbook.

Characteristics of the aircraft
All the characteristics of usable aircraft are indicated on the flight logs.

Identification
The aircraft identification makes it possible to locate it on the game table. It can correspond to the Name of the aircraft or to the pilot who flies it.

Structure points
The structure points of an aircraft correspond to the number of points of damage which the aircraft can receive before being shot down. These structure points are distributed in four locations: The engine, the tail, the wings and the fuselage.

Maneuverability
Maneuverability is used to determine the complexity of the maneuvers which the aircraft can undertake. It is expressed using a value going from 0 to 6. It cannot never be lower than 0.

Maximum speed
The aircraft can perform using four levels of speed. On their flight log, the maximum speed of the aircraft is indicated. Only maneuvers using a speed lower than or equal to the maximum speed of the aircraft can be performed by the aircraft in question.

Limitations
In order to account for the diversity of aircraft during this period, certain aircraft have restrictions or advantages with respect to the general rules. These special rules are shown in the box entitled "limitations" located at the bottom of the flight log.

Aircraft Cost.
Each type of aircraft has a cost shown as aircraft points in the corresponding appendix. This cost accounts for the capabilities of the aircraft. It's aim is to balance the play so that the players who use less capable aircraft can play against more modern and better equipped aircraft fairly.
**Pilot Morale**
The morale of a pilot makes it possible to determine his effectiveness during combat. The values go from 0 for a wounded pilot to 4 for the most experienced pilots. It makes it possible to modify the maneuverability of the aircraft used by a particular pilot. If the campaigns rules are not used, we advise players to use experienced pilots at all times.

<table>
<thead>
<tr>
<th>Morale du pilote</th>
<th>Valeur du moral</th>
<th>Modificateur à la maniabilité de l’appareil*</th>
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<tr>
<td>« Pilote blessé »</td>
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* The effective maneuverability of an aircraft cannot be lower than 0.

**Action points and maneuvers**
At the beginning of each turn an aircraft has a number of action points equivalent to the value of the adjusted maneuverability (by the morale one of the pilot). According to the difficulty of the maneuver carried out, this number can be decreased or increased. The remaining number of points can be used for firing. The more maneuverable an aircraft is, the easier the maneuver will be and the easier the pilot will be able to adjust his firing.
PREPARATION:

Choose the side and the aircraft:
Each player starts by choosing a side: Axis or Allied. There must be as many players on one side as the other. Once the players chose their side, they must determine which type of aircraft they will use. They must refer to the corresponding appendix located at the end of this booklet.

Squadron Composition:
A squadron is composed of three fighters of the same type. Nevertheless, in the case of certain scenarios, the squadron can protect a bomber. Thus at times a player may want to add an optional bomber with the group of fighters.

Type of scenario:
Once the players chose their side they must determine what type of scenario they will play. This is done by rolling a die for each side. Look at the two results: If they are equal, it shall be a dogfight. Each side deploys all of their fighters. If the score of one side is higher than the other, but lower than double, it is an attack. In this case the side which won the roll is called the attacker. They can deploy all of their fighters. The other side is the defender and can deploy only two fighters. If the score of a side is higher than double the other, it is an interception. In this case, the side which won the roll is called the interceptor. They can deploy three of their fighters. The other side is intercepted. They can deploy only two fighters but must also deploy a bomber. In this last case, the fighters will have to protect the bomber. The nature of the scenario (dogfight, attack or interception) determines the conditions of victory.

Fixed duration
Scenarios can last more or less a long time depending on the nature of the scenario and the committed forces. With each scenario, determine the number of encounter turns required for each camp. This number corresponds to the time (in turns of play) which the aircraft must remain in play before being able to leave the table without being entered as destroyed. Aircraft which leave the table before the number of encounter turns required for their side, are regarded as destroyed when victory points are calculated. The number of turns required for each camp are calculated as follows:

The total number of attacker’s points = pA. The total number of defender’s points = pJ. The result is rounded to the nearest whole number (one rounds down in the event of a tie). You will find in the appendix a table which makes it possible to find the number of turns required of each player according to the committed forces.

Fill out the flight log
For each squadron aircraft, complete the flight log by entering the characteristics of the type of aircraft used. This log is completed by registering the name of the aircraft or the pilot. Also record all the characteristics of the aircraft (structure points in the various locations, maximum speed and maneuverability) and the morale of the pilot.
**Starting the game**

**Attack or Dogfight:**

A corner of the game board is selected as a reference hex for one side. The opposite corner is selected for the other side. Each side rolls a die. The value obtained indicates which column, from the reference hex, the squadron will start in. Then roll two dice for each group. The value obtained indicates the hex in that column that the group will start. This action is to be repeated for each squadron, including those of the same side. The diagram below shows the method to be followed. The altitude and the heading of the aircraft are left at the discretion of the player who controls them.

**Interception:**

The interceptor is placed as indicated above. The intercepted rolls two series of two dice. One for the fighters and a second for the bomber. The value obtained for each one of them indicates the hex where the aircraft must be placed in the column below.

![Aircraft hexagonal installation](image.png)
Exemple de carnet de vol

Vitesse maximale de l'appareil. Numéro du type d'appareil
Identificateur permettant de repérer facilement l'appareil sur la carte de jeu.

Manœuvres de l'appareil
Puissance de feu à 0 hexagone
Puissance de feu à 1 hexagone

Enregistrement des manœuvres de l'appareil.
Numéros du tour de jeu
Inscription du code de la manœuvre
Inscription de la difficulté effective et du nombre de points d'action au départ à la phase de combat.

Silhouette de l'appareil
Points de structure de l'appareil

Règles spéciales propres au type de l'appareil
Flight Log
Type: F4U Corsair
Identification: ..................... Moral of the pilot: .....................

