

IN CLOUDS OF GLORY CAMPAIGN AND MISSION COMPENDIUM



VERSION 1.1

- IN CLOUDS OF GLORY -
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CAMPAIGN RULES AND MISSIONS FOR IN CLOUDS OF GLORY

This compendium contains a number of different missions for In Clouds of Glory. The missions represent a selection of typical mission types from the start of 1917 to the end of the war. The missions have a "suggested" month and a connected backstory. During the two last years of the war the mission types changed a lot and we have tried to make a mission set that represents this somewhat. In that manner a mission like "All risks to be taken" represents a given point in the war when the RFC started to commit heavily to using close air support, but these types of missions also took place earlier during the Cambrai offensive in late 1917 and the mission could be used with airplane from that period. On the other hand a lot of the missions (such as "Emil und Franz" represent typical dogfight scenarios and can be used as generic mission templates that can be adapted. Use the airplane Timeline tables to find a suitable set of airplanes for a given mission (or go the other way round and find a suitable period for your available models). All the missions are playable as single missions or they can be used as a part of an ongoing campaign using the campaign rules found in the next section.

Introduction

This is a campaign system is designed for tying together a series of missions into a campaign.

The focus for the campaign system is the development of the squadrons, their airplanes and pilots and not so much the influence on the war effort. During the campaign the type of missions will change as the tactics and equipment evolves and we have aimed at making missions that are representative for the period and the battles that took place in the given month of the campaign.

The campaign ties together the missions in the mission book seen from the perspective of a squadron and its pilots.

Even though the missions in the mission book are set at a given date, we encourage you use them as templates for designing your own missions by modifying the sides, forces or by designing new missions from the ground up.

It is possible to design your campaign for a period of the war, such as the summer 1917 or the final months of 1918 or bind together a long string of missions taking place over a short period of the war or more to show the full progress in development of tactics and airplane technology.

This campaign system is to be used alongside the rules for pilot progression and wounded pilots found in the expanded rule-set.

This will add the aspect of seeing your pilots progress and gain notoriety.

Design perspectives for this campaign system

As a player, there is minimal bookkeeping around each game. The results of aerial victories, lost airplane, pilot progression etc. are decided immediately after the game. There will possibly be a small update at each game start if you enter a new month, which could include plane types being replaced with newer types.

The overall campaign standing is recorded in a simple campaign log.

Airplane Timeline table

The Timeline table is used every time you are allowed new airplanes as you incur losses or new types becomes available. It is structured so that each airplane that existed in some numbers in the respective month is represented by a number range that indicates how common the type was in a given month. You use the table by rolling a 1D10 on this table to determine the airplane type received, adding bonuses to the die roll if your squadron is doing well. This represents the tendency for renowned squadrons to be the first to receive new and advanced airplane types. The tables can be found at page 12-15. At page 15 a overview over the legends used in the tables is found.

The Squadron

Each player will keep track his pilots in a Squadron file. This is a roster of the pilots and their airplane, at a given time and this file is kept up to date as planes and pilots are lost and replaced. A PDF Squadron file is found in the download section on www.icog.dk. It should be fitted with a holder for the pilot record sheets, for example a self-adhesive plastic pocket for each pilot (same type as used for the cockpit panels). A squadron can improve its airplane composition in two ways. First, when a pilot survives a mission in which he has achieved a victory he gets an extra roll on the Timeline table immediately to see if he can get a better airplane for the squadron. Secondly, when new airplane arrive at the front, squadrons with a high success rate are more likely to acquire the new airplane first.

Winning the campaign

In this system you agree upon the number of missions in the campaign and the winning conditions based on the number of campaign points scored in each mission.

Balance

No, unfortunately not. The war was not balanced and this campaign system is not either as a result. We have made no attempt to balance airplane types and numbers against each other. This imbalance shows some of the operational perspectives in a given time in the air war. If your campaign takes place in the first half of 1917 the Germans will start with an advantage in the form of the twin gun Albatros D.II and D.III, whereas by the late summer of 1917 the allies will get large quantities of better airplane such as the Sopwith Camel, SE5a and SPAD S.XIII. Then the Allies have about 6-8 months with an advantage until the balance is again leveled at around mid-1918 with the introduction of the Fokker D.VII. The individual missions are numerically balanced, but without taking into account the strength and weaknesses of the different airplane types at a given period.

Players

In terms of player balance, the campaign system works fine with several players on each side and with players with different levels of participation in the campaign. In the extensive play testing campaign we have seen players joining in at a later time in the campaign, and visiting guests partaking on par with the regular players. While you will see individual squadrons become hardened and experienced, this system alongside the harsh combats in the missions, creates a balance over a couple of games and one good squadron on one side cannot make up for the whole side when playing with more than one player on each side. And in the end, even the best pilots are not safe and will eventually be shot down.



BEFORE THE START OF THE CAMPAIGN

Before the campaign can start each player must create a squadron.

You will need to roll up eight fighter pilots and two ancillary air crew. The air crew, each composed of one gunner and one pilot, are used for two-seater airplane. The mission brief will state if two-seaters is involved, and here you will use your ancillary air crew. The pilots and gunners are rolled as usual. See rule: 1.2 Pilot Generation in the Core Rule book.

Special rules for Bristol Fighter F.2b

If or when you, as a RFC player receive a Bristol Fighter F.2b (a two-seater) when rolling for the ordinary fighter airplane, then this airplane is included in the ordinary fighter squadron and you roll up an air gunner for this airplane. This airplane and crew are not considered to be an ancillary airplane. The air gunner follows the Bristol Fighter F.2b, and can not be transferred to other airplanes or promoted to Pilot.

Determining airplane types

Find the start date of your campaign on the Timeline table for your chosen side. The numbers on the table refer to the number rolled on 1D10 to get 1 airplane of this plane type in the given month of the war. You can choose a plane equal to or below the number rolled.

When more than one airplane type shares the same number on the table you can freely choose between the types.

Example: On the Royal Flying Corps Timeline for December 1917 a roll of "10" on the table will yield a result of both a Bristol F.2b and a Sopwith camel. The player then has the choice between the two types.

The same can be seen on the German Timeline for May 1918 where a roll of "3" would give a choice between a Pfalz D.IIIa and an Albatros D.Va.

Roll eight Fighter airplanes and write down the types in your Squadron Log.

Note: There is a maximum of 4 airplanes of the same type in a squadron. Some special airplane types are limited to one airplane per type in a squadron - These are marked with red letters in the table.

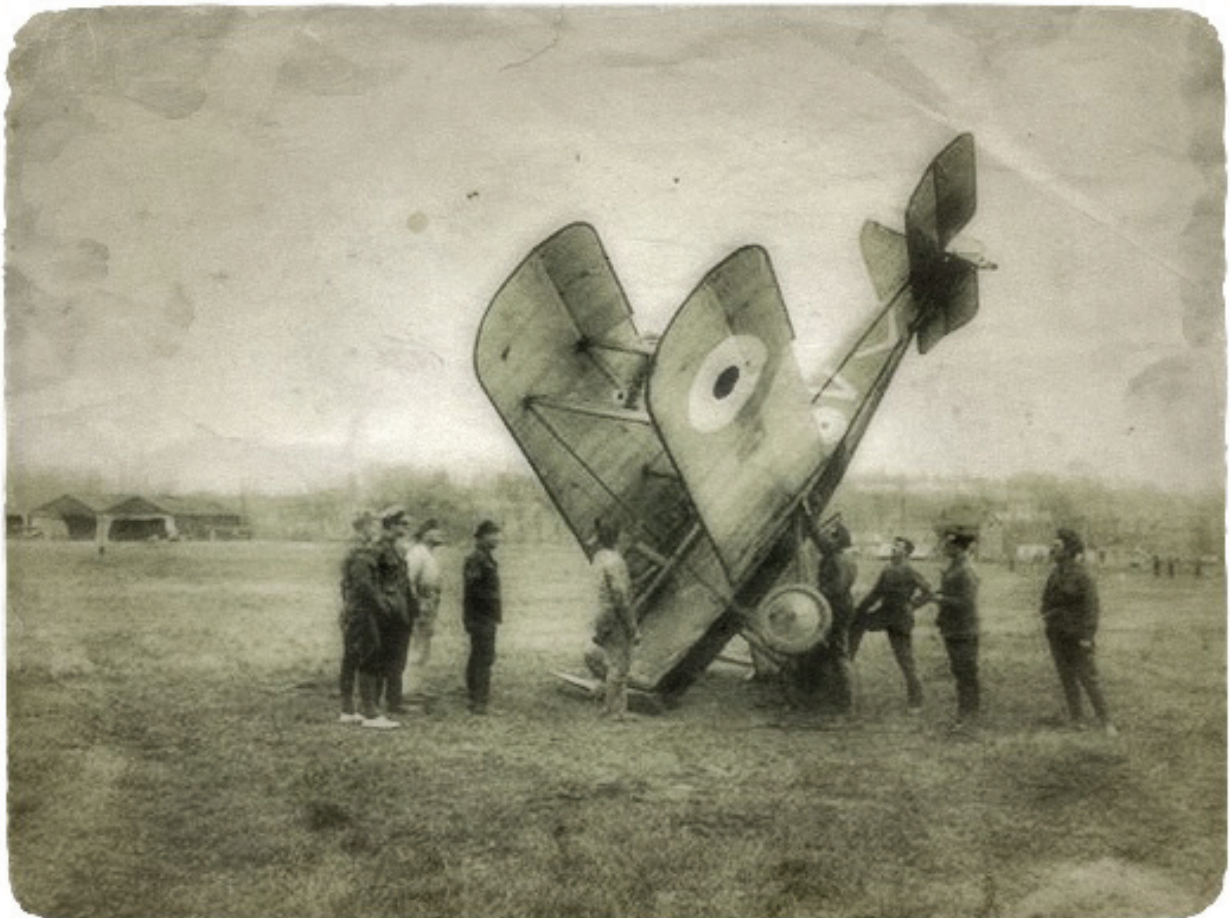
If a special airplane type is rolled, and one of the same type is already in the squadron, the die is rerolled.

The planes are written into the squadron list and matched to a pilot.

Exception: The French air force was very keen on mass production and standardization and from the summer of 1918 the French Escadrilles were almost exclusively equipped with SPAD S.XIIIs.

From July 1918 the French players can choose to have their squadrons exclusively equipped with S.XIIIs. This is marked with white text on the Timeline.

The matching of pilots and airplanes is up to the player and the Roster may be rearranged before it is decided which airplanes and pilots are to partake in a game. Unless otherwise stated in the mission description, the players decide which pilots are to partake in the mission by rolling a 1d8 and then selecting the corresponding pilot and his airplane. This is repeated for each pilot that the player is to control in the game. A PDF Squadron file is found in the download section on www.icog.dk.



CAMPAIGN RULES DURING PLAY.

Before each game

Before each game, except the opening game in a campaign, the following steps must be checked in the order they appear. Remember to use the Timeline table for the month in which the mission takes place.

Squadrons in combat

All squadrons participating in the coming combat get to roll 1 new airplane on the Timeline table.

This die roll is always unmodified.

The player can choose a plane equal to or below the number rolled.

Check for outdated airplane

Check the airplane types in the squadron to see if any of the airplane is phased out this month. See Timeline table, when the line is "empty" the type is discontinued and removed from the Roster. Then roll 1D10, unmodified, on the table to find the replacement airplane for each out phased airplane leaving the player's squadron.

The player can choose a plane equal to or below the number rolled.

New Types

Check whether there are new models for the current campaign month. (See Timeline table)

If this applies, then make one roll on the Timeline table and modify the die roll by +1 for each pilot in the squadron with one or more victories.

You can choose a plane equal to or below the number rolled.

Discard

Discard any unwanted planes leaving a roster of 8 airplane, while adhering to the maximum of 4 airplanes of each type in a squadron.



After combat

After combat, sort out any bookkeeping while you still remember the details.

Follow the steps below in order to replace airplane and pilots. After all steps are completed, discard airplanes that would bring the players squadron above the 8 airplane maximum.

Notoriety

All pilots that have achieved a victory in this combat are granted a roll on the Timeline table modified by the pilot's total victory tally.

Example: A pilot with 2 victories before the combat achieves his third victory during the game. The player then rolls the D10 +3 on the Timeline table.

This is done for every pilot who has achieved a victory in this combat.

You can choose an airplane equal to or below the number rolled.

Airplane replenishment

For every airplane lost, roll on the Timeline table with -2 to the die roll.

The player can choose a plane equal to or below the number rolled.

The squadron is obliged to receive this airplane as the ranks must be filled.

Damaged airplane with structural damage

For all airplanes with structural damage after the combat, the airplane is granted a repair value of 1D6+3. This value is added to the remaining structural strength of the damaged airplanes.

If this restores the full structural strength of the airplane then the airplane is returned to the Roster.

If the airplane is still damaged then roll a structural integrity check against the new value:

- If the roll is successful the airplane is fully repaired and returned to the Roster
- If the roll is unsuccessful then the airplane is returned to the air park for complicated repairs or salvage and is lost as per the "lost airplane" rule above. Roll a new airplane on the Timeline table with -2 to the die roll.

Pilot experience

During the mission, note the different victory points scored by each pilot as enemy planes are forced home, shot down or mission criteria are fulfilled as this is needed to establish the amount of experience points gained by each pilot.

For more on this, see 1.3 Pilot experience rules in the expanded rule book for explanation on criteria for gaining experience points and rules for skill progression.

After the mission use the experience points gained to enhance the skills of the pilot.
Unspent points are noted on the pilot record and can be saved for later use.

Wounded pilots

If a pilot got wounded during a mission follow the rules in 1.5 in the Expanded rule book.

The rules for wounded pilots offers a option to ground wounded pilots for days, weeks or months, and then allow them to reenter there squadron again when they are healed. Notice that it should be decided before the campaign if this optional rule is used.

The optional rule will demand some sort of tracking of the missions played, and a specification on how much time there is between each mission in the campaign.

Down behind enemy lines.

If a pilot land or crash land behind enemy lines during the mission he will be a prisoner of war and is effectively out of the campaign, does he land on his own side of the lines he will be home for tea and biscuit in a couple of hours, and can continue his career in his squadron.

If the pilot land in no mans land, he will have to make a successful Luck test to get home. See more in rule 1.6 in the Expanded rule book. Notice that in missions taking place behind enemy lines, it will often be defined how many game turns of flying there is to get back behind friendly lines. This is used if a airplane is hit in its fuel lines, or has an engine failure or it only have a fixed numbers of flying time left. It is then be calculated if the airplane can get back to its own line.

Pilot killed

Roll a new standard pilot as per rule 1.2 in the core rule book.

German parachutes

From April 1918 and onwards the German players may receive a number of parachutes.

Roll 1d6 and subtract the modifier given in the German Timeline table for the given month. The result is the number of parachutes received by the squadron in that month. You may distribute parachutes among your pilots as you see fit. A parachute may only be used once and is stricken from the log after one use.

Refer to the 5.5.21 Parachutes rule in the expanded rule book for more on the use of parachutes.



DESIGNING THE CAMPAIGN

When designing the campaign, decide on the campaign period, the time between the missions and the campaign victory criteria. First of all: Find a match between your airplane model collection, historical interest and the ambition level for your campaign -

What design goals do you have for the campaign?

Things to consider:

How often do you want to meet and play?

How many missions should you bind together?

How many players are participating in the campaign?

What airplane models are available?

Will you need to be able to play parallel sessions at the same time?

What is the focus for the campaign?

The daily life of a Squadron during a long period?

A set piece based on a specific battle, theme or period such as "Black September", the "battle of Cambrai" or "Bloody April".

What kind of missions do you prefer?

Do you want a lot of pure air to air combat or do you want a lot of ground interaction?

Campaign winning conditions

Campaign example ideas:

1. A "Bloody April" campaign running over 8 missions that are all taking place during April 1917. Victory conditions are based on the highest number of Campaign points gained at the end of mission 8, but with extra points gained for the Germans if they get a 50% or higher kill rate on RFC reconnaissance airplanes involved in the mission. The British gain extra points for having an 80% or higher survivability rate for reconnaissance airplanes. The mission types and sequence are decided before the start of the campaign.

2. An "Air War 1917-18" campaign running over the 14 months from summer 1917 into 1918. For each month in the war, a mission is played that is typical for that period in the air war. This campaign will see airplane types change rather often as every mission takes place in a new month. For each quarter a winner is determined. The overall winner is the winner of the most quarters.

3. "Desperate days": A campaign set in the two last months of the war. The British have unlimited numbers of decent pilots headed by some aces.

The Germans have a cadre of very good "kanonen" and a lot of hastily trained younger pilots.

Almost all the missions are based on a constant allied air offensive with large formations of bombers or aggressive ground attacks mixed with some pure air combat.

The winning conditions are designed to be asymmetrical so that each loss of a "Kanonen" is more costly in terms of victory points than the loss of an allied aircrew, while the young German pilots come cheap.

4. "Coastal combats": A late 1917 campaign pitting RNAS against the German Marine air force featuring RNAS flying boats and German W.12 floatplanes over open water as well as combats over the coast with fighters from RNAS and the German Marine Feldflieger Abteilungen.



AIRPLANE TYPE OVERVIEW

The following section provides a quick historical overview of the fighter types used by the three major combatants during the WWI. This information is included in order to make it easier to make historical scenarios or design campaigns. The Airplane descriptions are by no means complete, nor will they bring anything new to the table if you are a WWI aviation buff, but they provide an overview of the major types.

After the type descriptions for each country you will find the airplane availability Timelines. These charts do not list the complete inventory of all types available at a given time, but provide the major types and influential minor types. The D10 probabilities to receive a particular type as well as the service time are based on various available sources on frontline strengths, numbers delivered, Squadron information etc. Sometimes you can find evidence that a plane was in service earlier than mentioned in the Timelines. For example the Sopwith Triplane was in use with the RNAS in the coastal zone from the start of 1917 but was moved to the British front sector as reinforcement for the RFC later in the year. The Timelines reflects this last RFC perspective.

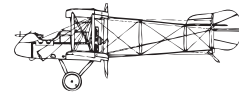
Also note that relevant airplane availability Timelines for other nations such as Russia, Italy, Austro-Hungary, USA, Belgium etc are not included at this time.



ROYAL FLYING CORPS / ROYAL AIR FORCE

Airco DH-2. February 1916 – April 1917

The DH-2 pusher was designed as an answer against the Fokker scourge of 1915. Maneuverable and easy to fly, it outclassed the Fokker Eindekkers as it was designed to, but with the introduction of the Halberstadt fighters and the fast and sturdy twin machine gun Albatros D.II and D.III, it was massively outclassed. It was, however, kept in active service way too long and suffered heavy losses during the battles in the spring of 1917.



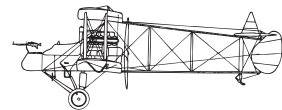
RAF Fe8. August 1916 – June 1917

The Fe8 was designed with the same design philosophy as the DH-2. A marginal improvement at best and delayed for over six months in its frontline introduction, it proved unsuccessful as a fighter against the fast two-gun German Albatros. It served with four squadrons before being replaced.



RAF F.E.2d/b

One of the great unsung workhorses of the war, the FE2 two-seater was in frontline use from late 1915 to the end of the war. It served in all roles: fighter, recon, artillery observation, bomber, anti-zeppelin, night bomber and anti-submarine plane. Its pusher configuration made it vulnerable to rear attacks, as the observer could not shoot rearwards effectively, but the observer had a very large unhindered field of fire in the front arc, making it difficult to deal with in many situations. Outclassed in daylight use from late 1916 with the introduction of the German Albatros fighters, it still flew in large numbers during the summer of 1917 and suffered high losses, even though it kept putting up a strong fight occasionally. In the late war, it primarily served as a night bomber and in home defense squadrons.