Maneuverability
Speed
Range: 8 7 4 2 : 4 : 4 Turn/Maneuver/Difficulty

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Wings
Fuselage
Empennage
Engine
Limitations:
Type of aircraft allowing...
Maneuverability of the aircraft
Maximum Speed of the Aircraft.
Firepower at 0 hexagon.
Firepower at 1 hexagon.
Fire power at 2 hexagons.
Fire power at 3 hexagon.
Structure points of the aircraft
Special Rules suitable for the type of the aircraft

THE SEQUENCE OF PLAY
Principles
Air Fleet is played out in successive game turns. With each turn, the players note the maneuvers secretly that they intend to perform with the aircraft they control. They register the codes corresponding to these maneuvers on the flight logs of their aircraft. When all of the players finished noting the maneuver codes, they are simultaneously revealed. Following movement, they resolve possible fires and determine the damage which results. In order to guarantee an effective treatment of the various actions which take place in a turn, the turn is broken up into successive phases of play. Certain actions are not possible during certain phases of play. It is necessary to wait until all the players finish a phase before moving to the next phase. It is important to respect the order of phases in order to guarantee the correct operation of the game. When all phases of the turn are played, the next turn begins. Before starting, the players decide who will be responsible for keeping track of the phases. When players are familiar with the phases they can exempt this formality.

Phases of play
Each turn of play breaks up into seven phases:
1 - Tailing: The turn starts with this phase. Players determines which aircraft are being tailed and by who.
2 - Operation: The players choose a maneuver and record it in the flight logs of each of the aircraft that they control. An aircraft that is being tailed must make known to the tailing aircraft the direction of the selected maneuver (right, straight or left, up or down) before the tailing plane determines his maneuver. The players must also indicate, the number of action points available to the aircraft at the end of the maneuver. This phase should be limited to one minute.
3 - Movement: The players move their aircraft on the table according to the maneuver recorded on their respective flight log.
4 - Combat: Each aircraft can use its remaining action points to engage enemy aircraft. An aircraft can have only one target per turn but can shoot several times at the target. Once the combat is carried out, one determines the damage generated.
5 - Damage: The damage determined during the combat phase (Phase 4) is applied.
6 - Problem: The players who entered into a spin always lose altitude. The players whose aircraft are on fire draw a damage chit on the white side and apply the result at once.
7 - Resolution: The players whose aircraft released smoke must carry out a test to see if it stops or if the plane catches fire. Aircraft that are in a spin can try to correct.

1 - Tailing Phase
Principals
The aircraft tailing an adversary profits from advantages. It is thus necessary to determine under which conditions an aircraft can be tailed. An aircraft is tailing another if the following conditions are all met:
- the tailed aircraft is in the forward arc of the pursuing aircraft.
- the pursuing aircraft is in the rear arc of the tailed aircraft.
The forward and rear arc of an aircraft are shown in the diagram before.
Restrictions: A given aircraft cannot tail two enemy at the same time. Aircraft on fire and the bombers cannot tail.
For example, A, C, D, and F tail B. E cannot tail B because it is too far.

**Difference in altitude**
An aircraft cannot tail another aircraft unless they are on the same or next level of altitude.

**Tailing in the same hexagon**
An aircraft can tail another located in the same hexagon only if the following conditions are met:
- the two aircraft have the same orientation.
- the maneuvering speed carried out by the tailing aircraft is lower than that of the tailed aircraft. It is assumed that the faster aircraft, overshot its opponent.

**Effects of tailing**
During the movement phase, tailed aircraft must reveal with each one of their pursuers the general direction of the maneuver they intend to perform. The player whose aircraft is being tailed must indicate, using the appropriate tailing chit, the principal direction of the maneuver (maneuvers have A for Straight, D for Right-hand side and G for Left). He must also indicate if he intends to dive, climb or remain the same altitude. These chits should be revealed only to the players whose aircraft is tailing without revealing them to the other players, including those on the same side. After that, the players who tail choose their maneuver.

**Special case**
It is possible that the aircraft are tailed in chain. In this case, the first aircraft indicates its choices of direction and altitude to the second, who then decides his maneuver before indicating his own choice to the following aircraft and so on until the end of the chain. It is also possible that aircraft are tailed while forming a Lufbury circle (A is followed by B which is followed by C which is followed by A). In this case, one determines randomly which aircraft in the circle goes first to determine his maneuver.

**Implementing the rules of the Tailing phase**
It is advisable to note the movement of the aircraft which do not tail anybody first, before proceeding to resolve tailing situations. This
prevents a player whose aircraft is not tailing anybody from being informed of the direction of another aircraft before they choose a maneuver.

2 - Maneuver Phase

Maneuver codes
Each maneuver is coded by a number, a letter and a number respectively. The initial number corresponds to the number of the maneuver; the first figure of the number generally corresponds to the speed at which the maneuver is carried out. The letter indicates the general direction of the maneuver (A for Front, D for Right-hand side and G for Left). Finally the second number indicates the difficulty of the maneuver (From -1 to 4).

Leaving the table
A player can cause an aircraft to leave the table. Even so, the player must nevertheless note the maneuver which will enable him to leave the game. An aircraft cannot choose an operation which permits it to leave the table if it is tailed by an enemy aircraft.

Special maneuvers
The maneuvers whose codes begin with "0" correspond to a special and difficult maneuver. They can be used only if the aircraft carried out a maneuver coded as straight the preceding turn(11A, 21A, 31A or 41A.). Consequently, it is not possible to attempt consecutive special maneuvers in consecutive turns.

Acceleration and deceleration
The maneuvering speed selected cannot differ from that of the preceding turn more than 1 point.
For example: An aircraft carrying out a 24 will be able to carry out a maneuver 11 or 31 on the following turn but not a maneuver 41
Altitude
Aircraft can fly on seven different levels of altitude: Tree level (RM), Very Low (TB), Low (B), Medium (M), High (H), Very High (TH), Ceiling (P). During the game, each aircraft carries a marker indicating its altitude. The aircraft can climb or dive while following certain restrictions. An aircraft can climb or dive only one level of altitude per turn. This must be noted as "+" or "-", on the flight log at the same time as the maneuver code.

Diving
An aircraft can dive from one level of altitude at the same time as it completes its chosen maneuver. An aircraft which, for one reason or another, goes down below the Tree Level (RM) crashes and is eliminated from the game.