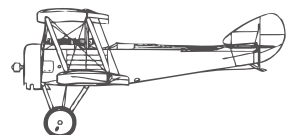
Sopwith 1 1/2 Strutter

Another of the unsung two-seater workhorses was the Sopwith 1 1/2 Strutter. Its service life stretched from early summer 1916 to late 1918 in French colours. Predating the Bristol Fighter, it can be considered the first real two-seater fighter and it flew fighter missions alongside recon and artillery missions. As it had limited engine power, the bomber version was a single-seater omitting the rear gunner for the advantage of a larger bomb load. It saw extensive service with RNAS, RFC and the Belgian airforce, but the main users were the French, who produced over 4000 in both the two-seater fighter/recon version and the single-seat bomber version and used them extensively into 1918. By 1918, they were obsolete and suffered accordingly.



Sopwith Pup

Nimble, agile, easy to fly and a pilot's delight, the Sopwith Pup was one of the great fighters of the war. It was a successful fighter from its introduction in the autumn of 1916. It was also very lightly built, underarmed with its single Vickers MG, and underpowered with only an 80 hp rotary engine. By the spring of 1917, it was on the defensive as the Albatrosses were reaching the front in significant numbers. By late 1917, it was completely outclassed and outperformed in all aspects by the Fokker Dr.I. It was used by both the RFC and the RNAS and had the distinction of being of the first ship-borne fighter.

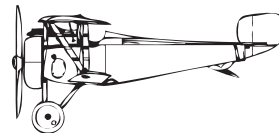


Nieuport 17

A classic fighter plane of the war and used by France, Britain, Belgium, Italy and Russia with great success,

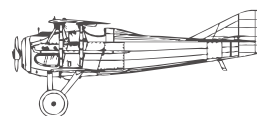
The Nieuport 17 was a larger and more powerful successor to the successful Nieuport 11. The airplane was nimble, easy to handle and well regarded by its pilots. The Nieuport 17 was a sesquiplane (meaning "one and a half" plane) design with a narrow lower wing. This made for a light construction but unfortunately also for a weak lower wing.

In 1916-17, the French-designed Nieuport 17 was produced in large numbers in England due to the lack of a good English designed fighter. Most of the British-produced Nie. 17s differed from the French-produced by having only a top-wing mounted Lewis MG as their only armament. Many RFC and RNAS aces flew the Nieuport 17 at some point, but the most notable was Albert Ball, who favored the type over later and better planes. It served in 7 RFC squadrons and in the RNAS. It was introduced into British service in July 1916 and was eventually phased out by the end of 1917.



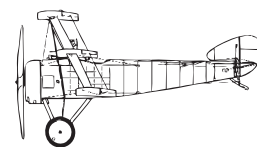
SPAD S.VII

The SPAD S.VII was the first of the many successful allied fighters built around the highly advanced Hispano-Suiza 8 engine series. The S. VII was an altogether sound design: fast, rugged and with good dive and climb capabilities. When it entered service, it was the fastest thing in the air. It entered service in September 1916 and was still in frontline use when the war ended. Compared to the Nieuport 17, which it replaced in many French units, it lacked maneuverability, but it introduced the concept of an energy fighter using its massive speed, dive and climb in combat as opposed to the ability to turn. Many aces flew the S.VII including René Fonck and Georges Guynemer. It was somewhat underarmed with its single Vickers MG. It filled many French squadrons during 1917, whereas only two RFC squadrons used the type until the introduction of the Sopwith Dolphin.



Sopwith Triplane

The Sopwith Triplane, or "Tripe" had a short but notable career in RNAS from early 1917 until August 1917, with the exception of one squadron, which continued its use. The three wings and light construction, paired with a 130 HP Clerget rotary engine, gave the Triplane a good climb rate and excellent maneuverability. The Triplane initially had great success, and the Germans were so impressed with its performance that it resulted in the Fokker Dr I, but, as the more robust twin MG successor Sopwith Camel was introduced, the Triplane was phased out in the fall of 1917.



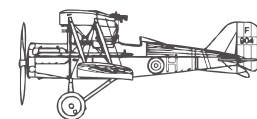
Nieuport 24

The Nieuport 24 was a direct descendant of the Nieuport 17 and meant to replace it. Albeit somewhat faster, it performed only a little better than the Nieuport 17 and was soon replaced by the SPAD S.VII in many units. The design was, however, basically sound, and it served its role as a transitional aircraft from the summer of 1917 to early 1918. The British continued to arm their Nie. 24s with a single drum fed Lewis on the top wing as they had done with the Nie 17 and the French used a synchronized Vickers.



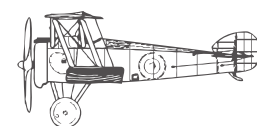
SE5a

The SE5a was, along with the Sopwith Camel, the British main fighter type from summer 1917 to the end of the war. A good all-around aircraft, fast, sturdy, with twin guns and easy to fly, it provided a much needed replacement for the outdated types used by the RFC in early 1917, and it had a big part in ending the dominance of the Albatros fighters. It was the preferred mount for aces like McCudden, Mannock and McElroy and was superior to all German fighter types until the arrival of the Fokker D.VII in the summer of 1918.



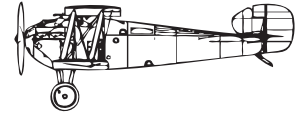
Sopwith Camel

Introduced alongside the SE5 in the summer of 1917, the iconic Sopwith Camel had a big part in turning the tides against the Luftstreitkräfte in the wake of Bloody April. The Camel was somewhat slow, very difficult, and at times dangerous to fly, and it lacked performance at altitude, but it was very, very agile, and it finally gave the British a twin gun fighter that could more than match the German Albatros and Pfalz fighters in the fall of 1917. As the Germans introduced the Fokker Dr.I, the Camel got a comparable opponent, but as opposed to the Dr.I, the Camel was produced in large numbers until the end of the war. With the arrival of the Fokker D.VII in the summer of 1918, the Camel was outclassed as an all-around fighter and was used as a low altitude fighter and ground attack plane – leaving the higher level combats to the Dolphin, SE5 and Bristols.



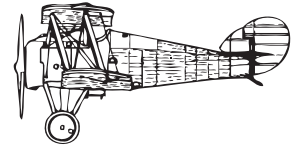
Sopwith Dolphin

The Dolphin was an ungainly looking but rather successful design built around the powerful Hispano engine. It is less well known than its contemporaries the SE5a and Camel, but it still served with four squadrons from early 1918 until the end of the war. The Dolphin had a good all-around performance, but where it excelled was at higher altitudes due to the performance of the long slender wings in thinner air. At its introduction, the Dolphin was armed with four machine guns: 2 Vickers mounted as usual and 2 oblique firing Lewis guns on the top wing. Later, most of the Dolphins had their Lewis guns removed due to the performance loss imposed by the weight. The ICOG cockpit panel provides the rules for the different armament configurations used on the Dolphin.



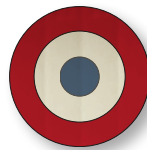
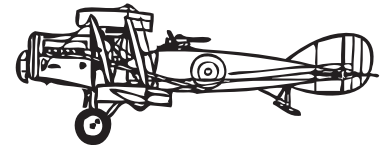
Sopwith Snipe

The Sopwith Snipe was designed as a replacement for the Camel, and in many ways it looked like a beefier bigger brother of the Camel. The development of the Snipe was subjected to many delays, and as a consequence, it only saw service in the last months of the war. In terms of performance, it was powered by the new 230 HP Bentley rotary, and as a consequence, it was relatively fast, maneuverable and without the dangerous flying characteristics of the Camel.



Bristol Fighter F.2b

Introduced in the bleak summer months of 1917, the two-seat Bristol Fighter was a far cry from the ungainly, vulnerable two-seaters that came before it. Fast and with a remarkable maneuverability for a plane its size, the "Biff boys" became respected opponents for the Germans. The Bristol was flown as a single seat fighter with the forward firing Vickers as the main armament but with the added bonus of having an observer manning a flexible Lewis. The low wing and tail position gave the rear gunner a very large unhindered field of fire. The Bristol produced many ace crews where both the pilot and gunner had considerable scores. The Bristol served as a true multi-role aircraft, being used as a recon plane, ground attacker and as a fighter all in one.

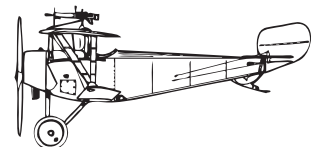


AÉRONAUTIQUE MILITAIRE

Nieuport 11

The small and nimble Nieuport 11 "Bebé" was introduced in January 1916 and proved very successful against the Fokker Eindekkers. It was used as a rocket armed balloon buster during the battle of Verdun. The Nieuport 11 had a short operational career as a primary fighter and was soon supplemented by the bigger Nieuport 17. However, the rapid expansion of the Aéronautique Militaire saw that the Bébé stayed in frontline service in small numbers a couple of months into 1917 as the French factories struggled to keep up with the production demands of newer types.

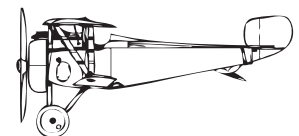
The Bébé was very modestly armed with one drum loaded over-wing mounted Lewis as the only armament.



Nieuport 17

A classic fighter plane of the war and used by France, Britain, Belgium, Italy and Russia with great success, the Nieuport 17 was a larger and more powerful successor to the successful Nieuport 11. The Nieuport was nimble and easy to handle and well regarded by its pilots. The Nie. 17 was a sesquiplane, (meaning "one and a half" plane) design with a narrow lower wing. This made for a light construction but unfortunately also for a weak lower wing.

The Nieuport saw extensive service with many escadrilles of the French air force and was flown by many aces including Nungesser, Navarre, Boyau, Dorme, Deullin and many more.



SPAD S.VII

The SPAD S.VII was the first of the many successful allied fighters build around the highly advanced Hispano-Souiza 8 engine series. The S. VII was an altogether sound design; fast, rugged and with good dive and climb capabilities. When it entered service it was the fastest thing in the air. Compared to the Nieuport 17 which it replaced in many French units it lacked maneuverability but it introduced the concept of an Energy fighter using its massive speed, dive and climb in combat as opposed to the ability to turn. It was somewhat under armed with its single Vickers MG.

From November 1917 the S.VIIs had an engine upgrade to 180 hp improving its already good performance.

Many aces flew the S.VII including René Fonck and Georges Guynemer.

It entered service in September 1916 and due to engine problems with its successor the SPAD S.XIII it was kept in frontline service as a supplement until the end of the war – a testament to the soundness of the design.

Nieuport 24

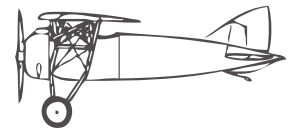
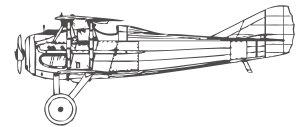
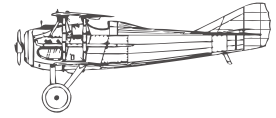
The Nieuport 24 was a direct descendant of the Nieuport 17 and meant to replace it. Albeit somewhat faster, it performed only a little better than the Nieuport 17 and was soon replaced by the SPAD S.VII in many units. The design was, however, basically sound and it served its role as a transitional aircraft from the summer of 1917 to early 1918.

SPAD S.XIII

The S.XIII was designed along the same lines as the SPAD S.VII, but the S.XIII was bigger, armed with twin Vickers, and used a more powerful version of the same engine. As a consequence, the S.XIII was very fast, strong, and could dive faster than everything else. However, it was often felt that the S.XIII lacked maneuverability, especially at lower speeds, where it became sluggish and was compared to a “flying brick”. The SPAD S.XIII was plagued through most of its service life by engine and gear trouble, but still over 8000 were produced until the end of the war. It received two engine upgrades: one from 200 hp to 220 hp, and very late in the war, the engine performance was pushed even further to 235 hp. The French, the USAS, as well as the Belgian air force, used the S.XIII, and many aces including the Entente ace-of-aces René Fonck flew it.

Morane AI

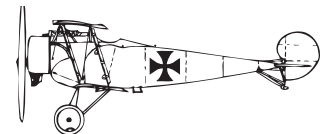
The very good Morane AI ended up as an appendix in the French air force history. A thoroughly modern clean parasol monoplane design, the AI was both fast and maneuverable, and due to the single wing, the visibility from the cockpit was excellent. Despite this, the AI had a short career at the front, as the French, who were keen on standardization and mass production, had already committed heavily on the SPAD S.XIII.



THE DEUTSCHE LUFTSTREITKRÄFTE

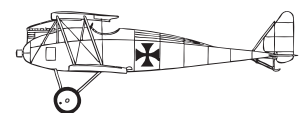
Fokker D.II

The Fokker D. II was an unsuccessful attempt to create a replacement for the Eindekker types that had dominated in 1915 and early 1916. The D.II was slow and underpowered and could not match the Nieuport 11 and 17 used by the French. The Fokker D.II saw limited service and was soon replaced by the Albatross D.II and D.III. In total, 177 aircraft were produced, and it was phased out March 1917.



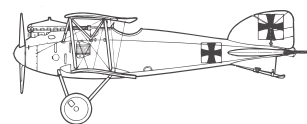
Halberstadt D.II

Introduced in October 1916, the Halberstadt D.II and its very similar brethren the D.III and D. V had a short but still significant career around the end of 1916 and into the summer of 1917. Although a successful design with no serious vices, it was underarmed with only one Spandau MG and underpowered, especially when compared to the Albatros D.II which arrived at almost the same time.



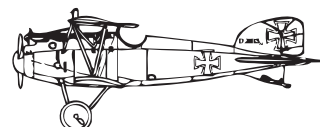
Albatros D.II

The Albatros D.II (and the mostly identical D.I) was introduced in September 1916 and was the first design to successfully carry two synchronized MGs. It massively outperformed the old DH-2 and Nieuport 11s still in service and was more than a match for all but the best Allied fighters in service at the time. The Albatros D.II production did not meet the demands of attrition and a growing air force, and only around 300 were produced before production changed to the improved Albatros D.III. The D.II was phased out in September 1917 despite it being in some ways superior to the D.III. The D.II was flown by many German aces, most notably Von Richthofen and Boelcke.



Albatros D.III

One of the truly classic WWI fighters, the Albatros D.III, which was designed as an evolution of the D.II, had a very distinct career during the bloody spring and summer of 1917. It was fast and heavily armed and provided a perfect match for the newly formed Jagdstaffeln. During "bloody" April 1917, the D.III really became a terror to the RFC, who were mainly still flying older types such as the Pup or Nieuport, and they made mince-meat out of the outdated two-seaters such as the BE2.

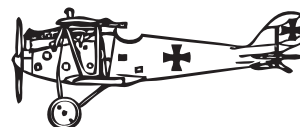


The D.III's sesquiplane wing configuration was inspired by the Nieuport 17, and the D.III shared the same weakness, making it risky to perform fast dives, as the lower wings could then begin to flutter and break off. Curiously enough, the Germans never rectified the problem, and the D.III was considered good enough to stay in production even after its replacement, the Albatros D.V, was arriving at the frontline units. It saw frontline service from late December 1916, and the last few examples were finally phased out in the summer of 1918.

The D.III was flown with great success by many of Germany's leading aces such as Voss, Berthold, von Richthofen, Göring and Wusthoff.

Pfalz D.IIIa

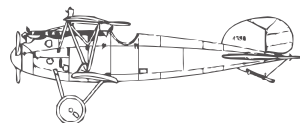
The pretty Pfalz D.III (and its variant, the D.IIIa) was a Bavarian designed workhorse that had a long and rather unglamorous career in the shadow of the stars produced by Fokker and Albatros. It was, however, a sound and robust design, somewhat diminished by the outdated Mercedes D.III engine and heavy handling characteristics. The D.III, however, performed adequately at the time of its frontline introduction in August 1917. The Pfalz D.III proved to have an excellent dive speed due to its solid wing construction and, this proved useful for diving away from combat or for balloon busting missions. The Pfalz soldiered on along with the Albatros almost to the end of the war, being transferred to the newly formed Jastas under the "Amerikaprogram" as the Fokker D.VII's started to arrive at the front. At the end of August 1918, still some 166 aircraft were in frontline use on the western front.



Albatros D.V/D.Va

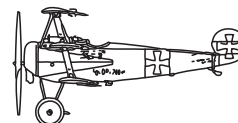
The Albatros D.V (and the improved D.Va) was something of a contradiction: On one hand, it was a successful evolution of the Albatros D.III and a classic fighter of the war, and on the other hand, it was a failed design that was obsolete when it reached the front. The D.V followed the lines of the D.III using the same wing design and elevator but included many small improvements in order to save weight and improve performance over the D.III. Moreover, the weak lower wing design from the D.III had inexplicably been reused. These factors made the D.V too fragile, and a new improved version, the D.Va, soon followed, having a reinforced wing strut and structural strengthening in several places. As a result, the plane became only marginally better than the D.III it was designed to replace. It was, however, adequate for the job, and large numbers of D.Va's were produced. Its active service topped just before the introduction of the Fokker D.VII in the summer of 1918, when more than 1000 D.Vs and D.Va's were in service.

Despite its uninspiring performance, it is a classic plane from the war, and many German aces flew the type with success from its introduction in May 1917 to the end of the war, when it served as a "hand me down" warhorse in many of the newly formed Jastas.

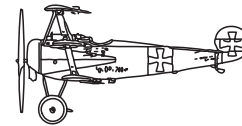


Fokker DR1

Despite the mythos of the iconic Fokker Dreidekker, the Fokker Dr.I for various reasons did not have a very long career as a primary frontline fighter, nor was it produced in significant numbers, with only 320 built. It, however, had spectacular performance in two areas: Climb and turn rate at low speeds. It was a specialist dogfighter aircraft and as such, well suited to meet the new Allied types such as the SE5a and Camel in the hands of an experienced pilot. The Dr.I came as an answer to the Sopwith Triplanes superiority over other German types, but when the Dr.I arrived at the front in September 1917, the Triplane was withdrawn and replaced by the Camel. The Fokker Dr.I, however, initially enjoyed great success in the hands of the German elite Jastas of Geschwader 1. The Dr.I, however, suffered from a structural weakness in the wing, and after a couple of crashes, it was withdrawn for the duration of November



1917 while the defect was corrected. The Dr.I, however, had poor altitude performance and was rather slow, and as such, it did not perform as well in an all-around role as the Albatros D.Va. The Dreidekker, however, was a formidable opponent when it could pull its opponent into a turning fight, and many German topaces flew the type at some point or another, the most notable being Werner Voss and of course, Von Richthofen. As the Fokker D.VII's started to arrive, the type was gradually withdrawn due to several reasons including attrition and lack of quality lubricant oil for the rotary engine, causing engine trouble. A few aces, most notably Josef Jacobs, favored the type over the D.VII; he kept flying his all black Dr.I into the fall of 1918.