**Climbing**

The climb is subjected to more restrictions. An aircraft can go up only one level of altitude, if it meets the following conditions:
- The preceding turn it just carried out a straight maneuver (A).
- It has a speed higher than or equal to 2.
- It is not a bomber. It is considered that the bombers have rates of climb too low to be able to do so during aerial combat.

An aircraft, which for one reason or another, carries out a climb to reach a level of altitude which is not authorized shall spin. The effects of the spin are explained in the paragraph concerning the problem phase (see P 11).

**Change of altitude after firing 3 points:**

If, during the preceding combat phase, an aircraft fired 3 points on an adversary located on a level of altitude different from his, it must perform a maneuver which enables it to reach the level of altitude of its target.

For example, an aircraft located at medium altitude fires 3 points on a target located at high altitude. With the following turn, the apparatus will have to carry out a straight maneuver being able to climb a level of altitude in order to approach its target.

Different types of aircraft have restrictions on altitude change. These are indicated for each aircraft on their respective flight logs.

**Maneuver difficulty**

**General instances:**

For each maneuver carried out, the player adds the *last figure* of the preceding maneuver code to that of the maneuver. The result indicates the *effective difficulty* of the maneuver for that aircraft. The value calculated cannot exceed the *effective maneuverability* of the aircraft (maneuverability of the aircraft adjusted by the skill of the pilot). If the difficulty exceeds the effective maneuverability, the pilot must choose another maneuver in order to reduce the difficulty. If this is not possible, the aircraft spins (see page 11).

For example, in a given turn, a pilot wants to carry out a maneuver 27D2 whereas the pilot carried out a 04A2 the preceding turn. The effective difficulty of the maneuver is thus 4 (2+2). If the maneuverability of the aircraft is 3 or less, the pilot be able to bring the plane above 3 or choose another operation less difficult than the 27D2.

**Special maneuvers:**

In the case of special maneuvers, the effective difficulty of the maneuver must be equal to the last number of that maneuver. Do not subtract the "-1" of the straight maneuver carried out the previous turn.

**Determining the number of firing points**

Once the effective difficulty of the maneuver is calculated, one determines the number of firing points available to the pilot at the end of the turn. This number is equal to the difference between the *effective maneuverability* of the aircraft and the *effective difficulty* of the maneuver undertaken during this turn.
For example, in the preceding case, the effective difficulty of the operation is 4, whereas the effective maneuverability of the aircraft is 6. The pilot thus has (6-4) 2 firing points at the end of his movement.

**Duration of the maneuver phase**
This phase cannot last more than one minute. During this lapse of time, a player must have chosen all the operations which his aircraft will carry out and recorded them in their respective flight logs. If, at the end of the minute, there are aircraft which do not have a maneuver or if the maneuver chosen could not be undertaken, they automatically carry out a straight maneuver (11, 21, 31 or 41) at the speed they had the preceding turn. If the aircraft is tailed by an enemy, the enemy will select a maneuver among those possible in the direction indicated by the tailed aircraft during the tailing phase (these provisions are necessary to avoid any attempt at cheating by another player omitting the choice of a maneuver).

**Spinning**
During a maneuver or other operations which occur at the time of combat, an aircraft can spin. Its lift is no longer sufficient to maintain the airplane in stable flight. The aircraft then starts to fall like a rock, while spinning in circles. The effects of a spin are detailed in the paragraph devoted to the problem phase (see page 11).

3 - Movement Phase

**Using the maneuver card and the maneuver codes**
During this phase, the players move their aircraft simultaneously according to the maneuvers which they recorded on the flight logs of their aircraft. To facilitate the movement of the aircraft, it is advised to use the maneuver card. The initial position of the aircraft is located using the black triangle. The final position is located using the silhouette of an aircraft which also shows the orientation of the aircraft at the end of the maneuver.

There is no restriction relating to the number of aircraft located on the same hexagon, including those which are there on the same level of altitude.

**Execution of the maneuver phase**
In order to avoid possible disagreements, it is recommended that only one person move all the aircraft. The latter can be a referee or one of the players chosen by die roll with each turn. The designated person gathers all the flight logs and performs the maneuvers which are recorded there one by one.

4 - Combat phase

**Resolving fire**

**General Conditions**
The fighters are limited to only one target per turn. The aircraft, except when it is specified in their instructions, can fire only on enemy which are directly in front of them with a range of less than 3 hexes. Fighters must use their firing points on the same
apparatus. However, they are not required to spend all of them. A firing point which is not used is lost. An aircraft cannot fire under the following conditions:
- the target is not on a level of altitude equal to or within one level of the firer.
- the aircraft intending to shoot is on fire.
- the firing cannot be carried out through a hexagon occupied by a friendly aircraft at the same altitude level as the firer or the target.

An aircraft can fire on a target in the same hexagon if the following conditions are observed:
- the two aircraft have the same orientation.
- the maneuvering speed chosen by the firing aircraft is lower or equal to the speed of the target.

If not the attacker is considered to have outrun the target before the attacker could adjust his sights.

Resolution
Fires are simultaneous and the damage is effective in the following phase. Therefore the order in which fires are resolved is not important. The position of the firer determines range. When the target is in the same hexagon as that of the firer the range is 0 hexagon. The position of the firer determines the fire power (using the range table). For the corresponding range, one applies the various modifiers indicated on each line of the range table. Some of them are preceded by the "+" sign. These must be added to the basic fire power. Others are preceded by the "-" sign and must be subtracted. The basic fire power value is determined by the quality of the weapons on the aircraft. They are found on the flight logs of the aircraft. The list of the modifiers is as follows:
- Number of fire points: Add the modifier to the number of firing points used to fire on the target. An aircraft which uses two firing points to fire on an enemy aircraft must finish the turn with a change of one altitude level which brings it closer to its target. For example, an apparatus which uses 3 firing points to fire on a target located at a level of altitude higher than his, must climb during his next maneuver next turn.
- Slow Target: If the target did not move more than one hexagon during the turn whatever its speed, this modifier applies.
- Deflection: If the target is not aligned in the same direction or is not directly in front of the gunner, apply this modifier.
B and C do not undergo any deflection while firing on A. On the other hand, E and D undergo the effects of the deflection while firing on A.

- Target acquisition: If the firer fired on the same target the preceding turn, this modifier is applied.
- Pursued target: If the target was pursued at the beginning of the turn by the firer, this modifier is applied.
- Target at a different altitude: If the firer is on an altitude level different from the target, this modifier is applied. This modifier does not apply to gunners of top turrets which fire on a target located above them, nor with the gunners of belly turrets which fire on a target below them.
- Size of the target: Small aircraft will be more difficult to hit, while the large heavy four-engine planes will be easier to hit.

**Roll of the die**

Once the fire power of the shot is calculated, the player whose aircraft it is rolls a die and refers to the damage table. The intersection of the value of the die roll with the column corresponding to the fire power shows the number of damage chits which must be drawn randomly.

**Using the firing table**

For each type of attack, determine the value of the fire power. The pilot must then roll a die and refer to the damage table with the roll obtained and the firepower value. The result appears in the form of the following symbols: -, B or N. One "-" indicates that nothing occurs and no damage is taken. A "B" indicates that it is necessary to draw a chit randomly from white damage chits. "N" indicates that it is necessary to randomly draw a black chit. In certain cases, symbols N and B can be preceded by a number. This indicates the
number of black chits and/or white chits which should be drawn. Thus a "2B3N" indicates that it is necessary to draw 2 white chits and 3 black chits.

**Drawing damage chits**
All the damage chits are placed in an opaque container and are drawn randomly. The ones with a black face must be read in the case of a result "N" on the damage table, and the white face must be read in the case of a result "B". All chits are drawn for one aircraft, and the results are recorded in the flight log. The chits are then put back in the container and are drawn for the next aircraft and so on till all aircraft that have received damage have drawn and recorded. Although damage is received and recorded during the combat phase, it is not applied until the damage phase.

**Fires of bomber gunners:**
Bombers often have gunners which enable them to defend against the attacks of enemy fighters. There are several gunner stations:
- Nose gunner: The nose gunners are in the front of the aircraft.
- Tail gunner: The tail gunners are in the rear of the aircraft.
- Top Turret gunner: The Top gunners usually protect the rear of the aircraft. They can fire on a target located in the rear arc of the plane, except for the hex located immediately behind the aircraft. This is because the tail creates a dead space. They can however fire, on the higher level of altitude to include the hex immediately to the aircraft's rear, without applying the penalty of the difference in altitude between the target and the gunner. Certain top gunners are equipped with a turret which enables them to fire within three hexes of the aircraft in all the directions. These aircraft are noted with the symbol "*" on the flight log.
- Belly gunner: The belly gunners are underneath the aircraft. They can fire under the same conditions as the top gunners on targets which level with or one altitude level lower than the aircraft. In the same way, aircraft with belly gunners equipped with turrets are marked with the symbol "*" in their flight log and can fire within three hexagons from the aircraft in all directions.
- Left gunner: The left gunner is located in the fuselage between the left wing and the tail of the aircraft.
- Right gunner: The right gunner is located in the fuselage between the right wing and the tail of the aircraft.
Gunners positions
at aircraft to the rear and at the same altitude
Range in hexes for top turret and ball turret gunners

Aircraft tail/Dead space for the top and belly gunners firing
**Gunner firing method:**
The flight log of the airplane shows the availability as well as the range and the fire power of the gunners according to the type of aircraft. Each one of these gunners has only one firing point per turn. They can fire independently of the maneuver carried out by the aircraft. Nevertheless, their fires are subject to the restrictions shown in the diagram. Gunners are not subject to the modifiers for deflection when they fire. Moreover, the Top and belly gunners are not subject to any altitude modifiers.

**Gunners firing at the same target:**
When more than one gunner fires on the same target, do not resolve fire for each gunner. Select a principal gunner and increase his fire power by a point for each additional gunner firing on the same target. Add two points if the target is on the same or an adjacent hexagon as the gunners aircraft.

**Combat in the same hexagon:**
Although gunners do not have the same firing constraints where altitude is concerned, the following constraints concerning firing arcs apply:
- When there is no deflection between the aircraft and target: the gunners on the left and right cannot fire. The top and belly gunners can fire on a target faster than their aircraft. The nose and tail gunners may fire on a target slower than their aircraft.
- When there is deflection between the aircraft and its target: the top and belly gunners can fire normally. The nose and tail gunners cannot fire. Only one waist gunner (right or left) can fire on the target, whichever has the target in his firing arc.

**5 - Damage Phase**

Damage produced during the combat phase takes effect simultaneously during the damage phase. The majority of damage is applied as structure points taken away from the various parts of the aircraft effected.

For example, a white damage chit indicates "4 wings". The player controlling the target will have to fill in four boxes, or structure points, in the wing location of his aircraft on the flight log.

**Direction modifier**
If the attacker and the target are the same altitude and the target is attacked head on, all hits shown on the chits to the tail become hits to the engine. If the target and the attacker are with the same altitude and the target is attacked at the 6 o'clock, all hits to the engine become hits to the tail.

**Deterioration:**

**Engine hits:**
If an aircraft has several engines, one must determine for each damage chit to which engine it corresponds. When an aircraft is hit in
the engine a die is rolled. If the roll obtained is lower or equal to half of the value recorded on the chit, the airplane smokes. If the same engine fails the smoke roll several times in the same damage phase, it immediately catches fire.
For example: a target aircraft must draw two damage chits. The first shows a loss of four structure points in its engine. The player rolls a die and get a 2. The aircraft starts to smoke. If the second damage chit applies to the same engine and the die roll also causes smoke, then the engine catches fire.

**Tail hits:**
When an aircraft is hit in the tail, the player who it control must roll a die. If the roll is higher than the number of structure points that remain in the tail, the aircraft spins.

**Destruction of a location:**
**Destruction of the wings or the fuselage:**
When one of these locations loses all structure points, the airplane is not flyable. It spins immediately and crashes. It must then be withdrawn from play.