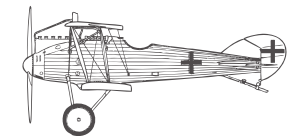
Fokker D.VII/D.VIIIf

The Fokker D.VII is often considered to be the best all-around fighter of the war. It arrived in the summer of 1918 and was produced in large numbers and quickly replaced the Albatros D.Va's and the Pfalz D.III in all the established Jastas, relegating those older types to the newly formed Jastas under the Amerikaprogramm. The Fokker D.VII did almost everything right, with very good handling, good maneuverability and strong construction. The Fokker was said to make good pilots out of mediocre material and aces out of good pilots. The Fokker D.VII made its mark on the Allied air forces, and especially the Camel, which suddenly became outclassed, as its altitude performance was poor compared to the Fokker. The D.VII's performance was, however, somewhat compromised by its very old Mercedes D.III engine, which was basically an updated version of the same engine that powered the Albatros D.II 1-½ years before. As a consequence, the Fokker lacked top speed and climb when compared to the fast SPAD XIII's and SE5a's. This was rectified in the Fokker D.VIIIf, which used the improved BMW engine, that gave the D.VIIIf a massive improvement in climb in general and top speed at altitude. The D.VIIIf was more than a match for the best Allied fighters in use. There were, however, never enough BMW engines to go around, and the "f" versions primarily went to the elite Jastas of the Geschwaders. Of the approximate 3300 D.VII's built, around a third were of the BMW engine type.



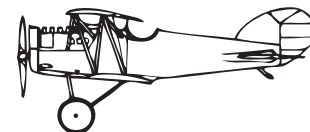
L.F.G Roland D.IVb

The Roland D.IV was a generally sound design that was only introduced in small numbers during the summer of 1918. The Roland was ordered in case there were problems with the Fokker D.VII design, and though its performance and handling were better than the Albatroses and Pfalzes it was meant to replace, it was overshadowed by the D.VII. This game includes the later version Roland D.IVb with the more powerful over-compressed 185 hp Benz engine.



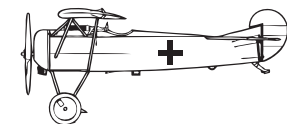
Pfalz D. XII

The Pfalz D.XII was designed as a replacement for the aging Pfalz D.IIIa and Albatros D.Va and introduced in the summer of 1918. As such, it was a fine airplane but again, it underperformed with its old Mercedes D.III engine. The Pfalz is often described as clumsy and sluggish, but there are many indications that the design was sound enough. The pilots were wishing for the vaunted Fokker D.VII, and as a result, all other airplanes were considered bad. The Pfalz was an adequate performer for the last year of the war and markedly better than the older types it helped to replace. The D.XII was strongly built and like the Pfalz D.IIIa before, it could dive faster than any other German plane. The D.XII was ordered in general production and operated alongside the Fokker D.VII until the end of the war. Around 750 D.XII's were constructed.



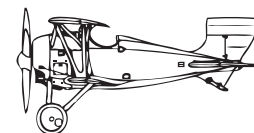
Fokker E.V/D.VIII

The Fokker E.V could be regarded as the "Volksjäger" of World War I. A parasol monoplane built on a simple steel tube frame, it demanded less work hours than any other German plane, and it used an old otherwise unused engine already produced in large numbers. It was a light aircraft with good climb, speed and maneuverability, but it ended as a failure. It was introduced in small numbers in late July 1918 as the E.V to the highly respected Jasta 6, among others. It gained some successes, but in August it suffered a wing failure in much the same way the Dr.I had failed the year before. As a consequence, all E.V's were withdrawn for two months while a remedy was found. When the E.V was reintroduced as the re-named D.VIII in November, the war was all but over. As the last fighter orders were placed just before the end of the war, the D.VIII was absent.



Siemens Schukert D.III and D.IV

The Siemens-Schukert D.III and the improved D.IV with another upper wing are highly regarded as some of the very best fighters of the war. Strongly built with aluminum reinforced braces in the wing and a powerful but light 160 hp Siemens-Halske counter-rotary engines that provided power up to high altitudes, the D.III had a tremendous climbing ability, was fast at all altitudes, and was very maneuverable. The propeller rotated the opposite direction of the engine itself, which countered much of the torque effect of the engine. Introduced in March 1918, small numbers of the D.III were used at the front, but due to bad quality lubricant, they were withdrawn from the front in May and refurbished with new engines and many updated to D.IV status. From July, they slowly began to be returned to the front, the D.III with a superior climb rate to the home defence KeSts and the faster and more maneuverable D.IV to the elite Jastas and Marine Jastas.





TIMELINE - ROYAL FLYING CORPS / ROYAL AIR FORCE

| Airplane Name : | | 1916 | | | | | | | | | | | | 1917 | | | | | |
|------------------------|-----|-------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|
| | | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun |
| Fighter Airplanes: | | | | | | | | | | | | | | | | | | | |
| Airco DH.2 | | | | | | | | | | | | | | 1-4 | 1-3 | 1-2 | 1 | | |
| RAF F.E.8 | | | | | | | | | | | | | | 5-6 | 4-5 | 3-4 | 2 | 1 | 1 |
| RAF F.E.2b | | | | | | | | | | | | | | 7 | 6 | 5 | 3 | 2 | 2 |
| Sopwith 1½ Strutter | | | | | | | | | | | | | | | 7 | 6 | 4 | 3 | 3 |
| Sopwith Pup | | | | | | | | | | | | | | 8-9 | 8 | 7-8 | 5-6 | 4-5 | 4-5 |
| Nieuport 17 | | | | | | | | | | | | | | 10 | 9 | 9 | 7-8 | 6-7 | 6-7 |
| Spad VII 150/180 hp | Sep | Change to 180 Hp engine | | | | | | | | | | | | | 10 | 10 | 9 | 9 | 9 |
| Sopwith.Triplane | | | | | | | | | | | | | | | | | 10 | 8 | 8 |
| Nieuport 24bis | | | | | | | | | | | | | | | | | | | |
| RAF SE5a | | | | | | | | | | | | | | | | | | 10 | 10 |
| Sopwith Camel | | | | | | | | | | | | | | | | | | | |
| Sopwith Dolphin | | | | | | | | | | | | | | | | | | | |
| Sopwith Snipe | | | | | | | | | | | | | | | | | | | |
| Bristol Fighter F.2b | | | | | | | | | | | | | | | | | | | 10 |
| Observation Airplanes: | | | | | | | | | | | | | | | | | | | |
| RAF B.E.2e | | | | | | | | | | | | | | 5-10 | 5-9 | 4-8 | 3-6 | 3-5 | 2-3 |
| RAF F.E.2b | | | | | | | | | | | | | | 1-4 | 1-4 | 1-3 | 1-2 | 1-2 | 1 |
| A. Withworth F.K.8 | | | | | | | | | | | | | | | 10 | 9 | 7 | 6 | 4-5 |
| RAF R.E.8 | | | | | | | | | | | | | | | | 10 | 8-9 | 7-9 | 6-9 |
| Bristol Fighter F.2b | | | | | | | | | | | | | | | | | 10 | 10 | 10 |
| Attack Airplanes: | | | | | | | | | | | | | | | | | | | |
| RAF F.E.2b | | | | | | | | | | | | | | | | | 1-5 | 1-3 | 1-2 |
| Airco DH.4 | | | | | | | | | | | | | | | | | 6-8 | 4-8 | 3-8 |
| A. Withworth F.K.8 | | | | | | | | | | | | | | | | | | | |
| Airco DH.9 | | | | | | | | | | | | | | | | | | | |
| Bristol Fighter F.2b | | | | | | | | | | | | | | | | | 9-10 | 9-10 | 9-10 |
| Bomber Airplanes: | | | | | | | | | | | | | | | | | | | |
| HP O/100 | | | | | | | | | | | | | | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 |
| HP O/400 | | | | | | | | | | | | | | | | | | | |



TIMELINE - ROYAL FLYING CORPS / ROYAL AIR FORCE

Airplane Name :

1918

RAF

Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov

Fighter Airplanes:

| | | | | | | | | | | | | | | | | | | |
|----------------------|-----|------|------|------|------|------|-----|-----|-----|-----|------|------|------|------|------|------|------|--|
| Airco DH.2 | | | | | | | | | | | | | | | | | | |
| RAF F.E.8 | | | | | | | | | | | | | | | | | | |
| RAF F.E.2d/b | 1 | | | | | | | | | | | | | | | | | |
| Sopwith 1½ Strutter | 2 | 1 | 1 | 1 | | | | | | | | | | | | | | |
| Sopwith Pup | 3-4 | 2-3 | 2 | 2 | 1 | | | | | | | | | | | | | |
| Nieuport 17 | 5 | 4 | 3 | 3 | 2 | 1 | | | | | | | | | | | | |
| Spad VII 150/180 hp | 8 | 6 | 5 | 4 | 3 | 3 | 1 | | | | | | | | | | | |
| Sopwith.Triplane | 6 | 7 | 6 | | | | | | | | | | | | | | | |
| Nieuport 24bis | 8 | 5 | 4 | 5 | 4 | 2 | | | | | | | | | | | | |
| RAF SE5a | 7 | 8 | 7 | 6-7 | 5-7 | 4-6 | 6-9 | 5-9 | 5-9 | 5-8 | 5-8 | 5-8 | 5-8 | 5-8 | 4-8 | 4-8 | 4-8 | |
| Sopwith Camel | 9 | 9-10 | 8-10 | 8-10 | 8-10 | 7-10 | 2-5 | 1-5 | 1-5 | 1-4 | 1-4 | 1-4 | 1-4 | 1-3 | 1-3 | 1-3 | 1-3 | |
| Sopwith Dolphin | | | | | | | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 9 | 9 | 9 | |
| Sopwith Snipe | | | | | | | | | | | | | | | 10 | 10 | 10 | |
| Bristol Fighter F.2b | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | |

Observation Airplanes:

| | | | | | | | | | | | | | | | | | | |
|----------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| RAF B.E.2e | 2 | 2 | | | | | | | | | | | | | | | | |
| RAF F.E.2b | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | |
| A. Withworth F.K.8 | 3-4 | 3-4 | 2-4 | 2-4 | 2-3 | 2-3 | 2-3 | 2-3 | 2-3 | 1-2 | 1-2 | 1-2 | 1-2 | 1-2 | 1-2 | 1-2 | 1-2 | |
| RAF R.E.8 | 5-9 | 5-9 | 5-9 | 5-9 | 4-8 | 4-8 | 4-8 | 4-8 | 4-8 | 3-8 | 3-8 | 3-8 | 3-8 | 3-8 | 3-8 | 3-8 | 3-8 | |
| Bristol Fighter F.2b | 10 | 10 | 10 | 10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | |

Attack Airplanes:

| | | | | | | | | | | | | | | | | | | |
|----------------------|-----|------|------|------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|--|
| RAF F.E.2b | 1-2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | |
| Airco DH4 | 3-6 | 2-7 | 2-7 | 2-6 | 2-6 | 2-6 | 2-5 | 2-5 | 2-5 | 2-4 | 2-4 | 2-3 | 2-3 | 2 | 1-2 | 1 | 1 | |
| A. Withworth F.K.8 | 7 | 8 | 8 | 7-8 | 7-8 | 7-8 | 6-8 | 6-8 | 6-8 | 5-6 | 5-6 | 4-5 | 4-5 | 3-4 | 3-4 | 2-3 | 2-3 | |
| Airco DH.9 | | | | | | | | | 9 | 7-9 | 7-9 | 6-9 | 6-9 | 5-9 | 5-9 | 4-9 | 4-9 | |
| Bristol Fighter F.2b | 8-9 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 9-10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | |

Bomber Airplanes:

| | | | | | | | | | | | | | | | | | | |
|----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| HP O/100 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-8 | 1-5 | | | | | | | | |
| HP O/400 | | | | | | | | | 9-10 | 6-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | |



TIMELINE - DEUTSCHE LUFTSTREITKRÄFTE

| Airplane Name : | | 1916 | | | | | | | | | | | | 1917 | | | | | |
|------------------------|--|------|-----|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|------------------------|------|------|------|------|------|------|
| | | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun |
| Fighter Airplanes: | | | | | | | | | | | | | | | | | | | |
| Fokker E.III | | | | | | | | | | | | | | | | | | | |
| Fokker D.II | | | | | | | | | | | | | | 1 | 1 | 1 | | | |
| Halberstadt D.II | | | | | | | | | | | | | | 2 | 2 | 2 | 1 | 1 | 1 |
| Albatros D.II | | | | | | | | | | | | | | 3-6 | 3-5 | 3-4 | 2-3 | 2-3 | 2-4 |
| Albatros D.III | | | | | | | | | | | | | | 7-10 | 6-10 | 5-10 | 4-10 | 4-9 | 5-8 |
| Pfalz D.IIIa | | | Mar | Change to aü model | | | | | | | | | | | | | | | |
| Albatros D.V/D.Va/aü | | | Aug | Change to DVa model | | | | | | | | | | | | | | 10 | 9-10 |
| Fokker DR1 | | | | | | | | | | | | | | | | | | | |
| Fokker D.VII | | | | | | | | | | | | | | | | | | | |
| Fokker D.VIIF | | | | | | | | | | | | | | | | | | | |
| L.E.G Roland D.IVb | | | | | | | | | | | | | | | | | | | |
| Pfalz D. XII | | | | | | | | | | | | | | | | | | | |
| Fokker E.V / D.VIII | | | Jul | E.V model | | | | | | | | Nov | Change to D.VIII model | | | | | | |
| Siemens Schukert D.IV | | | | | | | | | | | | | | | | | | | |
| Parachutes: | | | | | | | | | | | | | | | | | | | |
| Observation Airplanes: | | | | | | | | | | | | | | | | | | | |
| Albatros C.III | | | | | | | | | | | | | | 1-9 | 1-8 | 1-8 | 1-6 | 1-5 | 1-4 |
| Rumpler C.IV | | | | | | | | | | | | | | | | | 7 | 6-7 | 5-7 |
| D.F.W C.V | | | | | | | | | | | | | | 10 | 9-10 | 9-10 | 8-10 | 8-10 | 8-10 |
| Hannover CL.IIIa | | | | | | | | | | | | | | | | | | | |
| Attack Airplanes: | | | | | | | | | | | | | | | | | | | |
| D.F.W C.V | | | | | | | | | | | | | | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 |
| Halberstadt CL.II | | | | | | | | | | | | | | | | | | | |
| Hannover CL.IIIa | | | | | | | | | | | | | | | | | | | |
| Junkers J.1 | | | | | | | | | | | | | | | | | | | |
| Bomber Airplanes: | | | | | | | | | | | | | | | | | | | |
| Gotha G.V | | | | | | | | | | | | | | | | | | | |
| Friedrichshafen G.III | | | | | | | | | | | | | | | | | | | 1-10 |



TIMELINE - DEUTSCHE LUFTSTREITKRÄFTE

Airplane Name :

1918

Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov

Fighter Airplanes:

| | | | | | | | | | | | | | | | | | |
|-----------------------|------|------|-----|-----|------|-----|-----|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Fokker E.III | | | | | | | | | | | | | | | | | |
| Fokker D.II | | | | | | | | | | | | | | | | | |
| Halberstadt D.II | | | | | | | | | | | | | | | | | |
| Albatros D.II | 1-2 | 1 | 1 | | | | | | | | | | | | | | |
| Albatros D.III | 3-6 | 2-3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | | | | |
| Pfalz D.IIIa | | 4-5 | 3-4 | 2-3 | 2-4 | 2-4 | 2-4 | 2-4 | 2-3 | 2-3 | 2-3 | 2 | 2 | 0 | 0 | | |
| Albatros D.V/D.Va/aü | 7-10 | 6-10 | 5-9 | 4-9 | 5-10 | 5-9 | 5-9 | 5-8 | 5-8 | 4-7 | 3-5 | 3-4 | 3 | 1 | 1 | 1 | 1 |
| Fokker DR1 | | | 10 | 10 | - | 10 | 10 | 9-10 | 9-10 | 8-9 | 6-7 | 6 | 5 | 4 | | | |
| Fokker D.VII | | | | | | | | | | 10 | 8-9 | 7-9 | 6-8 | 5-7 | 4-6 | 4-6 | 4-6 |
| Fokker D.VIIF | | | | | | | | | | | 10 | 10 | 9 | 8-9 | 7-9 | 7-9 | 7-9 |
| L.F.G Roland D.IVb | | | | | | | | | | | | 3 | 2 | 1-2 | 1-2 | 1-2 | 1-2 |
| Pfalz D. XII | | | | | | | | | | | | 5 | 4 | 2-3 | 2-3 | 2-3 | 2-3 |
| Fokker E.V / D.VIII | | | | | | | | | | | | | 10 | 10 | - | - | 10 |
| Siemens Schukert D.IV | | | | | | | | | | | | | | 10 | 10 | 10 | 10 |

Parachutes:

| | | | | | | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|-----------|---|---|---|---|---|---|---|---|
| | | | | | | | | | 1d6 minus | 4 | 3 | 3 | 2 | 2 | 1 | 0 | 0 |
|--|--|--|--|--|--|--|--|--|-----------|---|---|---|---|---|---|---|---|

Observation Airplanes:

| | | | | | | | | | | | | | | | | | |
|------------------|------|------|------|------|------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Albatros C.III | 1-3 | 1-2 | 1 | 1 | | | | | | | | | | | | | |
| Rumpler C.IV | 4-6 | 3-5 | 3-5 | 2-4 | 1-4 | 1-4 | 1-4 | 1-4 | 1-4 | 1-4 | 1-4 | 1-4 | 1-4 | 1-4 | 1-4 | 1-4 | 1-4 |
| D.F.W C.V | 7-10 | 6-10 | 6-10 | 5-10 | 5-10 | 5-10 | 5-10 | 5-10 | 5-10 | 5-10 | 5-9 | 5-9 | 5-9 | 5-9 | 5-9 | 5-9 | 5-9 |
| Hannover CL.IIIa | | | | | | | | | | | 10 | 10 | 10 | 10 | 10 | 10 | 10 |

Attack Airplanes:

| | | | | | | | | | | | | | | | | | |
|-------------------|------|------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| D.F.W C.V | 1-7 | 1-6 | 1-5 | 1-4 | 1-3 | 1-2 | 1-2 | 1 | 1 | 1 | | | | | | | |
| Halberstadt CL II | 8-10 | 7-10 | 6-10 | 5-10 | 4-10 | 3-10 | 3-10 | 2-9 | 2-9 | 2-8 | 1-6 | 1-5 | 1-4 | 1-4 | 1-3 | 1-3 | 1-3 |
| Hannover CL IIIa | | | | | | | | | | 9 | 7-9 | 6-9 | 5-9 | 5-9 | 4-9 | 4-9 | 4-9 |
| Junkers J1 | | | | | | | | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |

Bomber Airplanes:

| | | | | | | | | | | | | | | | | | |
|-----------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Gotha GV | | 1 | 1-3 | 1-5 | 1-5 | 1-5 | 1-4 | 1-4 | 1-4 | 1-2 | 1-2 | 1-2 | 1-2 | 1 | 1 | 1 | 1 |
| Friedrichshafen G.III | 1-10 | 2-10 | 7-10 | 6-10 | 6-10 | 6-10 | 6-10 | 6-10 | 6-10 | 8-10 | 8-10 | 8-10 | 8-10 | 9-10 | 9-10 | 9-10 | 9-10 |



TIMELINE -AÉRONAUTIQUE MILITAIRE

| Airplane Name : | 1916 | | | | | | | | | | | | 1917 | | | | | |
|-------------------------------|------|------------------------|------|------|------|------|-----------------------|------|------|------|------|------|------|------|------|------|------|------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun |
| Fighter Airplanes: | | | | | | | | | | | | | | | | | | |
| Nieuport 11 | | | | | | | | | | | | | 1-2 | 1-2 | 1 | 1 | | |
| Nieuport 17 | | | | | | | | | | | | | 3-8 | 3-8 | 2-7 | 2-5 | 1-4 | 1-4 |
| Spad S.VII | Apr | Change to 180 Hp model | | | | Nov | All models now 180 Hp | | | | | | 9-10 | 9-10 | 9-10 | 8-10 | 7-10 | 7-10 |
| Nieuport 24bis | | | | | | | | | | | | | | | 8 | 6-7 | 5-6 | 5-6 |
| Spad S.XIII 200 hp | Mar | Change to 220 Hp model | | | | Aug | All models now 220 Hp | | | | | | | | | | | |
| Morane AI | | | | | | | | | | | | | | | | | | |
| Observation Airplanes: | | | | | | | | | | | | | | | | | | |
| Farman F40 | | | | | | | | | | | | | 1-10 | 1-10 | 1-7 | 1-7 | 1-6 | 1-4 |
| Sopwith 1½ Strutter | | | | | | | | | | | | | | | 8-10 | 8-10 | 7-10 | 5-9 |
| Dorand AR.1 A2 | | | | | | | | | | | | | | | | | | 10 |
| Salmson 2 A2 | | | | | | | | | | | | | | | | | | |
| Spad S.XI A2 | | | | | | | | | | | | | | | | | | |
| Breguet XIV A2/B2 | | | | | | | | | | | | | | | | | | |
| Attack Airplanes: | | | | | | | | | | | | | | | | | | |
| Sopwith 1 1/2 | | | | | | | | | | | | | | | | 1-10 | 1-10 | 1-10 |
| Breguet XIV A2/B2 | | | | | | | | | | | | | | | | | | |
| Bomber Airplanes: | | | | | | | | | | | | | | | | | | |
| Caproni CA. 3 | | | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 |

| | | |
|--|--------------------------|---|
| | LIGHT GREEN | New type of airplane introduced. The Squadron gets one 1d10 + number of pilots with victories, rolls in a effort to secure the new machine to the squadron. |
| | GREEN | Airplane in full production and fully active over the front lines. There can only be 4 of the same type at a squadron at the same time. Unless the Airplane type is marked with withe or red lettering. |
| | DARK GREEN | Older airplane type about to get out phased next month. The next month the squadron will get a 1d10 roll for each airplane of the type still left in the squadron. |
| | YELLOW | Produktion of this airplane type is shut down this month and all units returned to the factory for correction of construction. Squadrons will roll 1d10 for replacements, until the type returns. |
| | 2-4 BLACK NUMBERS | The numbers mark which result on the die roll that will yield this airplane type. If the same result appears multiple times in the same month, the player can freely choose between the types. |
| | 10 RED LETTERS | Red letters mark that this is a rare airplane and that there can be only one of this airplane type in the squadron at the same time. |
| | 2-4 WHITE LETTERS | The airplane type is from now on the most widespread type in use. From now on the player can make an exception to the rule of maksimum 4 airplanes of the same type, and have more than 4 of this type. |
| | LIGHT BLUE | The airplane type is being upgraded this month. All airplanes of this type that is acquired from now on will be of the upgraded version. But not airplanes already in the squadrons rooster. |
| | DARK BLUE | The airplane in upgraded version is now the only one found at the squadrons. From now on all airplane of the type, including the ones already at the squadron will be of the upgraded version. |



TIMELINE -AÉRONAUTIQUE MILITAIRE

Airplane Name :

1918

Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov

Fighter Airplanes:

| | | | | | | | | | | | | | | | | | | |
|--------------------|------|------|-----|-----|------|------|------|-----|-----|-----|-----|------|------|------|------|------|------|--|
| Nieuport 11 | | | | | | | | | | | | | | | | | | |
| Nieuport 17 | 1-4 | 1-3 | 1-3 | 1-2 | 1 | 1 | | | | | | | | | | | | |
| Spad S.VII | 7-10 | 6-10 | 6-9 | 6-9 | 5-8 | 5-7 | 4-7 | 3-6 | 3-6 | 1-4 | 1-4 | 1-3 | 1-3 | 1-2 | 1 | 1 | 1 | |
| Nieuport 24bis | 5-6 | 4-5 | 4-5 | 3-5 | 2-4 | 2-4 | 1-3 | 1-2 | 1 | | | | | | | | | |
| Spad S.XIII 200 hp | | | 10 | 10 | 9-10 | 8-10 | 8-10 | 7-9 | 7-9 | 6-9 | 5-9 | 4-10 | 4-10 | 4-10 | 2-10 | 2-10 | 2-10 | |
| Morane AI | | | | | | | | 10 | 10 | 10 | 10 | | | | | | | |

Observation Airplanes:

| | | | | | | | | | | | | | | | | | | |
|---------------------|------|------|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Farman F40 | 1-3 | 1-2 | 1 | 1 | | | | | | | | | | | | | | |
| Sopwith 1½ Strutter | 2-8 | 3-7 | 2-6 | 2-4 | 1-3 | 1-3 | 1-2 | 1-2 | 1-2 | 1-2 | 1 | 1 | 1 | 1 | 1 | | | |
| Dorand AR.1 A2 | 9-10 | 8-10 | 7-9 | 5-7 | 4-6 | 4-6 | 3-5 | 3-4 | 3-4 | 3 | 2 | 2 | | | | | | |
| Salmson 2 A2 | | | | 8 | 7-8 | 7-8 | 6-8 | 5-7 | 5-7 | 4-6 | 3-5 | 3-5 | 2-4 | 2-3 | 2-3 | 1-2 | 1-2 | |
| Spad S.XI A2 | | | | | | | | | | | | | | | | | | |
| Breguet XIV A2/B2 | | | 10 | 9-10 | 9-10 | 9-10 | 9-10 | 8-10 | 8-10 | 7-10 | 6-10 | 6-10 | 5-10 | 4-10 | 4-10 | 3-10 | 3-10 | |

Attack Airplanes:

| | | | | | | | | | | | | | | | | | | |
|-------------------|------|------|------|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Sopwith 1 1/2 | 1-10 | 1-10 | 1-10 | 1-9 | 1-8 | 1-7 | 1-6 | 1-5 | 1-4 | 1-3 | 1-2 | 1 | 1 | 1 | 1 | | | |
| Breguet XIV A2/B2 | | | | 10 | 9-10 | 8-10 | 7-10 | 6-10 | 5-10 | 4-10 | 3-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | |

Bomber Airplanes:

| | | | | | | | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Caproni CA. 3 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | 1-10 | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|

MISSION 1

BLOODY APRIL - COLD MEAT

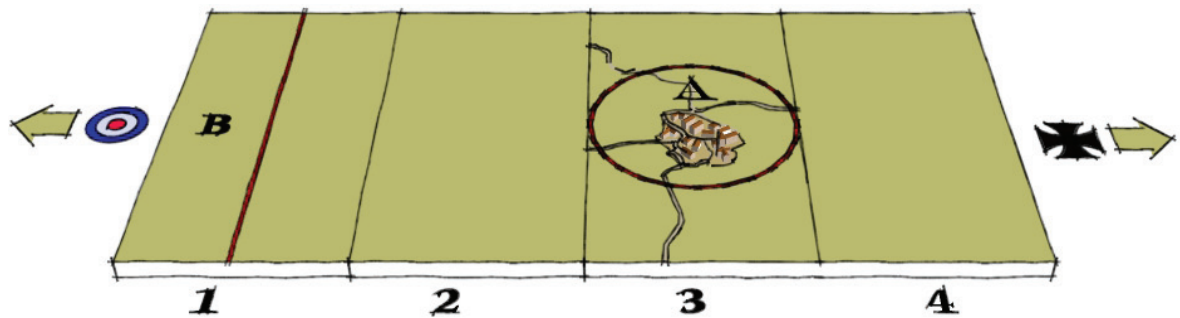
1917 behind the front.

The Allies are trying to obtain information about the Germans' reserves and resources in order to find weak points in the line where a massive offensive must be deployed next month. Therefore the British command staff needs detailed and precise information. Two obsolete recon machines and their escort are sent far behind the German lines to take pictures behind the front. The German air units do what they can to stop them.

This mission takes place around 10 km behind the German front. The target to be filmed is Douai, the reserve marshaling area for von Falkenhausen's 6th army. The RFC has deployed two RAF Be2c with photo equipment plus escort to get the pictures home. Unfortunately for the British the German Jastas are on the alert and ready to meet the recon planes.

Game board setup

4 board sections 60x120cm, Board 3 is a village board.



Forces and set-up

Number of airplanes.

Based on desired game length

- 2 BE2e + 2 RFC fighters against 3 German fighters. Total 7 airplanes.
- 2 Be2e + 3 RFC fighters against 4 German fighters. Total 9 airplanes.
- 2 Be2e + 4 RFC fighters against 5 German fighters. Total 11 airplanes.

The German side is placed first, then the RFC airplanes

German set-up.

The German airplanes set up at the middle on board 3, in area A. an area with a radius of 15 move units.

Starting altitude of up to 20+1d10 altitude units or lower if so chosen by the German player.

The initial direction at the start of the game is decided by rolling a D12, using the result as a clock direction, 12 being straight towards the allied side.

Speed as desired, up to Top Speed.

RFC set-up.

The allied planes starts behind a line running through the middle of board 1. At the area B..

The BE2c's start at an altitude of 20 Move units

The escorting RFC fighters start at an altitude of 20+1d10 or lower if chosen.

Heading and Speed as desired, up to Top Speed.

Special rules

Operating the camera on the BE2c

The camera on the RAF Be2c is operated by the pilot This means that in a turn where the pilot is taking a picture the plane may only use an P turn. Taking a picture counts as one Pilot action which is detracted from the allowed number of actions in the same way as a turn.

The observer may shoot his MG in the same round as the pilot operates the camera.

Number of pictures.

Each BE2c can take 3 pictures. The General Staff has asked for a specific area to be covered in a certain degree of detail.

MISSION 1

BLOODY APRIL - COLD MEAT

1917 behind the front.

The mission objective is to bring at least 3 pictures home (in total) so at least one is good enough and covers the desired area. Each airplane can take one picture per round. Note on the cockpit panel how many pictures the specific plane has taken.

Picture altitude.

Minimum 15, maximum 25

Images should be at a height of at least 15 altitude units and a maximum of 25 altitude units. Photos taken outside this boundary will either show too little of the area or show too little detail.

Area to be photographed.

The area to be filmed is 15 move units in radius from the center of the plate C. This means that the recon plane be in this area at some point of its move to take a picture.

Photo processing.

If the BE2c return to allied lines without crashing, their images can be developed and evaluated. If only 1 or 2 pictures are taken a die roll will decide if the pictures has the right quality - roll 1D3. If you roll less than or equal with the number of images you have back home, everything is fine and the General Staff have got the needed pictures. If you roll a higher number than the number of pictures brought home the pictures lack the needed quality and less victory point is scored. See "Mission conditions" for point values.

Mission Conditions

| | |
|---|-----------------------|
| Enemy plane destroyed | 2 Game points |
| Enemy plane driven home | 1 Game point |
| No pictures taken at all | 3 Game points, German |
| One or both BE2C's landing safely behind own lines with 3 or more pictures in total | 4 Game points, RFC |
| One or both BE2C's landing safely behind own lines with 1-2 in total: | |
| Roll for Photo quality* : | |
| Pictures OK | 3 Game points, RFC |
| Pictures failed | 1 Game point, RFC |

*See special rule: "Photo processing".

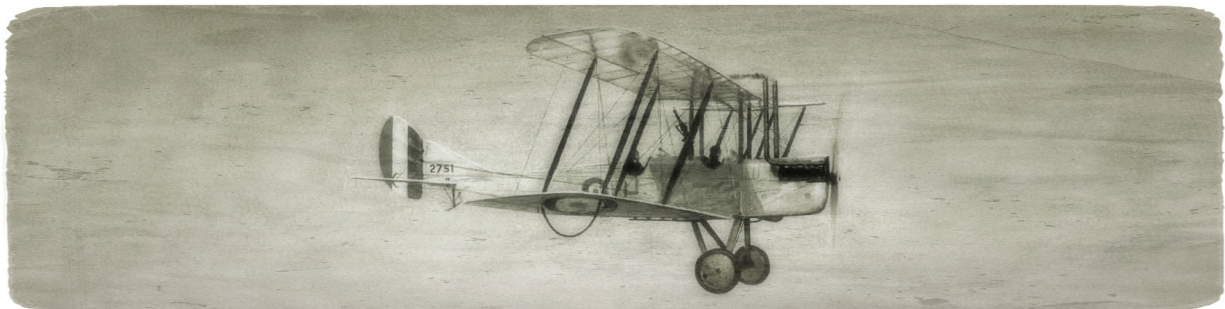
Victory is determined by point score.

To win one side must have a surplus of at least two Game points over the opponent side.

All other results is a draw. This mission ends after turn 10.

Campaign play:

| | |
|---------|-------------------|
| Victory | 2 Campaign points |
| Draw | 1 Campaign points |



- If there was ever an aeroplane unsuited for active service it was the BE 2c. The pilot sat slightly aft of the main planes and had a fair view above and below, except where the lower main plane obscured the ground forward; but the observer, who sat in front of him, could see practically nothing, for he was wedged under the small center section, with a plane above, another below, and bracing wires all round. He carried a gun for defense purposes but he could not fire it forward, because of the propeller. Backwards, the center-section struts, wires, and the tail plane cramped his style. The observer could not operate the camera from his seat because of the plane directly below him, so it was clamped on outside the fuselage, beside the pilot; a big, square, shiny mahogany box with a handle on top to change the plates (yes, plates!). To make an exposure you pulled a ring on the end of a cord. To sight it, you leaned over the side and looked through a ball and cross-wire finder. The pilot, then, had to fly the machine with his left hand, get over the spot on the ground he wanted to photograph-not so easy as you might think-put his arm out into the seventy-mile-an-hour wind, and push the camera handle back and forward to change the plates, pulling the string between each operation.

- Cecil Lewis, Sagittarius rising 1918.

MISSION 2

THE BALLOONS AT MESSINES

1917 above Messines.

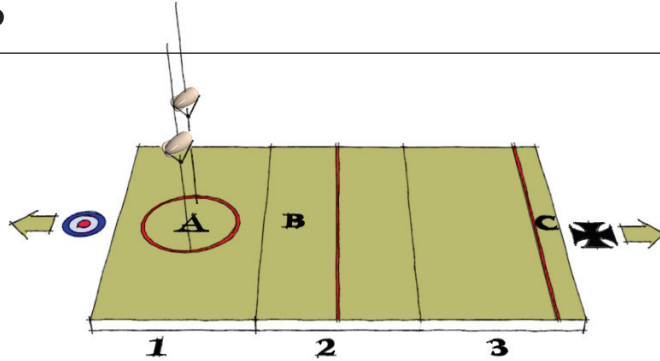
On the 7 June 1917 at 3:10, Nineteen mines containing a total of 600 tons of explosives were detonated right under the German lines at Messines ridge. Approximately 10.000 German troops died instantly and the following attack by British and ANZAC troops swiftly overran the devastated trenches and pushed beyond them. On both sides of the lines observation balloons is sent aloft. The Allied balloons directed artillery fire down on the German troops trying to reach and bolster the rear lines while the Germans desperately try to amass enough reserves to throw into a necessary, and customary counter-attack.

In this mission the RFC is trying to defend their balloons, while the Germans try to flame the balloons in order deny the British their artillery spotting capability.

The above mission description is for 1917 campaign play, but this mission can be used as a generic balloon-busting mission with any of the sides defending their balloons. Rules for anti-balloon ammunition for several nations are included for the same reason. Also included here is a base version of the balloon and AA rules otherwise to be found in the Expanded rule-set.

Game board setup

3 board sections 120x60 cm.



Forces and set-up

Number of airplanes.

Based on desired game length

Total 6 airplane 3 fighters on each side + 1 Balloon .
One attacking airplane carries anti-balloon ammunition.

Total 8 airplane .4 fighters on each side + 2 Balloons.
Two attacking airplane carries anti-balloon ammunition.

Defending AA-units

2x 37mm cannon rapid fire cannon for each balloon. Each 37mm cannon is set up within 10 Move units of a balloon base. 2x AA machine gun for each balloon.
Each machine gun of the AA position is set-up within 5 move the units of a balloon base.

Optional – If the expanded rule-set is in use:

Replace one of the 37mm cannon with a Flak gun for each balloon. The Flak gun is placed anywhere on board section 1. If there is more than one gun the guns is set up side by side and shoots as a battery.

Defending airplanes

The defending airplane are set-up first. The Defending airplane are set up behind a line 10 move units into board section 2. The defending player chooses the starting direction. The maximum altitude is 25 units. The starting speed is selected freely up to top speed.

Balloon set-up

The balloon starts at 24 altitude units (top of the balloon). The balloons are set-up at board 1 within the circle A in the middle of the board. The circle is 10 units in radius.

Attacking airplanes.

The attacking airplanes are set up behind a line maximum 5 move units into board section 3. The starting direction is selected freely. The maximum altitude is 25 units. The speed is freely selected up to maximum level speed.

MISSION 2

THE BALLOONS AT MESSINES

1917 above Messines.

Special rules

Balloon winching

When a balloon was under threat of an air attack a common tactic was to quickly haul down the balloon. In order to bring the balloon into close protective range of the AA units defending it and also force the attacking airplane to dive to the deck if they should wish to press home an attack.

This make an attack less attractive as the attacker would be more vulnerable at low altitude.

In this mission the balloons are winched down with a speed of 2 move units per turn (20 km/h).

The balloons are moved before any airplane.

Le Prieur rockets.

Until September 1917 some allied airplane types such as the Nieuport 11 and 17, can be equipped with Le Prieur rockets instead of incendiary rounds if the player choses.

The rules for Le Prieur can be found in the expanded rule-set.



Mission conditions

Enemy plane destroyed

2 Game points

Enemy plane driven home

1 Game point

Balloon destroyed

2 Game Point

One or more balloons still up at the end of round 10

2 Game Point

Victory is determined by point score.

To win one side must have a surplus of at least two Game points over the opponent side.

All other results is a draw. This mission ends after turn 10.

Campaign play:

Victory

2 Campaign points

Draw

1 Campaign points

MISSION 3

THE FIGHTER PATROLS.

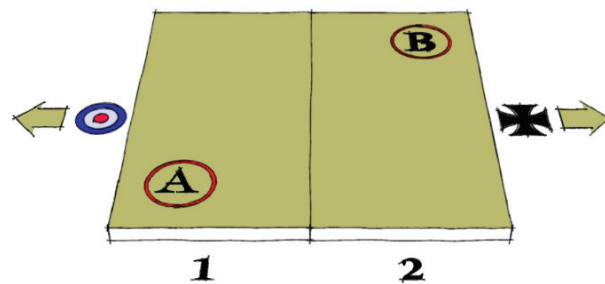
1917 Above the city of Passendale..

The Allies need to know where the German front is strongest at Ypres. Small patrols are sent out over a wide section of the front, to determine where reconnaissance planes can get through. The German fighters are in place and ready, and pounce on the allied patrols wherever they are encountered.

In the early years of the air war, doctrine for fighting in large formations had not been developed and most often dogfights were small affairs, and more like man-to-man duels than organized fighting.

Game board layout.

2 board sections 60 x120 cm,



Forces and set up.

2 players, 2 fighter airplanes per side.