**Destruction of the engine:**
**Single-engine aircraft:**
When the engine of an airplane does not have any more a structure points, the aircraft has no more thrust. Its maneuverability is reduced to 0. It goes down one level of altitude per turn and cannot carry out special maneuvers. If an engine takes more damage points than it has of structure points the aircraft smokes and the remaining points are doubled and taken from the fuselage.

**Multi-engine aircraft:**
An aircraft equipped with several engines loses one point of maximum speed and the value of its maneuverability per destroyed engine. The maneuverability of an aircraft cannot decrease below 0. In the same way, its speed cannot decrease below 1. An multi engine aircraft, of which more than half of its engines are destroyed, crashes. While remaining in the same hexagon it goes down one level of altitude per turn until it hits the ground.
For example, a four-engine plane loses its first engine. It then sees its maneuverability and maximum decreased speed one point. If its maneuverability is 0 to start with, nothing changes. On the other hand, when it loses its third engine it lacks sufficient thrust and will crash.

**Destruction of the Tail:**
The maneuverability of the aircraft is reduced to 0. The subsequent hits to the tail are doubled and taken against the fuselage.
For example, an aircraft does not have any more an tail. The aircraft takes 4 hits to its tail in a subsequent attack. These points are doubled and taken against the fuselage. The player who controls the aircraft must check off 8 structure points (4×2) from the fuselage.

**Special damage:**
Along with the structure points in the various locations of the aircraft, there are other types of possible damage:
**Fuel tank hit:** When a single-engine aircraft takes a hit in its fuel tank, the tank catches fire and the plane explodes. It is withdrawn at
once from play. In multi engine aircraft, the wing the engine concerned, breaks under the impact of the explosion. Deprived of a wing, the aircraft crashes.

Pilot hit: The aircraft must carry out a straight (A) maneuver next turn. Ignore this result if the rudder is jammed. The difficulty of the next maneuver is increased by 1. Wounded pilot: (cumulative with "hit Pilot") the morale of the pilot falls to 0 (-2 on the effective maneuverability of the aircraft). He cannot perform any more special maneuvers and is limited to only one firing point per turn.

Jammed rudder: The aircraft must perform only right or left maneuvers for the number of turns indicated on the chit. Other "rudder jammed" chits are ignored during these turns. If the fire which blocked the rudder came from directly in front of the aircraft, the "rudder damaged" chit is replaced with the "engine damage" chit.

Damaged engine: *Single-engine aircraft:* the maximum speed of the apparatus decreases by a point. Moreover the aircraft may not climb. If the fire which caused this result comes from an enemy aircraft located behind the target, the "engine damage" chit is replaced by a "jammed rudder" chit.

*Multi engine aircraft:* The hit engine seizes up. It loses all of its structure points, but does not smoke and does not catch fire.

Damaged airframe or skin: the aircraft cannot perform any more of special maneuver.

Hole in the airframe or skin: the aircraft cannot perform any more of maneuvers at its maximum speed. Aircraft which have maximum speed is 1 are unaffected by this result.

Smoke: the aircraft starts to smoke. Place a piece of cotton on the figure to represent smoke.

Fire: The aircraft is on fire.

Wounded gunner: Determine randomly among the gunners still present which one is affected by this result. The wounded gunner cannot fire for next three turns.

Killed gunner: Determine randomly among the observers still present which is affected by this result. The dead gunner cannot fire for the remainder of the game.

Location: This particular chit requires the player to roll a die to determine its effects, which depend on the nature of the aircraft. The effects of the location chit are described in the table below with the intersection of the value of the die and the type of aircraft as well as the color of the location chit.
### Effects of the Location Damage Counters

<table>
<thead>
<tr>
<th>Type of apparatus</th>
<th>Single engine</th>
<th>Two or Four Engine</th>
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<tr>
<td>Color of the Damage chit</td>
<td>W</td>
<td>B</td>
</tr>
<tr>
<td>Die Roll</td>
<td>1</td>
<td>wounded gunner or hit pilot if no gunner</td>
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<td>2</td>
<td>3 Fuselage</td>
<td>5 Fuselage</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>3 Wings</td>
<td>5 Wings</td>
</tr>
</tbody>
</table>
Effect of a spin:
An aircraft which spins cannot choose any more maneuvers or fire. Its pilot registers the maneuver code "99X9" to indicate that the aircraft is spinning. An aircraft which is spinning loses a level of altitude every turn and all of its points of action. A spinning aircraft uncontrollable until its pilot is able to correct the spin.

Effect of smoke:
An aircraft which is smoking cannot climb, or perform a special maneuver. Moreover, the pilot of an aircraft which is smoking cannot tail another aircraft any more. One places a piece of cotton on the figure to simulate smoke.

Effect of the fire:
An aircraft which is on fire draws a chit from the white damage chit container and applies the result immediately. An aircraft on fire cannot climb any more and sees its maneuverability decreased temporarily by one point as long as fire persists. Moreover, the pilot of
an aircraft on fire can neither tail, fire, or perform special maneuvers.

7 - Resolution phase

Spins:
To correct a spin, the pilot must roll a die lower than or equal to the effective maneuverability of his aircraft. A two or three-engine aircraft roll the die and take a -1 modifier while a four-engine plane will take a -2 modifier. An small aircraft, will take a +1 modifier to the roll of the die. A roll of 1 always succeed, while a roll of 6 will always fail. If the aircraft corrects the spin, will be at the last level of altitude recorded. Its orientation is determined by a die roll, allotting a value from 1 to 6 to each side of the hexagon the aircraft is located in. The player will then roll a die. The value obtained indicates the side towards which the aircraft will face. The difficulty of spin correction is considered to be equal to the effective maneuverability of the aircraft for simplicity of game play.

Extinguishing smoke:
To resolve smoking aircraft, roll a die. Add the difficulty of the previous maneuver to the die roll, add 1 if the aircraft is climbing, subtract 1 if the aircraft is diving. If the result is 6 or more the plane catches fire. If the result is 1 or less the smoke dies out. Generally, an unmodified roll of 1 always extinguishes the smoke, while an unmodified roll of 6 always starts a fire.