German forces

2 German fighters.

The Germans set up on the game board 2, in Area B.

Area B is a circle with a radius of 5 move units, set 5 move units from the center of the edge of the game board Heading and Speed as desired, up to Top Speed. Altitude of 20 move units

Allied Forces

2 allied fighters

The Allies set up on the game board 1, in Area A.

Area A is a circle with a radius of 5 move units, set 5 move units from the center of the edge of the game board.

Heading and Speed as desired, up to Top Speed. Altitude of 20 move units

Mission conditions

Enemy plane destroyed

2 Game point

Enemy plane driven home

1 Game point

Victory is determined by point score.

To win one side must have a surplus of at least two Game points over the opponent side.

All other results is a draw. This mission ends after turn 10.

If a plane is threatening another plane in the rear arc at the end of turn 10, the game will continue for one more round.

Campaign play:

Victory

2 Campaign points

Draw

1 Campaign points



MISSION 4

INFANTERIFLIEGER!

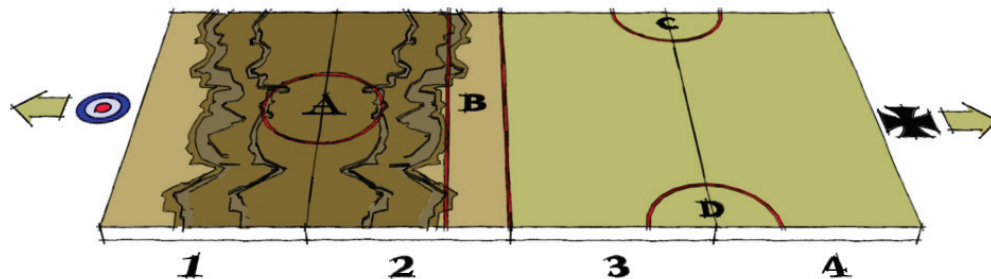
1917 above the west front.

Cambrai 1917 saw the first massed use of tanks. In this mission the Germans desperately tries to stop the oncoming British army and tanks before the enemy achieves the coveted breakthrough to the green fields beyond. With the infantry desperately holding the line, the CL planes of the ground attack Schlachtstaffeln are deployed to try to break up the attack at critical pivot points in the line.

In this mission the German Schlacht attack airplanes is caught off guard while strafing advancing British infantry. Meanwhile German offensive fighter patrol has seen their predicament and is trying to get through a few Entente airplane protecting their comrades attacking the German attack planes.

Game board layout.

4 board sections 60 x120 cm, 2 of these is Front line boards.



Forces and set up.

Number of airplanes.

Based on desired game length

6 Airplanes in total:

| | |
|----------------------------|-----------------|
| A: German attack group | 1 Attack planes |
| B: Entente intercept group | 2 Fighters |
| C: Entente high cover | 1 Fighter |
| D: German offensive patrol | 2 Fighters |

8 Airplanes in total:

| | |
|----------------------------|-----------------|
| A: German attack group | 2 Attack planes |
| B: Entente intercept group | 3 Fighters |
| C: Entente high cover | 1 Fighter |
| D: German offensive patrol | 2 Fighters |

10 Airplanes in total:

| | |
|----------------------------|-----------------|
| A: German attack group | 2 Attack planes |
| B: Entente intercept group | 3 Fighters |
| C: Entente high cover | 2 Fighters |
| D: German offensive patrol | 3 Fighters |

12 Airplanes in total:

| | |
|----------------------------|-----------------|
| A: German attack group | 3 Attack planes |
| B: Entente intercept group | 4 Fighters |
| C: Entente high cover | 2 Fighter |
| D: German offensive patrol | 3 Fighters |

Set up order

Set up order is alphabetical. The respective players choose all starting speeds and starting directions freely.

- A: The German attackers** Set-up in the circle A. between board 1 and 2 (10 Move units radius). Starting Altitude is 10 Move units.
- B: Entente intercept group** Starting in the easternmost third B.(10 Move unit wide area) of board 2. Starting at altitude 15 Move units or lower.
- C: Entente high cover** Up to to 10 units from the north board edge ,C,at the point between 3 and 4. (10 Move units radius) The altitude is 25 Move units or lower.
- D: German Offensive Patrol** Up to 10 units from the south board edge, D, at the point between 3 and 4. (10 Move units radius) The altitude is 25 Move units or lower.

MISSION 4

INFANTERIFLIEGER!

1917 above the west front.

Ground forces:

If desired, add some British ground forces , especially Mark V tanks, in no mans land and some German defenders in the German side trenches. As the forces are meeting each other in a ground assault they will not fire at the airplanes.

Airplane types

The German attack planes are rolled up individually on the Timeline table, Use the "Attack airplanes" column for the month the mission is taking place.

For campaign play all other airplane types are rolled up from the squadron roster as usual.

For single mission play session, players decide before the mission which month the game takes place (from Juli 1917 and on) and how to decide the types of fighter and attack airplanes involved.

Special rules

The German side starts with a advantage of 1 Game point.

The Germans must leave the Game board on board 4, if they want to pull out of the mission.

The Entente must leave the Game board on board 1, if they want to pull out of the mission.

If any airplane is flying outside the area of the Game board, and its not pulling out on the allowed boards, the mission will continue by placing boards under the Airplanes.

In campaign play:

If the Entente has the air superiority advantage: Change any of the rolled fighter pilot and airplane and change for any airplane/ pilot combination on the active roster.

If the Germans have the air superiority advantage: Enter another Halberstadt CL.II from a random board edge from the start of turn 5. The board edge should be decided and known to all players at the start of turn 4. The CL.II will enter in at full level speed and a altitude of 15 units. The CL.II has been in combat and has used 2 ammo drums for the observer gun and half the ammo for the forward firing MG.

Mission conditions:

Enemy plane driven home

1 Game point

Enemy plane destroyed

2 Game point

Victory is determined by point score.

To win one side must have a surplus of at least two Game points over the opponent side.

All other results is a draw. This mission ends after turn 10.

If a plane is threatening another plane in the rear arc at the end of turn 10, the game will continue for one more round.

Campaign play:

Victory

2 Campaign points

Draw

1 Campaign points



MISSION 5

BREGUÉT BOMB BUS

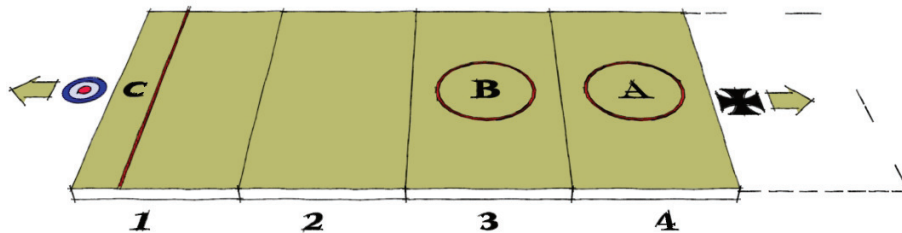
1917 Behind German lines.

In this scenario, that could take place at any time from the third quarter 1917, a group of Entente medium daylight bombers and their escorts are on their way on a strategic air strike as they are intercepted by a number of german airplane. The bombers are flying in a tight formation at high altitude in order to avoid Anti-air artillery and not least to avoid the brunt of German fighters from the KeSts, that will be climbing to meet them on the return flight.

The Entente objective is to move the bombers safely to the other side of the board while at the same time remaining in formation and not losing altitude. The German objective is primarily to shoot down the enemy bombers, and secondarily force individual bombers to break out of the formation in order to engage them individually later.

Game board layout.

This mission is played over 4 board sections at a time using the terrain as a caterpillar track - "rolling the terrain" by moving the farthest unused board up in front where the bomber formation is heading, as the game progresses.



Forces and set up.

Number of airplanes.

Based on desired game length

9 Airplanes in total:

- A: German attack group One: 1 Fighters
- B: German attack group Two: 2 Fighters
- C: Entente bombers and Escorts: 4 Bombers and 2 escort fighters

11 Airplanes in total:

- A: German attack group One: 2 Fighters
- B: German attack group two: 2 Fighters
- C: Entente bombers and Escorts: 4 Bombers and 3 escort fighters

13 Airplanes in total:

- A: German attack group one: 2 Fighters
- B: German attack group two: 3 Fighters
- C: Entente bombers and Escorts: 5 Bombers and 3 escort fighters

Mission Altitude.

This mission takes place above the clouds. The game boards represent the altitude where the dense cloud layer starts. Below cloud level is a additional altitude of 5 flight stands before ground level is reached. (2000 feet)

A: The German attack group A:

This group is set-up in the circle **A**. (20 Move units diameter). Starting Altitude is 30 Move units or lower. The German player decides starting speed (up to maximum speed) and direction.

B: The German attack group B:

This group is set-up in the circle **B**. (20 Move units diameter). Starting Altitude is 35 Move units or lower. The German player decides starting speed (up to maximum speed) and direction.

C: Entente Bombers and escorts

The bombers set up first in an altitude of 20 Move units or lower, in area **C**. 15 move units from the edge at board 1. The bombers are all flying in Formation and must set up conforming to these rules (see Section 5.5.20 in the rule book). Note that the Bombers are armed with bombs and thus uses the speed indicated with a red line on the Cockpit panel.

The escorts may set up in an altitude of up to 25 move units.

The Entente player decides starting speed (up to maximum speed). The direction is straight forward towards board section 4.

MISSION 5

BREGUÉT BOMB BUS

1917 Behind German lines.

Airplane types:

For campaign play fighter types are rolled up from the squadron roster as usual.

For single mission play session, players decide before the mission which month the game takes place (from October 1917 and on) and how to decide the types of fighter and attack airplanes involved.

From mid 1918 the French used Caudron R.11 Escort gunships; these can replace the single seat escorts on a 1-1 basis if available and if playing a French bomber force. As a lot of medium bombers are needed, it is suggested that the available miniatures have a deciding role in selecting the composition.

Special rules

Behind enemy lines

The mission is taking place far behind German lines and allied planes that gets a fuel leak or dead engine or in any way has its flying time restricted due too damage, will not be able to reach allied lines. And must therefore emergency land on enemy territory.

Bomber formation leader

One of the bombers is designated formation leader. Planes, who are found to be out of formation, must form up in a coherent formation including this plane in order to be "in formation". If the formation leader is shot down or forced home another, still operational, bomber is designated formation leader.

Bomber formation flying

The bomber formation is ordered to stay in close formation and keep its altitude in order to provide mutual protection, to keep above the cloud layer and to hinder more German interceptors to reach their altitude.

Any bomber that is out of formation at the end of the turn 10 movement phase or is out of formation for 3 consecutive turns is considered "Driven home" and will disengage and head for home or the safety of the cloud layer below.

A formation must as a minimum consist of 2 airplanes. So if the second last bomber airplane is "Driven home", or shot down, the last remaining bomber airplane will return to base, and is considered "Driven home" aswell.

Any bomber that is below an altitude of 10 movement units for two or more consecutive turns is considered to be in the cloud layer boundary and will loose its orientation towards the formation and is "driven home".

Bombers "On course"

The bomber formation is heading towards a bombing target and will have to move towards the German board edge as the game progresses. Every third round all the individual bombers should have crossed a board section. At the end of turn 3 all bombers should have passed over board section 1, at the end of turn 6 board section 2 should be crossed and so on. Bombers that do not comply with this rule do not have enough fuel to reach the target and is "driven home".

Jettison of bombs

If the bomber drop its bomb load. The plane is considered to be "driven home"

Bomber crews

The bomber crews in this scenario is not taken from ordinary campaign two-seater crews (in case of campaign play) but instead all crew members have the following base skills: 14-13-12. The skills can be allocated to the individual pilot/crew as the Entente player sees fit. The attributes (Luck and Fortitude) are rolled with 3D6 as usual.

Above the cloud layer

The combat is taking place in high altitude. The ground level counts as a dense cloud layer. Any fighter diving into the cloud is considered to be out of the game as if voluntarily moving out of ones own board edge. Planes that have been "Driven home" can dive into the cloud to escape. A bomber diving into the cloud will loose its orientation and cannot re-join the game. This counts as a "driven home result."

Mission conditions:

| | |
|---|---------------|
| Enemy plane destroyed | 2 Game point |
| Enemy plane driven home | 1 Game point |
| Bomber airplane shot down. | 3 Game point |
| Bomber airplane driven home and cannot stay in the air more than 12 rounds of flying time | 2 Game point* |
| Bomber airplane driven home (see special rules for extra definitions) | 1 Game point* |
| Bomber airplane still alive and not "driven home" at the end of turn 10 | 1 Game point |

Victory is determined by point score. To win one side must have a surplus of at least two Game points over the opponent side. All other results is a draw. This mission ends after turn 10.

Campaign play:

| | |
|---------|-------------------|
| Victory | 2 Campaign points |
| Draw | 1 Campaign points |

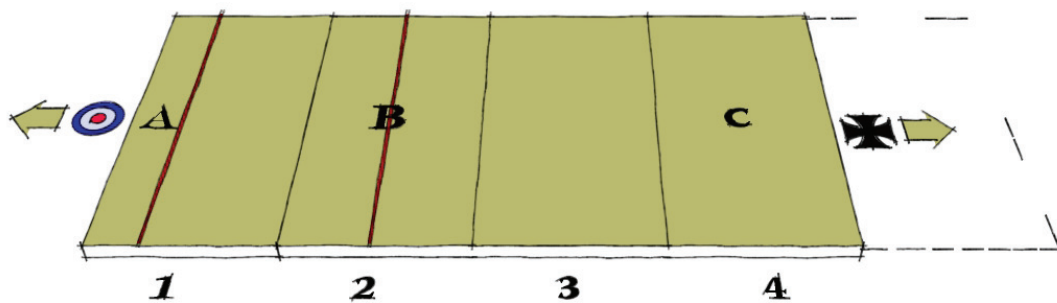
MISSION 6
EMIL UND FRANZ
February 1918

Winter 1917-18. A lone German photo-recon airplane is returning home, from a long-range recon foray into the allied hinterlands. Over the front it is joined by a German fighter patrol that has decided to shepherd the two-seater through the heavily contested airspace. As the group is heading home two separate allied fighter patrols appear in front of them.

This mission is a running gun battle format where the reconnaissance airplane has to cross 5 game boards (each board is 60 cm wide) in order to escape.

Game board layout.

This mission is played over 4 board sections at a time using the terrain as a caterpillar track - “rolling the terrain” by moving the farthest unused board up in front where the dogfight is heading, as the game progresses. When running out of game boards in the front end, simply take the unused game boards in the other end, and move down in the front.



Forces and set-up

Number of airplanes.

Based on desired game length

- 1 reconnaissance and 2 German escorts against 3 allied fighters. Total 6 airplanes.
- 1 reconnaissance and 3 German escorts against 4 allied fighters. Total 7 airplanes.
- 1 reconnaissance and 4 German escorts against 5 allied fighters. Total 10 airplanes.

The German side is placed first, then the Allied airplanes

German set-up

The German side is set up first.

The German airplanes at the rear end of board 1 at area **A**. 10 Move units from the edge.

Starting altitude of up to 15+1d10 altitude units or lower if so chosen by the German player.

Starting speed: chosen by the owning player.

The German reconnaissance airplanes are decided by rolling on the “Observation airplane” column on the timeline table for the month the mission takes place.

If the relevant model is not available in your collection, then choose the type as applicable.

Allied set-up

Groups are divided into two roughly equal sized groups. Allied player decides the groups. The allied airplane starting speed is chosen by the allied player to a maximum of top speed.

Group 1 set up: On the middle line **B**, on board 2. Altitude: 15+1d10 altitude units.

Group 2 set up: Anywhere on board 4, marked **C**. Altitude: 20+1d10 altitude units.

Special rules

The German reconnaissance airplane has to cross 4.5 board sections, equivalent to 135 Move units, to be considered safe and able to exit the game area safely towards the German side. If the reconnaissance airplane is not able to do this in 10 game turns, it is considered not to have escaped, and the Germans will not receive the 2 game point bonus. (See Mission conditions)

MISSION 6
EMIL UND FRANZ
February 1918

Mission conditions

| | |
|--|---------------------------------|
| Enemy plane destroyed | 2 Game points |
| Enemy plane driven home | 1 Game point |
| Reconnaissance plane exits the game area safely at the German end zone | 2 Game point to the German side |
| Reconnaissance plane destroyed | 3 Game Points |

Victory is determined by point score.

To win one side must have a surplus of at least two Game points over the opponent side.

All other results is a draw. This mission ends after turn 10.

Campaign play:

| | |
|---------|-------------------|
| Victory | 2 Campaign points |
| Draw | 1 Campaign points |

Variants:

This mission can easily be used a generic mission. If you want to play the missions with the sides turned or in another period simply use the "Observation airplane" column in the Airplane availability Timeline tables found in the "Tables Collection" file for the relevant month and force.



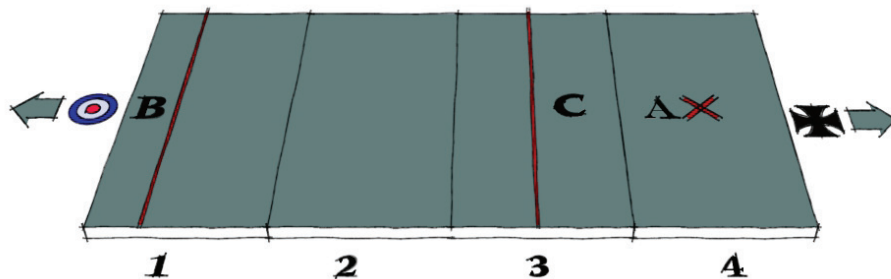
MISSION 7
SUB PATROL
1918. Over the english channel.

The German u-boat campaign against the British isles was from the summer 1917 countered by long range flying boats of the Curtis and Felixstowe types. The Felixstowes were ,in spite of their size, both fast and manoeuvrable and often engaged aggressively in air combat with German floatplanes.

In this mission two Felixstowes are returning to attack a German U-boat that was crippled in an attack earlier the same day. When the Felixstowes arrive the submarine is being aided by 4 Hansa-Brandenburg floatplanes from Zeebrugge naval station. The U-boat is stopped and transferring wounded sailors to one of the floatplanes (tying them to the wings!), while the other three are flying cover and heading meeting the oncoming Feixstowes.

Game board layout.

4 board sections 60 x120 cm, all sea.



Forces and set up.

Number of airplanes.

Based on desired game length

6 Planes in total:

A: RNAS Flying boats. 2 Felixstowe F.2

B: German intercept group. 3 two-seat floatplane fighters (see types below)

C: Landed seaplane and submarine. 1 floatplane fighter and German submarine

German planes:

The German floatplane fighters are of the following types:

Before may 1918: Hansa-Brandenburg W.12

After May 1918: Roll for type for each individual plane:

1-3 Hansa-Brandenburg W.12

4-6 Hansa-Brandenburg W.29

RNAS Floatplanes:

2 Felixstowe F.2

Set up

Set up order is alphabetical. The respective players choose all starting speeds ,up to top speed, and starting directions freely.

A. The Uboat and landed seaplane. On the water in the dead middle of board 4 at Area **A**.

B. The RNAS Flying boats. Set-up at the board edge of board 1. Area **B**. reaching 10 move units in from the edge.

Starting Altitude is 15+1d6 Altitude units.

C. The Seaplane protection flight Behind the middle line of board 3. Area **C** Altitude is 15+1d10

Special rules

The submarine

The submarine is lying still during this mission and is damaged and thus unable to dive.