Extinguishing fire
An aircraft which is on fire rolls a die. On a roll of 1 the fire dies out, if not it persists. The roll of the die is decreased by 1 point if the aircraft has just performed a dive.

Ending the Game

General rules and victory point calculation
The game ends when all the aircraft of one side are destroyed or leave the table. The aircraft which leave the game table, voluntarily or not, before the end of their sides final encounter turn (see page?) are regarded as having been destroyed by the enemy. Calculate how many encounter points each camp gained in the confrontation which has just proceeded. Each camp counts 1 encounter per enemy aircraft point for each enemy shot down. Add 20 points per enemy aircraft hit at least once but not shot down. Also add 6 points for every enemy aircraft and location having lost more than half of its structure points on enemy aircraft not shot down. The total is the number of encounter points gained in the confrontation. To determine the number of victory points, multiply the number of encounter points by the number of encounter turns. Multiply the number of one the sides encounter turns by ten. Divide the first number by the second number. The result, rounded to the highest whole number, is the number of victory points gained by that player during the game.

For example, a player cumulated 72 encounter points for 15 encounter turns while his opponent's number of encounter turns was 25. The player will thus gain 12 victory points(72×25/(10×15)). His opponent accumulated 146 encounter points. The total is 8.76
rounding to the nearest whole number is 9(146×15/(10×25)).

Modifiers

No claims Bonus for last player
The side which is remains on the table at the end of the game gains additional encounter points:
For dogfight: +20 Points
For an attacker: +15 Points
For a defender: +30 Points
For one intercepted: +40 Points
For an interceptor: +0 Point

Interception: Whatever the number of encounter turns of a side, the player controlling the intercepted aircraft can leave the table opposite the side his bomber aircraft entered at any time. In the same way, the fighter escort can leave the table with the bomber(s), or in the event that the bomber(s) is/are shot down. On the other hand, as long as the bomber is in play, the fighter escort cannot leave the table before the end of the last encounter turn without being regarded as destroyed. when calculating of the number of encounter points at the end of the game, multiply by four the points of each shot down bomber. On the other hand, the side which succeeds in getting its bomber off his opponents side of the table gains a no-claims bonus of 150 encounter points minus the cost of the bomber. For example, a 37 point bomber is intercepted. If it is shot down, the opposing side will gain 148 encounter points (37×4) instead of 37. On the other hand, if the player who controls it successfully leaves his opponents side of the table with it, he gains 163 encounter points (200-37).

OPTIONAL RULES

Once you are familiarized with the basic rules we invite you to try these optional rules in order to improve the simulation of the engagements. These simple rules should be easy to apply if the basic rules are mastered.

Diving maneuvers:
The difficulty of the maneuvers noted between brackets on the maneuver card is decreased by one point if they are carried out while
the aircraft is diving. These maneuvers cannot be performed when the aircraft is climbing.

Pilot experience:
A pilot cannot perform a maneuver if the difficulty is higher than or equal to his morale.
For example, pilots with a 3 morale cannot try the maneuvers "38D3" or "00A4" even if they control an aircraft having 4 maneuverability. On the other hand, they can try maneuver "38D3" if they dive from a level of altitude since the difficulty of this maneuver is reduced by one point while diving.

Destroyed engines in the same wing:
This applies only to the aircraft equipped with several engines. When all the engines carried by the same wing are destroyed, the maneuvers being performed on the side of the wing concerned have their difficulty decreased one point. On the other hand, the maneuvers being carried out on the side opposite to the wing concerned have their difficulty increased by one point.
For example, A P-38 loses the engine on its left wing. If it tries an operation "G" the difficulty of the maneuver must be reduced by one point. On the other hand, all the maneuvers "D" have increased difficulty of one point.

Play with only one aircraft per player:
At the beginning of the game it is agreed that there will be only one aircraft per a player. In this case, the players on the same side can communicate between each other provided that that is done with out loud around the game table. In the same way, they should not reveal the amount and the distribution of the damage which they receive. Only fire and smoke are to be revealed to the other players by cotton markers.

Cloud cover:
If the players wish it, they can use this rule to simulate the presence of clouds in the sky where the engagements will be held. With this intention, they must roll a die. The result will be the number of clouds present on the table. Three additional parameters then are determined: the width of the cloud, its height and its position on the table.

Position of the clouds
Place the clouds the same way that aircraft are placed at the beginning of the game. Use as a reference hex, a hex occupied by a player's aircraft roll two dice to know which reference hexagon row the cloud will be in counted from the player's aircraft, then roll two others (only one in the case of the aircraft) to determine the distance from the edge of the table the cloud will be. To position the other clouds proceed in the same way by alternating the reference hexagons of between players.
For example, The first reference hexagon is from the position of one player, The next reference hexagon will be that of the opponent's to position the next cloud.
Aircraft hexagonal installation

X
X
X
X
Hexagonal reference player B

Reference Column of player

X Position of the cloud
X3
X4
Hexagonal reference player A

Figure 1
Figure 2
Cloud Position of the cloud

Width of the clouds
Once the cloud is positioned, one must determine the number of hexagons which it occupies. Two dice are rolled. The result is the number of hexagons occupied by the cloud. The shape of a cloud is made in the manner of a snail shell going clockwise and starting at the hex determined for position. Hexagons covered by two different clouds are regarded as being only one.

**Height and altitude of the clouds**

All the clouds on the table are with the same altitude and have the same height. To determine altitude draw randomly among the following altitude position indicators: Low, Medium, High and Very High. The levels tree-top, Very Low and Ceiling are not used. Once the starting altitude of the clouds is determined roll a die. The value obtained indicates the height of the clouds in levels of altitude up from the starting altitude. The ceiling level is always free of clouds, even if the value of the die were sufficient to indicate that the cloud should occupy it.

For example, one randomly draws the medium level marker for the starting altitude of the clouds. Then the value of the die roll gives the height of the cloud as 5. The four levels of altitude located above the Medium level can not be occupied by the clouds. In fact, only the levels Medium, High and Very High are blocked by the clouds; the ceiling level never having clouds in it.