Armament: The submarine crew has taken the machine gun used for boarding actions and placed as an impromptu AA-MG on the bridge. This gun has a 360-degree firing arch.

Sinking the submarine

The submarine can take 50 points of damage before sinking. When the bomb impact point is established use the damage values on the bomb templates in order to establish the damage dealt to the sub.

When the submarine has received 25 points of damage the AA-MG is destroyed.

MISSION 7

SUB PATROL

1918. Over the english channel.

Strafing the submarine with MGs:

The submarine can be damaged by MG fire. Roll a normal unmodified hit roll for MGs within range.

Apply successes to this following table.

Modifier: Single barrel MG gets a -3 modifier to the number of successes rolled.

| Number of successes | Number of hits |
|---------------------|----------------|
| 1-3 | 1 hit |
| 4-6 | 2 hits |
| 7-10 | 1d4 hits |
| 11+ | 1d4+2 hits |

The landed Seaplane.

The landed Seaplane is idling its engine when the mission starts. The player can choose to start the plane, but as the wounded sailors is being transferred, the plane can only start its take off from the start of turn 3. If the German player chooses to let this machine stay stationary on the water, the rear MG can be used as a stationary AA-MG using the ordinary ground AA-MG rules.

Driven home airplane

Airplane that are driven home due to fuel leaks or engine damage would have to land on the water. Airplane driven home under these conditions can often be salvaged by interim repairs or by aiding airplane.

For airplane driven home under these two conditions roll a D6:

1-2 The airplane and full crew is lost at sea

3-6 The airplane is recovered

Add +1 to the die roll for multi-engine planes.

In campaign play:

In campaign play all the planes should be manned with the campaign auxiliary two-seater crews.

The 3 extra crew on the two Felixstowes have the following base skills:

14-13-12. The skills can be allocated to the individual pilot/crew as the Entente player sees fit. The attributes (Luck and Fortitude) are rolled with 3D6 as usual.

Mission conditions

| | |
|--|----------------------|
| German seaplane destroyed | 2 RNAS Game points |
| Enemy plane driven home | 1 Game point |
| Felixstowe destroyed | 3 German Game points |
| Submarine sunk | 4 RNAS Game points |
| Submarine has not been attacked by end turn 10 | 2 German game points |

Victory is determined by point score. To win one side must have a surplus of at least two Game points over the opponent side. All other results is a draw. This mission ends after turn 10.

Campaign play:

| | |
|---------|-------------------|
| Victory | 2 Campaign points |
| Draw | 1 Campaign points |



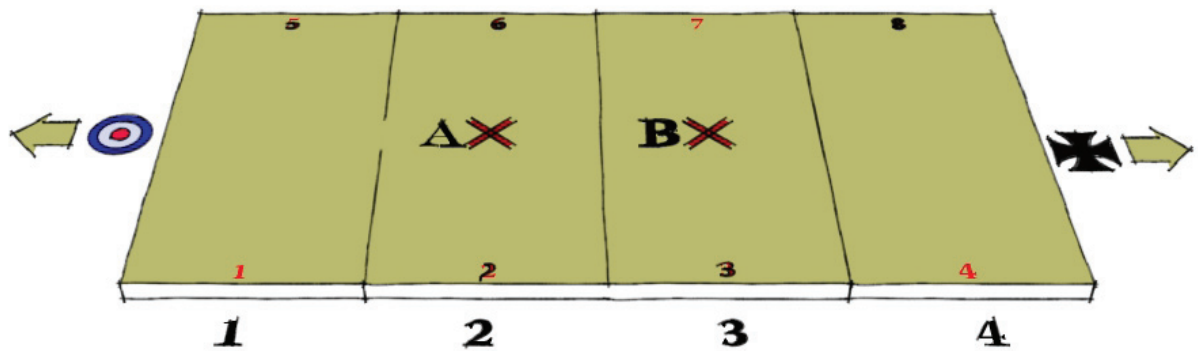
MISSION 8
MOTHS TO A FLAME
1918 Below the clouds.

It was a cold morning, I was finding my way home just below the cloud layer. I was running low on fuel and I had lost contact with the rest of the squadron. But I should be alright. The little scrap we had with the huns had scattered us all over the sky, but at least we gave as good as we got. Suddenly, below me at about 2500 feet i saw one of the our Corps machines in a turning fight with a hun 2 seater! Both gunners blazing away at each other as they were turning around each others. I decided to even the odds out, pointed my nose down, and put the throttle to the wall. But as I was screaming down I saw , just a little to the west, a german scout come diving in towards the observer machines as well. What now?, should I try to win the race and help the Corps guy in the observation machine, or should I try to cut the scout off..?

In this scenario scattered individual scouts from both sides are about to head for home as they discover a pair of two-seaters battling at low altitude. As the battle weary pilots close in, it becomes apparent that a new fight is about to erupt. This combat starts with the pair of two-seaters. At random times in the game the sides will be reinforced by single fighters coming from random board edges.

Game board Set-up

4 board sections 60 x120 cm, 2 of these can be Front line boards.



To determine where the combat is taking place - Roll a die:

- 1-2 Behind Entente lines
- 3 Over the front (section A and B is front boards)
- 4-6 behind German lines

Forces and set up

From the start:

1 Entente two seater:

This plane is determined by rolling on the relevant month on the "Recon" column of the airplane Timeline table of the chosen nation of the partaking Entente player. This plane set up in the middle of board 2, at point **A**.

Altitude is 20 move units. Flight direction is random. Roll a1d12 for direction, 12 being German side.

1 German two seater:

This plane is determined by rolling on the relevant month on the "Recon" column of the German airplane Timeline table. This plane set up in the middle of board 3, at point **B**.

Altitude is 20 move units. Flight direction is random. Roll a1d12 for direction, 12 being German side.

Arriving planes:

The players decide in advance how many additional planes they should both receive. Both sides receive the same amount of arriving planes albeit not necessarily at the same time.

All arriving planes are fighter types rolled up randomly from the player roster.

Arriving planes will be placed at the start of the arriving turn on a random board edge decided by rolling 1d8. Each player rolls individually for each arriving plane and refers to the small red numbers on the map sides shown above to decide the starting board edge. The starting altitude of the individual planes is 16 + 1d10 move units.

2 extra planes per side – The arrival time of each plane is rolled individually with the relevant die:

Plane 1 arrives at turn: 1D3

Plane 2 Arrives at turn 3+1D3

MISSION 8
MOTHS TO A FLAME
1918 Below the clouds.

3 extra planes per side – The arrival time of each plane is rolled individually with the relevant die:

Plane 1 arrives at turn: 1D3

Plane 2 Arrives at turn 3+1D3

Plane 3 Arrives at turn 4+1D4

Mission conditions

Enemy plane driven home

1 Game point

Enemy plane destroyed

2 Game points

Victory is determined by point score.

To win one side must have a surplus of at least two Game points over the opponent side.

All other results is a draw. This mission ends after turn 10.

Campaign play:

Victory

2 Campaign points

Draw

1 Campaign points



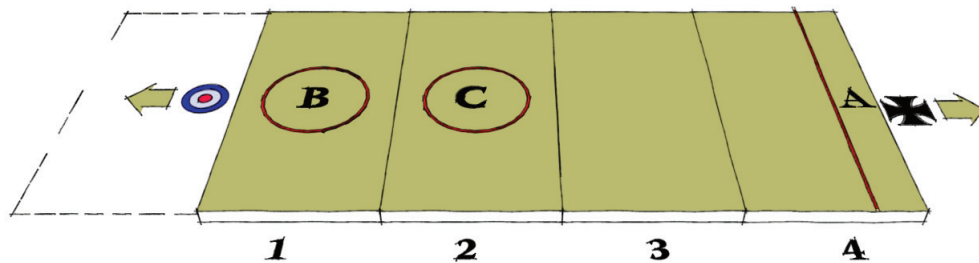
MISSION 9
DER BOSTA JUNGEN..
1918 Behind allied lines.

In this scenario, that could take place in the second quarter 1918, a group of German medium G-type bombers and their escorts are inbound for a strategic air strike on British troop encampments as they are intercepted by a number of Entente airplane. Few sources has been found that document escorted daylight raids by German G-types, but it did happen at least on one occasion.

The bombers are flying in a tight formation at high altitude in order to avoid Anti-air artillery in the front zone and not least to avoid the brunt of Entente fighters that will probably climbing to meet them on the return flight. The German objective is to move the bombers safely to the other side of the board while at the same time remaining in formation and not loosing altitude. The Entente objective is primarily to shoot down the enemy bombers, and secondarily force individual bombers to break out of the formation in order to engage them individually later.

Game board layout.

This mission is played over 4 board sections at a time using the terrain as a caterpillar track - "rolling the terrain" by moving the farthest unused board up in front where the bomber formation is heading, as the game progresses.



Forces and set up.

Number of airplanes.

Based on desired game length

8 Airplanes in total:

A: Entente attack group One: 1 Fighters

B: Entente attack group Two: 2 Fighters

C: German bombers and Escorts: 3 Bombers and 2 escort fighters

12 Airplanes in total:

A: Entente attack group One: 2 Fighters

B: Entente attack group two: 2 Fighters

C: German bombers and Escorts: 3 Bombers and 3 escort fighters

Setup.

Mission Altitude.

This mission takes place above the clouds. The game boards represent the altitude where the dense cloud layer starts. Below cloud level is a additional altitude of 5 flight stands before ground level is reached. (2000 feet)

A: German medium Bombers and escorts

The bombers set up first in an altitude of 20 Move units or lower at area **A**. 10 move units in from the edge at board 4. The bombers are all flying in Formation and must set up conforming to these rules (see Section 5.5.20 in the rule book). Note that the Bombers are armed with bombs and thus uses the speed indicated with a red line on the Cockpit panel.

B: The Entente attack group

This group is set-up in the circle **B**. on board 1. (10 Move units radius). Starting Altitude is 30 Move units or lower. The Entente player decides starting speed (up to maximum speed) and direction.

C: The Entente attack group

This group is set-up in the circle **C**. on board 2. (10 Move units radius). Starting Altitude is 35 Move units or lower. The Entente player decides starting speed (up to maximum speed) and direction.

The escorts may set up in an altitude of up to 25 move units.

The German player decides starting speed (up to maximum speed). The direction is straight forward towards board section 4.

MISSION 9

DER BOSTA JUNGEN..

1918 Behind allied lines.

Airplane types:

For campaign play all fighter types and pilots are rolled up from the squadron roster as usual.

For single mission play session, players decide before the mission which month the game takes place (from October 1917 and on) and how to decide the types of fighter and bomber airplanes involved. As a lot of heavy bombers are needed we suggest letting the available miniatures have a deciding role in selecting the composition. Suggestion for bomber types:

AEG and Friderichshafen G-types as these were operated tactically on the west front (Secondarily Gotha G-types which mostly were used against English targets)

Special rules

Behind enemy lines

The mission is taking place far behind Allied lines and German planes that gets a fuel leak or dead engine or in any way has its flying time restricted due too damage, will not be able to reach the German lines and must therefore emergency land on enemy territory.

Bomber formation leader

One of the bombers is designated formation leader. Planes, who are found to be out of formation, must form up in a coherent formation including this plane in order to be "in formation". If the formation leader is shot down or forced home another, still operational, bomber is designated formation leader.

Bomber formation flying

The bomber formation is ordered to stay in close formation and keep its altitude in order to provide mutual protection, to keep above the cloud layer and to hinder more Allied interceptors to reach their altitude.

Any bomber that is out of formation at the end of the turn 10 movement phase or is out of formation for 3 consecutive turns is considered "Driven home" and will disengage and head for home or the safety of the cloud layer below.

Any bomber that is below an altitude of 10 movement units for two or more consecutive turns is considered to be in the cloud layer

boundary and will loose its orientation towards the formation and is "driven home".

Bombers "On course"

The bomber formation is heading towards a allied bombing target and will have to move towards the Allied board edge as the game progresses. Every third round all the individual bombers should have crossed a board section. At the end of turn 3 all bombers should have passed over board section 1, at the end of turn 6 board section 2 should be crossed and so on. Bombers that do not comply with this rule do not have enough fuel to reach the target and is "driven home".

Jettison of bombs

If the bomber drops its bomb load. The plane is considered to be "driven home"

Bomber crews

The bomber crews in this scenario is not taken from ordinary campaign two-seater crews (in case of campaign play) but instead all crew members have the following base skills:14-13-12. The skills can be allocated to the individual pilot/crew as the German player sees fit. The attributes (Luck and Fortitude) are rolled with 3D6 as usual.

Above the cloud layer

The combat is taking place in high altitude. The ground level counts as a dense cloud layer. Any fighter diving into the cloud is considered to be out of the game as if voluntarily moving out of ones own board edge. Planes that have been "Driven home" can dive into the cloud to escape. A bomber diving into the cloud will loose its orientation and cannot re-join the game. This counts as a "driven home result."

Mission conditions

| | | |
|---|-----|------------|
| Enemy plane destroyed | 2 | Game point |
| Enemy plane driven home | 1 | Game point |
| Bomber airplane shot down. | 4 | Game point |
| Bomber airplane driven home and cannot stay in the air more than 12 rounds of flying time | 2 | Game point |
| Bomber airplane driven home (see special rules for extra definitions) | 1 | Game point |
| Bomber airplane still alive and not "driven home" at the end of turn 10 | 1.5 | Game point |

Victory is determined by point score.

To win one side must have a surplus of at least two Game points over the opponent side.

All other results is a draw. This mission ends after turn 10.

Campaign play:

| | |
|---------|-------------------|
| Victory | 2 Campaign points |
| Draw | 1 Campaign points |

MISSION 10

ALL RISKS TO BE TAKEN

1918 Behind allied lines.

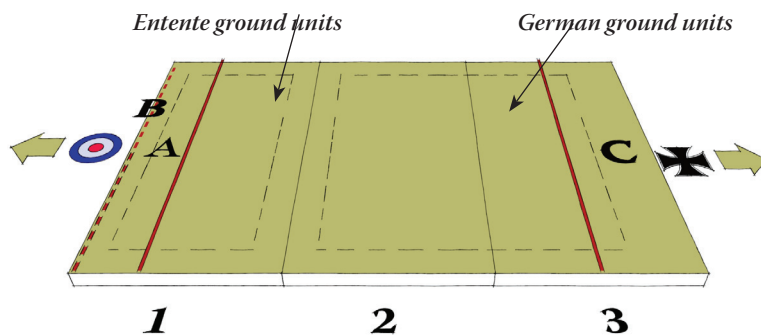
Early in the morning on the 21st of March, the operation "Michael" was launched, this was the first battle in the big German spring offensive know as the Kaiserschlacht. The battle was the last real effort to win the war for the Germans. With close to 50 divisions just arrived from the east front, after the Russians had surrendered, the offensive was to decide the war before the Americans would send troops over too help the allied armies. The Germans attacked in the thick morning fog after a heavy artillery barrage, the greatest the world had ever seen, over 1,100,000 shells were fired in five hours. The German storm troops ripped through the English lines, and before midday the whole English front was in a state of chaos. In the morning of the 25 March the fog was final gone and the commander of the RFC in france, Major General Salmond issued an order to the commanding officer of 9th wing.

"I wish you as soon as you can after receipt of this to send out your scout squadrons and those of No 27, No 25 and No 62 Squadrons that are available on the line Gréville-Martinpuich-Maricourt. These squadrons will bomb and shoot up everything they can see on the enemy side of this line. Very low flying is essential. All risks to be taken. Urgent."

In this mission the Entente forces have one goal:
to do massive damage on the advancing German forces, great losses will be acceptable.

Game board layout.

3 board sections 60 x120 cm.



Forces and set up.

Number of airplanes.

Based on desired game length

7 Airplanes in total:

A: Entente attack group A: 2 Fighters
B: Entente attack group B: 2 attack airplane.
C: German fighter group: 3 fighters

9 Airplanes in total:

A: Entente attack group A: 2 Fighters
B: Entente attack group B: 3 attack airplane.
C: German fighter group: 4 fighters

11 Airplanes in total:

A: Entente attack group A: 3 Fighters
B: Entente attack group B: 3 attack airplane.
C: German fighter group: 5 fighters

Ground forces

All ground forces is placed before any airplanes.
The number of Ground forces depend on number of airplanes.

7 airplanes : German units : 6 infantry units, 3 Anti Aircraft Machine gun units, 1 tank.
Entente units: 3 infantry units, 1 Anti Aircraft Machine gun units.

9 airplanes : German units : 8 infantry units, 4 Anti Aircraft Machine gun units, 1 tank.
Entente units: 4 infantry units, 2 Anti Aircraft Machine gun units.

11 airplanes : German units : 10 infantry units, 5 Anti Aircraft Machine gun units, 1 tank.
Entente units: 6 infantry units, 3 Anti Aircraft Machine gun units.

MISSION 10

ALL RISKS TO BE TAKEN

1918 Behind allied lines.

Ground forces.

German ground forces is placed by the German players, evenly split on board 2 and 3. The units may not be placed closer than 10 Move units from the German entry side, or closer than 5 Move units from any board edge.

Entente ground forces is placed by the entente players on board 1. The units may not be placed closer than 5 Move units from any board edge.

Airplanes:

Entente Group **A** is placed in the area **A**, extending 10 Move units in on board 1.

Starting Altitude is 30 Move units or lower. The Entente player decides starting speed (up to maximum speed) and direction.

Entente Group **B** is placed on the line **B**, on the edge of board 1.

Starting Altitude is 15 Move units or lower. The Entente player decides starting speed (up to maximum speed) and direction.

All airplanes in this group is carrying bombs if they are able.

The German Fighter group is placed last, in area **C**, extending 10 Move units in on board 3.

Starting Altitude is 30 Move units or lower. The German player decides starting speed (up to maximum speed) and direction.

Mission conditions

German plane destroyed

2 Game point, Entente

German plane driven home

1 Game point, Entente

Entente plane destroyed

1 Game point, German

Entente plane driven home

1/2 Game point, German

Each German ground forces still active at the end of game turn 10.

1/2 Game point, German

Each German ground forces destroyed or not able to fight, at the end of game turn 10.

1/2 Game point, Entente

Two or less German ground forces destroyed or not able to fight, at the end of game turn 10.

2 Game point, German

Victory is determined by point score.

To win one side must have a surplus of at least two Game points over the opponent side.

All other results is a draw. This mission ends after turn 10.

Campaign play:

Victory

2 Campaign points

Draw

1 Campaign points



And then, exactly as a pianist runs his hands across the keyboard from treble to bass, there rose in less than one minute the most tremendous cannonade I shall ever hear...It swept round us in a wide curve of red leaping flame stretching to the north far along the front of the Third Army, as well as of the Fifth Army on the south, and quite unending in either direction...the enormous explosions of the shells upon our trenches seemed almost to touch each other, with hardly an interval in space or time...The weight and intensity of the bombardment surpassed anything which anyone had ever known before.

Minister of Munitions
Winston Churchill
Churchill

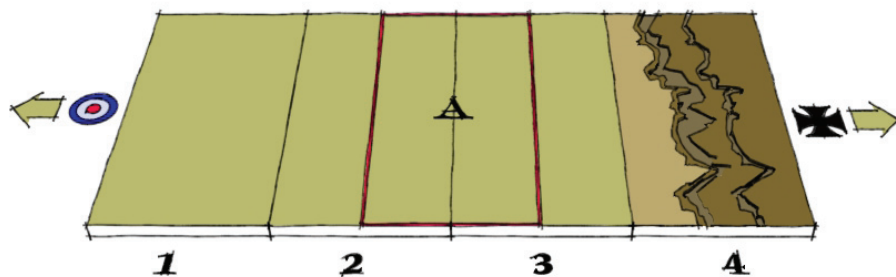
MISSION 11
MÖBELWAGEN
1918 The Kaiserschlacht.

In the German spring offensive in 1918, the Kaiserschlacht saw rapid and fluid movement of the front lines and many engagements took place in open land or in rapidly made dugouts instead of the entrenched positions that had characterised the battles of 1916-17. Both the British and the Germans flew a large number of low-level contact patrols in order to establish contact with isolated or advancing troop formations. The offensive saw the first German mass deployment of armoured J-type "battle planes" specially designed to conduct low-level contact patrol work. In this mission the Germans are escorting a J-plane onto the battlefield in order to make contact with the advancing troops.

The German mission is to identify the infantry positions in the open battle field. The J-type in this mission carry a wireless radio set and is tasked with reporting the infantry positions of both sides back to corps head quarter. The J-type can be an Albatros J.I or Junkers J.I based on available models.

Game board layout.

4 board sections 60 x120 cm. 1 is a front section.



Forces and set-up.

Number of airplanes.

Based on desired game length

Total of 6 airplanes.

3 allied fighters against 2 German fighters, and 1 German J-type two seater reconnaissance plane.

Total of 8 airplanes.

4 allied fighters against 3 German fighters, and 1 German J-type two seater reconnaissance plane.

Total of 10 airplanes.

5 allied fighters against 3 German fighters, and 1 German J-type two seater reconnaissance plane.

Ground forces in every mission set up is :

4 British infantry units. 4 British AA Machine gun units. 4 German AA Machine gun units. 4 German infantry units.

Campaign play: All aircrew is rolled randomly from the squadrons.

Set up.

German Airplanes.

The German airplanes set up first.

All German planes set up anywhere on board section 4.

The German player chooses flight direction and speed up to maximum level speed. Starting altitude is maximum 20 Move units.

Allied airplanes.

Set-up anywhere on board section 1.

The Allied player chooses flight direction and speed up to maximum level speed. Starting altitude is maximum 25 Move units.

Ground units:

The position of the ground units is from the start of the game unknown to both sides.

All forces are from the start represented by 5 secret "blind" markers with a blank and a numbered side, numbered from one to five. The numbered side is placed face down. Before the start the players take turn to draw and place these blinds evenly distributed on the setup zone A, marked in the illustration. This zone is 30 move units wide and is placed centrally between boards 2 and 3.

When the J-plane has performed a successful observation of the blind marker (see observation rules further down) the marker is turned and the table below is checked. If the marker represents ground units, all the ground units of the corresponding side is distributed within a 10 move unit radius of the marker. The ground units are placed by the player controlling them. The ground units must have a minimum individual distance of 2 move units.

MISSION 11

MÖBELWAGEN

1918 The Kaiserschlacht.

When the marker is turned and the corresponding units is placed, the individual ground units is still regarded as unobserved and the German observer will have to make individual observation test on each ground unit as described further down. "look! there are troops over there, fly closer so we can see who they are!"

Marker identification:

- 1: Blind
- 2: Blind
- 3: Blind
- 4: The German infantry units
- 5: The British infantry units

Special Rules.

Observing infantry units

The task of the observer is to spot and identify the infantry units in the trenches and radio their positions to HQ. To make a positive identification of a infantry unit the observer must make a Awareness test. The test is modified by range to the infantry unit to be observed. The modification is found on the Ground fire template. The range modifications for the 37mm AA gun is used for this.

If the test is successful the observer has noted the identity and position of the infantry units. The observer may try to observe up to 3 different infantry units every turn. However, the Awareness test is subjected to a cumulative -2 modifier for each additional infantry unit attempted identified in the same round.

The observer cannot perform any other task while observing.

Example: An observer is trying to identify 2 infantry units in the same round. In addition to distance modification he gets a -2 modifier for each Awareness test. Had the observer tried to observe 3 infantry units in the same round he would have had a -4 modifier to the Awareness test. Range modification is added individually to each test. Successfully observed infantry units are marked with a pin board pin or other marker on the game board.

Radio message.

If the observer has succeeded in identifying infantry units he must call headquarters over the radio. A radio call takes one game turn, and the observer cannot perform any other task at the same time. For each infantry unit that is identified and whose position is radioed home the RFC side gains 1/2 game point. Note that these points are only awarded when the observer sends the radio message.

Example: A very brave observer take a long run over the trenches the first 5 game turns of the game observing 6 infantry units and their positions. Finally in turn 5, he sends all the positions of observed infantry units over the radio at once and recovers the 3 victory points for his side (½ point for each observed infantry unit whose position is radioed home). A more carefully reconnaissance crew can choose to send their observations back as they get collected, thus securing the victory points as they go.

Ground fire.

All British ground units will fire for full effect at enemy airplanes.
The German infantry units are on the move and has limited ammunition and they will not fire at enemy airplanes.
Only German AA Machine gun will fire at allied airplanes.

An unobserved blind will not fire at aircraft.

Mission conditions.

| | |
|---|-----------------|
| J-type airplane shot down | 3 Game points |
| Enemy airplane shot down. | 2 Game points |
| Enemy airplane driven home | 1 Game Point |
| Each position on a infantry unit radioed to HQ | 1/2 Game point* |
| *Regardless of the nationality of the identified unit | |

Victory is determined by point score.
To win one side must have a surplus of at least two Game points over the opponent side.
All other results is a draw. This mission ends after turn 10.

Campaign play:

| | |
|---------|-------------------|
| Victory | 2 Campaign points |
| Draw | 1 Campaign points |

BROKEN WINGS

1918 off the Belgian coast

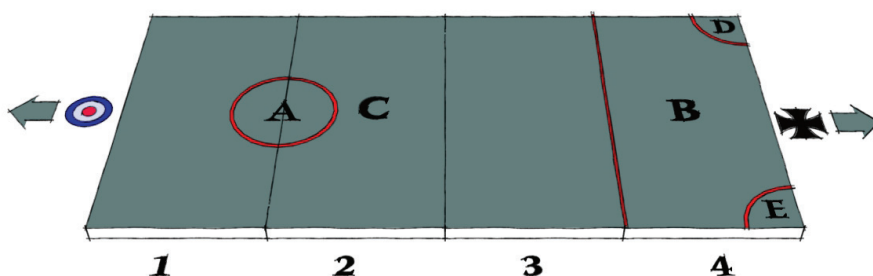
From the summer of 1917, the German U-boat campaign against the British Isles was countered by long range flying boats of the Curtis and Felixstowe types. The Felixstowe flying boats were, in spite of their size, both fast and maneuverable and often engaged aggressively in air combat with German Marine floatplanes. The Felixstowes often suffered from fuel line failures and would have to land on the open sea in order to make repairs.

"It is obvious that our greatest foes is not the enemy, but our own petrol pipes" - Captain Robert Leckie, Royal Naval Air Service

In this mission, a Felixstowe F.2A flying boat has landed on the water near the Belgian coast and is undertaking repairs to the fuel line. A squadron mate stays aloft to protect the hapless flying boat. Soon this pair is attacked by a pair of German seaplane fighters. As the combat takes place close to the coast there is a high probability that land based single-seaters from the German Marine Feld Jastas or from the RNAS will arrive and join the combat.

Game board layout.

4 board sections 60 x120 cm, All of these is sea boards.



Forces and set up.

At the start of the mission

4 airplanes total

German Marine Fliegerkorps

B. 2 Seaplane fighters of the following types:

Until May 1918: Hansa-Brandenburg W.12

After May 1918: Roll 1D6 for type for each individual plane:

1-3 Hansa-Brandenburg W.12

4-6 Hansa-Brandenburg W.29

Royal Naval Air Service

C. 1 Felixstowe F.2 flying boat

A. 1 immobile and landed Felixstowe F.2 flying boat

Reinforcements :

These enter at a random moment in the game between turn 2 and 8. See special rules.

RNAS reinforcements:

D. 2 Fighters

German Marine Feld Jasta reinforcements

E. 2 Fighters

Set up.

Set up order is alphabetical.

A. the landed flying boat

Set-up in the circle between board 1 and 2. The area is 10 Move units radius.

This aircraft is immobile and may not move, player decides direction.

B. German seaplanes

Set-up anywhere on board 4. Player chooses flight direction and speed up to maximum level speed.

Starting altitude is maximum 25 Move units.

C: Felixstowe flying boat.

Set-up anywhere on board 2, starting at altitude 25 Move units or lower.

The player decides starting speed (up to maximum speed) and direction.

MISSION 12

BROKEN WINGS

1918 off the Belgian coast

D: RNAS Reinforcements.

When they arrive, set- up in the northern corner of board 4,
Player chooses flight direction and speed up to maximum level speed. Starting altitude is maximum 25 Move units.

E: German Marine Feld Jasta reinforcements.

When they arrive, set- up in the southern corner of board 4,
Player chooses flight direction and speed up to maximum level speed. Starting altitude is maximum 25 Move units.

Special rules.

Reinforcements

For each side roll a 1d6+1 at the start of the round before initiative is rolled: If the die roll result is less than or equal to, the round number, then the reinforcements arrive immediately at the designated positions described in the “set-up” section. The newly arrived planes roll initiative and may move normally in the round they arrive.

The landed Felixstowe.

The landed Felixstowe can use its MG armament as stationary AA-MG using the ground fire AA-MG rules in the expanded rule-set. Use the ranges and modifiers on the Ground template. See rule section 6.3 in the Expanded rules.
The rules for Fire arcs for air gunners is still in use. Se 6.2.2 in the Core Rules.

Damage to the landed Felixstowe.

The landed Felixstowe is treated as a normal airplane and not a ground target.
Instead of using the firing angle modifier, a modifier of +2 is always in use when shooting at the landed Felixstowe.
The Damage table for multi- engine airplanes is used. The exception is that all damages to structural strength are treated as damage to the buoyancy or the ability to stay afloat. If the Felixstowe’s structural strength is reduced to 0, the airplane will sink at the end of the next game turn. Shooting is allowed until then, and the crew must make a test as if they have emergency landed on the water (see next section). If the damage table demands a structural failure test, roll the test as usual but if the test is a failure then substitute the Structural failure table

Driven home airplanes and emergency landings.

Airplanes that make an emergency landing during play, or airplanes with a restricted numbers of game turns left that have to make an emergency landing after the game, all use the emergency landing table, found in 5.5.17.
This will establish if the Pilot and crew survives the emergency landing.
If the crew is still alive, they can hope to get picked up by a German patrol boat or an English destroyer, if not they will drown in the English Channel. Roll a Luck test for each crew member, with a -6 modification.

| | |
|----------------------|---|
| -7 or less success : | The crew member is dead by drowning. |
| 0 to -6 success: | The crew member gets picked up by the enemies patrol boats, and are now captured by the enemy. |
| Successful test : | The crew member is picked up by a friendly boat and is soon back to his home base. If the downed airplane still is afloat, it will be recovered. |

Mission conditions

| | |
|---|--------------------------|
| Enemy plane destroyed | 2 Game points |
| Landed Felixstowe survives and still afloat | 1 Game point to the RNAS |
| Enemy plane driven home | 1 Game point |

Victory is determined by point score.
To win, one side must have a surplus of at least two Game points over the opponents side.
All other results are considered a draw. This mission ends after turn 10.

Campaign play:

| | |
|---------|-------------------|
| Victory | 2 Campaign points |
| Draw | 1 Campaign points |

BOMBER STREAM 1918

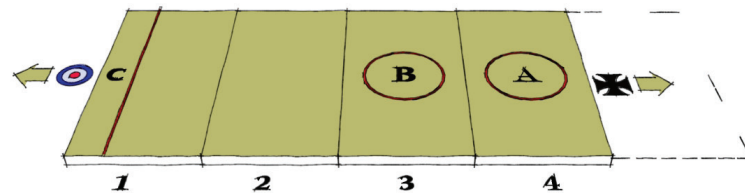
1918 high above the west front.

During the last part of 1917 and the all of 1918, RFC and the independent Air Force ran a very aggressive daylight bomber doctrine involving groups of DH-4 and later DH-9s in often unescorted bombing raids on the German rear areas such as ammunition dumps, rail yards and assembly areas. In the later half of 1918 especially the DH-9s suffered heavily, culminating in "black" September where 54 DH-9s and 32 DH-4s were lost.

The British objective in this mission is to move the bomber formation safely to the other side of the board while at the same time remaining in formation and not losing altitude. The bomber formation is about to be bounced by two German fighter formations approaching from high altitude, as a small compliment of Entente fighters arrives timely on the scene to protect the bombers. The German objective is primarily to shoot down the enemy bombers, and secondarily force individual bombers to break out of the formation in order to engage them individually later.

Game board layout.

This mission is played over 4 board sections at a time using the terrain as a caterpillar track - "rolling the terrain" by moving the farthest unused board up in front where the bomber formation is heading, as the game progresses.



Forces and set up.

Number of airplanes.

Based on desired game length

13 Airplanes in total:

A: German attack group One. 2 Fighters

B: German attack group two: 3 Fighters

C: Entente bombers and Escorts: 5 Bombers and 3 escort fighters

15 Airplanes in total:

A: German attack group one. 3 Fighters

B: German attack group two: 3 Fighters

C: Entente bombers and Escorts: 6 Bombers and 3 escort fighters

Mission Altitude.

This mission takes place above the clouds. The game boards represent the altitude where the dense cloud layer starts. Below cloud level is a additional altitude of 5 flight stands before ground level is reached. (2000 feet)

A: The German attack group A:

This group is set-up in the circle A. 10 Move units radius. Starting Altitude is 30 Move units or lower.

The German player chooses flight direction and speed up to maximum level speed.

B: The German attack group B:

This group is set-up in the circle B. (20 Move units diameter). Starting Altitude is 35 Move units or lower.

The player chooses flight direction and speed up to maximum level speed.

C: Entente Bombers and escorts

The bombers set up first in an altitude of 20 Move units or lower, in area C. 15 move units from the edge at board 1.

The bombers are all flying in Formation and must set up conforming to these rules (see Section 5.5.20 in the rule book).

Note that the Bombers are armed with bombs and thus uses the speed indicated with a red line on the Cockpit panel.

The escorts may set up in an altitude of up to 25 move units.

The Entente player chooses speed up to maximum level speed.

The direction is straight forward towards board section 4.

Airplane types:

For campaign play fighter types are rolled up from the squadron roster as usual.

For single mission play session, players decide before the mission which month the game takes place (from October 1917 and on)

BOMBER STREAM 1918

1918 high above the west front.

and how to decide the types of fighter and attack airplanes involved. From mid 1918 the French used Caudron R.11 Escort gunships; these can replace the single seat escorts on a 1-1 basis if available and if playing a French bomber force. As a lot of medium bombers are needed, it is suggested that the available miniatures have a deciding role in selecting the composition. Bomber suggestions: DH-4, DH-9, DH9a and Breguet Br.14 The mission can also be used as a 1917 mission using, for example FE2b or Sopwith 1½ Strutters.

Special rules

Behind enemy lines

The mission is taking place far behind German lines and allied planes that gets a fuel leak or dead engine or in any way has its flying time restricted due too damage, will not be able to reach allied lines. And must therefore emergency land on enemy territory.

Bomber formation leader

One of the bombers is designated formation leader. Planes, who are found to be out of formation, must form up in a coherent formation including this plane in order to be "in formation". If the formation leader is shot down or forced home another, still operational, bomber is designated formation leader. In campaign play this plane is crewed by one of the ancillary two-seater crews belonging to the RAF player.

Bomber crews

All bomber crew (both Pilot and Gunner) has the same generic stats:

Awareness 14
Flying skills 13
Gunnery skill 13
Fortitude 10
Luck 10

Note: In case of campaign play the formation leader crew is taken from the Squadron roster. See above.

Bomber formation flying

The bomber formation is ordered to stay in close formation and keep its altitude in order to provide mutual protection, to keep above the cloud layer and to hinder more German interceptors to reach their altitude.

Any bomber that is out of formation at the end of the turn 10 movement phase or is out of formation for 3 consecutive turns is considered "Driven home" and will disengage and head for home or the safety of the cloud layer below.

Any bomber that is below an altitude of 10 movement units for two or more consecutive turns is considered to be in the cloud layer boundary and will loose its orientation towards the formation and is "driven home".

Bombers "On course"

The bomber formation is heading towards a bombing target and will have to move towards the German board edge as the game progresses. Every third round all the individual bombers should have crossed a board section. At the end of turn 3 all bombers should have passed over board section 1, at the end of turn 6 board section 2 should be crossed and so on. Bombers that do not comply with this rule do not have enough fuel to reach the target and is "driven home".

Jettison of bombs

If the bomber drop its bomb load. The plane is considered to be "driven home"

Above the cloud layer

The combat is taking place in high altitude. The ground level counts as a dense cloud layer. Any fighter diving into the cloud is considered to be out of the game as if voluntarily moving out of ones own board edge. Planes that have been "Driven home" can dive into the cloud to escape. A bomber diving into the cloud will loose its orientation and cannot re-join the game. This counts as a "driven home result."

Mission conditions:

| | |
|---|---------------|
| Enemy plane destroyed | 2 Game point |
| Enemy plane driven home | 1 Game point |
| Bomber airplane shot down. | 3 Game point |
| Bomber airplane driven home and cannot stay in the air more than 12 rounds of flying time | 2 Game point* |
| Bomber airplane driven home (see special rules for extra definitions) | 1 Game point* |
| Bomber airplane still alive and not "driven home" at the end of turn 10 | 1 Game point |

Victory is determined by point score.

To win one side must have a surplus of at least two Game points over the opponent side.

All other results is a draw. This mission ends after turn 10.

Campaign play:

| | |
|---------|-------------------|
| Victory | 2 Campaign points |
| Draw | 1 Campaign points |

MISSION 14

LOW BLOW

1918, Low behind Chemin des Dames.

In late May 1918 the Germans attacked the Chemin des Dames Ridge. The massive surprise attack lasted from 27 May until 6 June 1918 and was the first full-scale German offensive following the Lys Offensive in Flanders in April. The French Sixth Army and four divisions of the British IX Corps, held the Chemin des Dames Ridge; they had been posted there to rest and refit after surviving the "Michael" battle. The operation in the air was at first aimed at gaining the air superiority with the fighter forces and let the Schlactastaffeln attack troops, trenches, battery nests of the artillery and marching columns in the area between the front itself and a few miles behind the front.

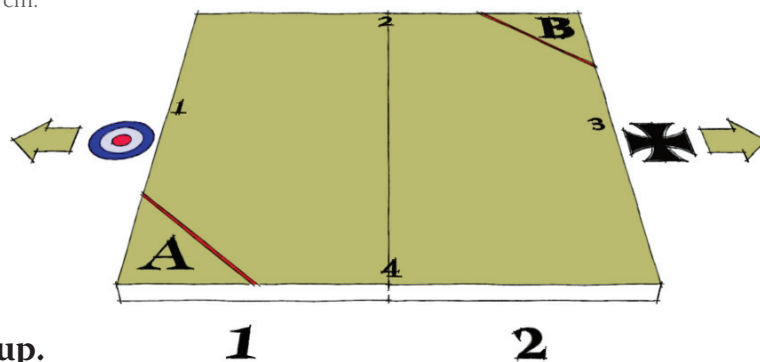
But taken completely by surprise and with their defences spread thin, the Allies were unable to stop the attack and the German army advanced through a 40 km gap in the Allied lines. Reaching the Aisne in under six hours, the Germans smashed through eight Allied divisions on a line between Reims and Soissons.