**Effects of clouds**

Considering that it is more difficult to fly in a cloud, an aircraft located in one of them is subjected to the following restrictions:

a) It cannot tail any more.
b) It cannot be tailed any more.
c) It cannot be targeted.
d) The difficulty of the maneuvers which begin or finish in a cloud are increased by 1.
e) the aircraft can change altitude only by performing a straight maneuver, even to dive.

**Proficiency of squadrons**

To account for the specialization of aircraft for certain types of missions, allot a proficiency to them. This value, recorded in the index of the types of aircraft, is to be added to the roll of the die when determining the scenario at the beginning of the game.

For example, Messerschmitt 163 specialized in the interception of bombers, will have a strong proficiency. On the other hand, the German aircraft at the beginning of the war will have, on average, or low proficiency, in order to simulate the fact that they were regularly intercepted by their opponents.

**CAMPAIGN RULES**

Campaign rules make it possible to follow the development of pilots in the same squadron throughout the second world war. Players familiar with Air Fleet will be able to use them to make their game more intriguing.

**The dates**
Before beginning a campaign, the players must decide on a date to start at. Care should be taken that the selected date has the appropriate aircraft available and the nations which use them are in the war at that time. For each month of campaign, the players can, on average play four games at a rate of one per week.

<table>
<thead>
<tr>
<th>Nations at War</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>France, Germany, United Kingdom, Poland</td>
<td>09-39</td>
</tr>
<tr>
<td>Belgium, the Netherlands</td>
<td>04-40</td>
</tr>
<tr>
<td>Italy</td>
<td>06-40</td>
</tr>
<tr>
<td>Soviet Union</td>
<td>06-41</td>
</tr>
<tr>
<td>Japan, the United States</td>
<td>12-41</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>End of the hostilities In Europe</td>
</tr>
<tr>
<td>In the Pacific</td>
</tr>
</tbody>
</table>

The Pilots

Nationalities
It is essential that players choose the nationality of their pilot before the beginning of the campaign. Then they can determine which types of aircraft the squadron can use. Nevertheless, from July 40, the Polish, Belgian, Dutch and French squadrons, can use British aircraft.

Starting experience
A squadron begins the game with two beginners pilots each with 0 experience points, and a team leader who is a experienced pilot with 60 experience points. These pilots will improve their piloting abilities by accumulating experience during successive games in which they will take part. When a pilot is killed it is replaced by a beginner pilot the next game. If the aircraft is crewed by several pilots or crew, the experience of the pilot is the experience of the whole crew.
**Bomber crews**
Generally, the pilots of bombers in Air Fleet are all experienced pilots. Nevertheless, before beginning the game, the intercepted player can choose a beginner pilot, experienced or veteran for his bomber. The value is then modified according to this choice (see above). The pilots of bombers do not form part of a squadron and can be changed with each new game.

**Recovery of killed pilots**
During a combat phase, a player can decide bail out the crew of one of his aircraft. The abandoned aircraft crashes and counts as destroyed. The crews which did not have bail out from the aircraft before it crashes are lost. At the end of the combat, roll a die for each pilot who had time to bail out. If the result is equal to or higher than 4, the pilot is recovered and reinstated in his squadron for later games. If not he is lost (killed or captive).

**History**
All the flight logs used by the same pilot during his successive engagements can be saved in order to keep a record of his exploits.

**The Airplanes**
At the beginning of the campaign game, an aircraft type is assigned to a squadron. All the pilots of the same squadron the same aircraft. As the war progresses, new types of aircraft become available. The squadrons can try to get the new aircraft by spending the victory points accumulated during preceding games to purchase the equivalent points in new aircraft in order to be able to reequip the squadron. Attention, if the squadron does not have enough victory points to be able "to buy" three aircraft of the desired type, it cannot make the purchase. Moreover, the cost of the purchased aircraft is modified according to the experience of the pilots for whom they are intended. This cost modification also applies to the value of a bomber (see above). Moreover, at the time of calculation of aircraft points taking part in a game, one must to apply these modifiers to the calculation of the number of turns and encounter points.

For example, at the beginning of the game a squadron is composed of three aircraft at 85 points each. Two are controlled by experienced pilots, the third by a veteran pilot. The accumulated total aircraft points taking part in the game will be 277 points (85×1,25 +85+85).

**Experience**
During combat with the enemy, pilots accumulate experience in the form of experience points. It must be pointed out that the experience of the pilot of the aircraft is the experience of all its crew. With each game survived, a pilot receives a number of experience points equal to the number of encounter turns that he pilot engaged the enemy.

**Approved Victories**
An approved victory is credited to a crew when an enemy aircraft is shot down and that crew is the last to have hit it. If several crews
fire at the same time on an aircraft which is shot down, the experience points from the victory are distributed equally among them. One victory brings 60 experience points.

**Experience and pilot level**

A pilot who has less than 60 points is a beginner pilot, morale is 1 and he cannot tail an enemy. A pilot who has 60 experience points, or more, is an experienced pilot. He has no limitations. A pilot having more than 600 experience points is a veteran pilot. A veteran pilot who has 8 victories or more is an ace.

**Special skills**

By accumulating sufficient experience, the pilots can develop special skills of which there are 6. At 300 experience points, the pilot can acquire one of them.

- **Tailing at long distance** - the pilot can tail an enemy aircraft which is at a distance of 4 hexagons on its front arc, instead of 3. Limited tailing - the pilot's aircraft can only be tailed by an enemy whose morale is one higher than his unless the enemy is an Ace. For example, a veteran pilot (Moral 3) could not tail an aircraft flown by an Ace (Moral 4). An Ace could always be tailed by another Ace.
- **Expert Pilot** - the pilot is no longer required to perform a straight maneuver (11, 21, 31 or 41) before making a special maneuver. Special maneuvers are considered to be regular maneuvers. All the rules applying to the regular maneuvers are applied to special maneuvers.

For example, when performing a special maneuver by an expert pilot, calculate the effective difficulty of the maneuver by adding the difficulty of that maneuver with the difficulty of the preceding maneuver, instead of performing a straight maneuver and then performing special maneuver as detailed in the basic rules.

- **Expert gunners** - add 1 to the dice roll when they fire. A modified result of 7 is shall be considered a 6.
- **Relentless pursuer** - the pilot can tail his opponents in the clouds. Moreover, the tailed pilot must reveal his maneuvering speed at the same time he reveals direction. This does not apply if in clouds.
- **Long range gunner** - the whole aircraft crew increases fire power by 2 points on targets 2 and 3 hexagons away. For example, an aircraft with a fire power of 4 on a target 2 hexagon away, if it is has a long range gunner, will have a fire power of 6. However, fire power will not be modified if firing on a target only one hexagon away
APPENDICES
### Firing modifiers

<table>
<thead>
<tr>
<th>Modifications / Range</th>
<th>to 0 h.</th>
<th>to 1 h.</th>
<th>to 2 h.</th>
<th>to 3 h.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 fire actions</td>
<td>+2</td>
<td>+2</td>
<td>+1</td>
<td>+1</td>
</tr>
<tr>
<td>3 fire actions</td>
<td>+4</td>
<td>+3</td>
<td>+2</td>
<td>+2</td>
</tr>
<tr>
<td>Slow Target, Speed 1.</td>
<td>+3</td>
<td>+3</td>
<td>+2</td>
<td>+1</td>
</tr>
<tr>
<td>Shooting with deflection</td>
<td>-</td>
<td>-1</td>
<td>-2</td>
<td>-3</td>
</tr>
<tr>
<td>Same target since preceding turn</td>
<td>+2</td>
<td>+1</td>
<td>+1</td>
<td>-</td>
</tr>
<tr>
<td>Pursued Target</td>
<td>+2</td>
<td>+2</td>
<td>+1</td>
<td>+1</td>
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<tr>
<td>Target pursued since start of turn</td>
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<td>+1</td>
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<td>Target at a different altitude</td>
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<td>-2</td>
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<td>Small Target</td>
<td>-1</td>
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<td>-1</td>
<td>-1</td>
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<tr>
<td>Large Target, (very large X 2)</td>
<td>+1</td>
<td>+1</td>
<td>+1</td>
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### Damage Table

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<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>N</td>
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<td>B3N</td>
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<td>5N</td>
<td>6N</td>
<td>7N</td>
<td>8N</td>
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<td>B</td>
<td>B</td>
<td>B</td>
<td>2B</td>
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<td>5N</td>
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<td>4N</td>
<td>5N</td>
<td>6N</td>
<td>7N</td>
<td>8N</td>
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### Sequence of play

1. **Tailing phase**
   - 1 Tailing phase
2. **Maneuver phase**
   - 2 Maneuver phase
3. **Movement phase**
   - 3 Movement phase
4. **Combat phase**
   - 4 Combat phase
5. **Damage phase**
   - 5 Damage phase
6. **Problem phase**
   - 6 Problem phase
7. **Resolution phase**
   - 7 Resolution phase

### Dégâts de « Localisation »

<table>
<thead>
<tr>
<th>Type d'appareil</th>
<th>Monopoteurs</th>
<th>Bi ou trimoteurs</th>
<th>Quadrimoteurs</th>
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<tbody>
<tr>
<td>Dé</td>
<td>couleur du pion dégâts</td>
<td>B</td>
<td>N</td>
</tr>
<tr>
<td>1</td>
<td>Observateur blessé ou pilote touché si sans observateur</td>
<td>Observateur blessé ou pilote touché si sans observateur</td>
<td>Observateur blessé ou pilote touché si sans observateur</td>
</tr>
<tr>
<td>2</td>
<td>3 Fuselage</td>
<td>5 Fuselage</td>
<td>1 Motre</td>
</tr>
<tr>
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<td>3 Ailes</td>
<td>5 Ailes</td>
<td>5 Fuselage</td>
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<tr>
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<td>Pilote touché</td>
<td>Pilote blessé</td>
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</tr>
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<td>1 Motre</td>
<td>3 Motre</td>
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</tr>
<tr>
<td>6</td>
<td>1 Empennage</td>
<td>3 Empennage</td>
<td>5 Ailes</td>
</tr>
<tr>
<td>Type of apparatus</td>
<td>Single engine</td>
<td>Two or Three-engine</td>
<td>Four Engine</td>
</tr>
<tr>
<td>-------------------</td>
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<tr>
<td>Color of the Damage chit</td>
<td>W B W B</td>
<td>W B W B</td>
<td></td>
</tr>
<tr>
<td>Die Roll 1</td>
<td>wounded gunner or hit pilot if no gunner</td>
<td>gunner killed or wounded pilot if no gunner</td>
<td>wounded gunner or hit pilot if no gunner</td>
</tr>
<tr>
<td></td>
<td>wounded gunner or hit pilot if no gunner</td>
<td>killed gunner or wounded pilot if no gunner</td>
<td>wounded gunner or hit pilot if no gunner</td>
</tr>
<tr>
<td></td>
<td>wounded gunner or hit pilot if no gunner</td>
<td>killed gunner or wounded pilot no gunner</td>
<td></td>
</tr>
<tr>
<td>Die Roll 2</td>
<td>3 Fuselage</td>
<td>5 Fuselage</td>
<td>1 Engine</td>
</tr>
<tr>
<td></td>
<td>3 Engine</td>
<td>7 Fuselage</td>
<td>12 Fuselage</td>
</tr>
<tr>
<td>Die Roll 3</td>
<td>3 Wings</td>
<td>5 Wings</td>
<td>5 Fuselage</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>gunner killed</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>6 Fuselage</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>gunner killed</td>
</tr>
<tr>
<td>Die Roll 4</td>
<td>Pilot hit</td>
<td>Wounded Pilot</td>
<td>5 Fuselage</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>10 Fuselage</td>
</tr>
<tr>
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<td></td>
<td>6 Wings</td>
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<tr>
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<td></td>
<td>12 Wings</td>
</tr>
<tr>
<td>Die Roll 5</td>
<td>1 Engine</td>
<td>3 Engine</td>
<td>2 Engine</td>
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