The allied air command now focused most of its fighters to help the retreating troops in the open land behind Chemin Des Dames. The German Jagdgeschwaders followed suit, and took the fight low over the battlefield.

The mission starts when a group of allied fighters meet a german fighter group low over the battlefield. Both groups have just arrived and is patrolling the area, The Allied airplanes are looking for ground troops, the Germans for Allied fighters. The groups have just spot each others when the mission starts, and is both flying at cruise speed. Each side can choose to call in a reinforcement during the game, consisting of a single fighter at higher altitude. But if the reinforcement is called in without the group being in distress it will cost the side 1 game point.

Game board layout.

2 board sections 60 x120 cm.



Forces and set up.

Number of airplanes.

Based on desired game length

4-6 Airplanes in total:

A: Entente attack group. 2 Fighters + 1 Fighter that can arrive later. (See special rules)

B: German attack group. 2 Fighters + 1 Fighter that can arrive later. (See special rules)

6-8 Airplanes in total:

A: Entente attack group. 3 Fighters + 1 Fighter that can arrive later. (See special rules)

B: German attack group. 3 Fighters + 1 Fighter that can arrive later. (See special rules)

8-10 Airplanes in total:

A: Entente attack group. 4 Fighters + 1 Fighter that can arrive later. (See special rules)

B: German attack group. 4 Fighters + 1 Fighter that can arrive later. (See special rules)

A: The Entente attack group

This group is set-up in the triangle A. (10 Move units side length). Starting altitude is 6 Move units or lower. The player chooses flight direction. See special rules for start speed.

B: The German attack group

This group is set-up in the triangle B. (10 Move units side length). Starting altitude is 6 Move units or lower. The player chooses flight direction. See special rules for start speed.

C: Ground units

In the area is 4 scattered infantry groups, and 2 AA machine gun units. Place 6 markers, face down.

Randomly across the board, No units can be placed closer than 5 move units from any board edge, or less than 10 move units from each other.

(See special rules for ground troops)

MISSION 14

LOW BLOW

1918, Low behind Chemin des Dames.

Special rules

Starting speed.

All fighters on the board from the start is starting at cruise speed. Cruise speed is found by placing the indicator needle 4 speed steps down from top speed. All fighters in the same group start at the speed of the slowest in the group.

High escort fighter aid.

One additional fighter, from each side, can join the fight from round 3.

If a player chooses to let the additional fighter join the fight it will cost his side 1 Game point, unless his side is lagging behind with 2 or more Game points, if that is the case the fighter can join with no cost in Game points. Use a facedown note at the start of each round, before the initiative roll, to reveal if the fighter will join the fight. Each sides reveal the note at the same time.

The fighters start position is at a Board edge (small numbers 1-4), found with 1d4.

The fighter will start in the middle of the board edge.

If both fighters start in the same round, and at the same board edge, An Awareness test is made by both pilots, the one with more successes can chose if he will roll 1d4 again, or if his enemy should roll again.

Starting altitude is maximum 9 moving units, + additional 3 move units for each round after the third.

The player chooses flight direction and speed up to maximum level speed.

Ground units.

In the terrain beneath the dogfight is 4 infantry units and 2 machine gun units, divided evenly between the two sides.

Take 6 blank chits or counters, and note the units on one side, place them randomly across the board, face down.

The troops are generally trying too keep out of trouble, seeing that its not their fight.

However a unit counter is activated if any airplane comes whit in 10 move units from the counter.. Then the counter is turned face up and revealed. If its an enemy unit, it will shoot at the airplane closest to it. From now on the revealed unit can shoot at any target whit in its reach for the rest of the fight.

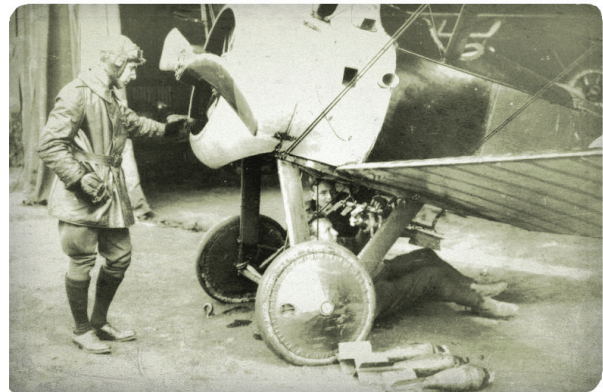
A ground unit can be strafed, and will give 1/2 game point if destroyed.

RAF Airplanes amarment.

If the RAF player rolls up Sopwith Camels or Bristol Fighter F2b's to the mission, He can choose to let them start with 4 Cooper bombs, each 12 kg. Notice that it will affect the performance of the airplane until the bomb load is dropped.

Emergency landing

If an airplane make an emergency landing on the game boards, the pilot have too roll on the "Down behind enemy lines table". but due to the nature of the scattered battlefield there is a bonus of +5 to the roll.



Mission conditions:

Enemy plane destroyed

Enemy plane driven home

Enemy Ground unit destroyed

2 Game point

1 Game point

1/2 Game point

Victory is determined by point score.

To win one side must have a surplus of at least two Game points over the opponent side.

All other results is a draw. This mission ends after turn 10.

Campaign play:

Victory

Draw

2 Campaign points

1 Campaign points

MISSION 15

BACK SEAT BATTLE-STATION

1918, Near Reims.

In mid July 1918 the German 22. And the Bavarian 12. infantry divisions attacked a temporary weakness in the French lines, in order to regain lost ground in the Champagne sector. The French however offered stiff resistance, supported by heavy, murderous artillery fire.

Von Nagel zu Aichberg, The commander of the 12th Bavarian division ordered a two-seater to direct artillery fire on two especially effective French batteries that pinned his troops down.

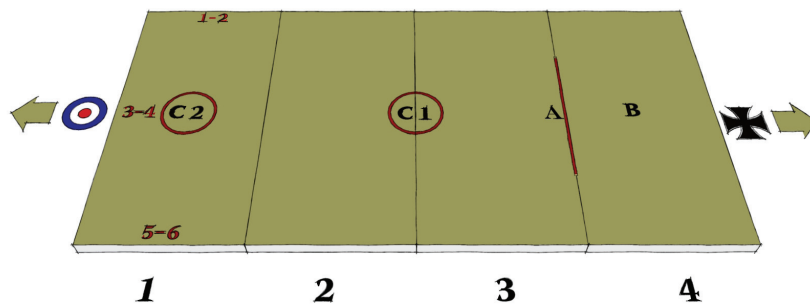
A very experienced air-crew, observer Leutnant der reserve Georg Hengl and pilot vzfw Hans Baur took off in a Hannover CL.IIIa. A few hours later both French batteries were destroyed and 4 French SPAD S.XIIIs were destroyed or driven down out of control in a battle between the sole Hannover and 10 SPAD XIIIs. And Hengl and Baur got rewarded for their bravery.

In this mission inspired by the epic combat of Baur and Hengl, the Luftstreitkräfte is trying call down counter battery fire on two French batteries wrecking havoc on retreating German troops. The mission is so important, that the air crews involved is flying the mission in the presence of allied fighter units. In order to make the mission playable the Germans here has the advantage of having an escort as opposed to the real events where the Baur succeeded in ambushing the French SPAD formation, gaining the initiative.

The above mission description is for 1918 campaign play, but this mission can be used as a generic artillery direction mission with any of the sides flying the two-seater mission. The mission uses the rules for artillery direction from the expanded rule-set. If you adapt the mission in this manner use the Timeline table, look up attack airplanes, for the relevant month and nation in order to determine the type of two-seater used by the attackers.

Game board layout.

4 board sections 60 x120 cm.



Forces and set up.

Entente airplanes:

Starting force: 2 Fighters. Reinforcements: 2 fighters

German Airplanes:

2 fighters and 1 Hannover CL.IIIa two seater.

Ground units:

Two French artillery units, one 37 mm rapid fire cannon, four AA machine gun units.

A: The Entente defending group

The Defending aircraft are set up directly on line A. Line A is 30 move units long, and placed between board 3 and 4, in the middle. Starting Altitude is 20 Move units or lower.

The flight direction is strait towards the entente side, speed up to maximum level speed.

Entente reinforcements

The allied reinforcements will arrive in game turn 4 and 7 They enter from a random board edge at board sections 1. Roll 1d6 and refer to the red numbers on the board set-up illustration above. Starting Altitude is 30 Move units or lower.

The player chooses flight direction and speed up to maximum level speed.

B: The German attack group

The attacking German airplanes are set up anywhere on board 4. But not closer to any allied fighter than 17 move units.

Starting Altitude is 25 Move units or lower. The player chooses flight direction and speed up to maximum level speed.

C: French artillery units

The first artillery unit is placed in area C1. 5 move units radius, in the middle between board section 2 and 3.

The second artillery unit is placed in area C2. 5 move units radius, in the middle of board section 1.

MISSION 15

BACK SEAT BATTLE-STATION

1918, Near Reims.

D: Defending French AA-units

1x 37 mm cannon rapid fire cannon. The 37 mm cannon is set up within 10 Move units of artillery unit at **C2**.

2x AA machine gun for each artillery battery. Each machine gun is set-up within 10 move units of each artillery unit.

Special Rules

Entente Artillery positions

The entente artillery positions have a combat strength of 16, the 37 mm rapid fire cannon a combat factor of 14 and the Maching gun AA units a combat factor of 14.

Artillery fire from German artillery

The German Hannover CL.IIIa is equipped with a one way radio transmitter. The observer use the radio to direct the artillery fire down on the targets. For rules on directing artillery fire see Expanded rule set, section 6.6.4 Artillery spotting.

The aim point is placed by the German player from the start of the game.

The German artillery battery consist off 4 guns, shooting 15-30 kg grenades.

The artillery unit is very experienced, therefor the **Deviation roll** is only **3d10** for this mission, and not the normal 6d10.

If one target is defeated, the German player can freely place the Aim point marker on the other target in the same shooting phase the first target is defeated. The Deviation roll will start over again at **3d10** if the Aim point is moved.

Mission conditions

| | |
|-------------------------|--------------|
| Enemy plane destroyed | 2 Game point |
| Enemy plane driven home | 1 Game point |

| | |
|---|--------------|
| Artillery unit destroyed or out of action at the end of turn 10 | 2 Game point |
|---|--------------|

| | |
|---|--------------|
| Artillery unit damaged 6 or more points at the end of turn 10 | 1 Game point |
|---|--------------|

| | |
|---|----------------|
| Artillery unit not destroyed or out of action at the end of turn 10 | - 1 Game point |
|---|----------------|

Victory is determined by point score.

To win one side must have a surplus of at least two

Game points over the opponent side.

All other results is a draw.

This mission ends after turn 10.

Campaign play:

| | |
|---------|-------------------|
| Victory | 2 Campaign points |
| Draw | 1 Campaign points |



MISSION 16

A RACE TO THE RESCUE

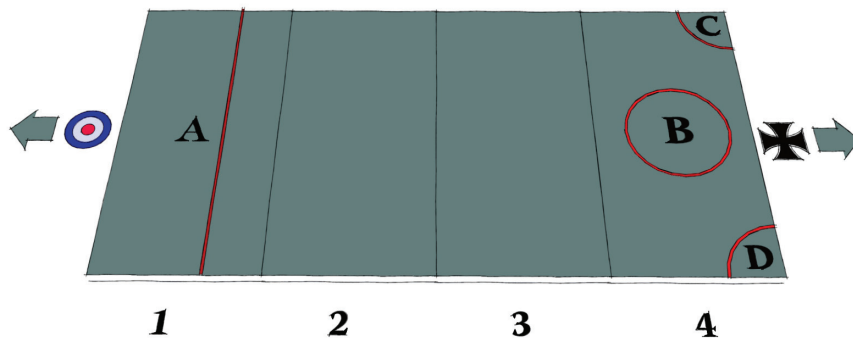
1918, off the Belgian coast

On the 11th of August 1918 a large group of the always aggressive, W.29 and W.19 floatplane fighters stationed at the German seaplane station in Borkum, attacked 6 British Coastal Patrol Boats (CMB's). When the battle was over 3 of the CMBs was sunk and the remaining had beached them selves in neutral Holland and one W.29 was shot down in return. During the battle the surviving boats succeeded in frantically rescuing the crews of the three stricken boats while under fire.

In this mission, inspired by the action above action, a number of CMBs is attacked by German seaplane fighters, but has managed to radio for help. Their call is answered by a pair of Felixstowe F.2A flying boats, which was know to be aggressively flown despite their large size.

Game board layout.

4 board sections 60 x120 cm, All of these are sea boards.



Forces and set up.

Number of airplanes.

Based on desired game length

3 Airplanes in total:

A: British units: 1 Felixstowe F.2 flying boat, 2 CMB 55Ft. (see rules below)

B: German Marine Fliegerkorps : 2 Seaplane fighters of the following types:

Until May 1918: Hansa-Brandenburg W.12, After May 1918: Roll 1D6 for type for each individual plane:

1-3 Hansa-Brandenburg W.12

4-6 Hansa-Brandenburg W.29

6 airplanes total:

A: British units

1 Felixstowe F.2 flying boat, 3 CMB 55Ft. (see rules below).

B: German Marine Fliegerkorps . 4 Seaplane fighters of the following types:

Until May 1918: Hansa-Brandenburg W.12. After May 1918: Roll 1D6 for type for each individual plane:

1-3 Hansa-Brandenburg W.12

4-6 Hansa-Brandenburg W.29

Note: None of the airplanes in this mission is carrying bombs.

Set up order is alphabetical.

A. British Flying boats

These set up behind the line **A** (line A is 20 move units from the British rear board edge) at an altitude of maximum 25 units. The player decides starting speed (up to maximum speed) and direction.

B. British Coastal Patrol Boats

The CMBs set up at area B (center of board 4, diameter 10 move units).

C. German seaplanes

These set up in the areas (radius 10 move units) marked "C" and "D" at an altitude of maximum 25 units. The German player may split the planes as desired. The player decides starting speed (up to maximum speed) and direction.

A RACE TO THE RESCUE

1918, off the Belgian coast

Special rules.

Driven home airplanes and emergency landings.

Airplanes that make an emergency landing during play, or airplanes with a restricted numbers of game turns left that have to make an emergency landing after the game, all use the emergency landing table, found in 5.5.17.

This will establish if the Pilot and crew survives the emergency landing.

If the crew is still alive, they can hope to get picked up by a German patrol boat or an English destroyer, if not they will perish in the English Channel.

Roll a Luck test for the crew member with the highest Luck score.

-7 or less success : The crew is lost at sea and is not recovered.

0 to -6 success: The crew gets picked up by the enemies patrol boats, and are now captured by the enemy.

Successful test : The crew is picked up by a friendly boat and is soon back to his home base.

Modifiers:

In case of a British win the CMBs will capture a landed German Crew that would otherwise have perished.

In case of a British crew having emergency landed add a +6 modifier in case of a British win.

Emergency landing on the game area

A W.29 or Felixstowe that has successfully landed on the board is considered "driven home" but can use its flexible MG armament as a stationary AA-MG using the ground fire AA-MG rules in the expanded rule-set. Use the ranges and modifiers on the Ground template. See rule section 6.3 in the Expanded rules.

The rules for Fire arcs for air gunners is still in use. Se 6.2.2 in the Core Rules.

Rescuing CMB crews

A CMB can rescue the crew of another CMB that is dead in the water, burning or sinking. To do so the CMB must have moved 35 Km/H or less the previous turn. The boat will have to move to be adjacent to the stricken boat and must use a full turn, lying still along the stricken boat while the crew jumps to the other boat. If the rescuing boat survives the game until the end of turn 10 the British side will score ½ game point per crew that is rescued.

Coastal Motor Boats

Coastal motor boats are in many respects handled like airplanes in this game.

Movement:

A 55 ft. CMB. can move 70 Km/H at full speed.

The CMB.s move before airplanes in the same way as other ground units.

A CMB can be moved in two ways: Steady or Evasive.

Steady:

A CMB moving steadily can take an H turn. All fire is resolved with normal modifiers (see below). All turns smaller than an H is considered to be "Evasive" (see below).

Evasive:

This allows the CMB to use the B turn at full speed. At 35 Km/H or lower an A turn is allowed. Evasive movement imposes a -2 to-hit modifier to the Gunners on the boat.

AA fire from CMBs:

A CMB is armed with two twin-mounted Lewis MG for AA defense. Each of these functions as a ground MG with a 360-degree firing arch in terms of range and damage rolls. The gunners have Gunnery Ability of 14. The boats have unlimited ammo for the purpose of this game.

Attacking and damaging a CMB

Strafing the boat with MGs

A CMB can be attacked with flexible MGs or with fixed front MGs using the strafing rules.

Attack Modifiers:

- | | |
|---|----|
| - Boat is moving fast (40 km/h+) | -3 |
| - Boat is dead in the water or not moving | +2 |

MG damage: 1d6

A 55 foot CMB has a Hull strength of **12**. This hull strength is reduced each time the boat takes damage in the same way as damage to the Structural strength on a plane. If the Hull strength reaches zero or less, the boat is sinking and is considered destroyed.

MISSION 16

A RACE TO THE RESCUE

1918, off the Belgian coast

Critical hits

EVERY time a boat takes damage, a critical hit test against remaining hull strength rolled to see if the boat suffers critical damage from the hit, if the test fails the following table is consulted (roll 1d6) and the result is noted on the data panel for the boat:

| CMB Critical 1d6 | |
|------------------|---|
| 1-2 | Crew hit - One of the two MGs cannot fire. Another crew hit means that the boat is considered destroyed. |
| 3-4 | Engine hit - The boat may only move at half speed (35 km/H)- Another engine hit means that the boat is dead in the water. |
| 5 | Flooding – The waterline is riddled with holes, The boat is sinking fast and is considered destroyed. No shooting allowed, all crewmembers are trying to save themselves. |
| 6 | Fire! - The boat is burning and is considered destroyed. No shooting allowed, all crewmembers are trying to save themselves. |

Air crews In campaign play:

In campaign play all the planes should be manned with the campaign auxiliary two-seater crews.

The 3 extra crewmembers on the Felixstowe have the following base skills:

14-13-12. The skills can be allocated to the individual pilot/crew as the Entente player sees fit. The attributes (Luck and Fortitude) are rolled with 3D6 as usual.

Mission conditions

| | |
|---------------------------------------|-----------------------|
| German floatplane destroyed | 2 Game points |
| Felixstowe flying boat destroyed | 3 Game points |
| Enemy airplane driven home | 1 Game point |
| CMB Destroyed | 2 Game points |
| CMB rescues CMB crew | ½ Game point* |
| CMB Dead in the water | 1 Game point |
| No CMBs damaged at the end of turn 10 | 2 Game points |
| CMB undamaged at the end of turn 10 | 1 Game point per boat |

* Can only be performed on boats that are dead in the water, burning or sinking.

Victory is determined by point score.

To win, one side must have a surplus of at least two Game points over the opponents side.

All other results are considered a draw. This mission ends after turn 10.

Campaign play:

| | |
|---------|-------------------|
| Victory | 2 Campaign points |
| Draw | 1 Campaign points |

MISSION 16

A RACE TO THE RESCUE

1918, off the Belgian coast

THE DAY WE WON THE WAR

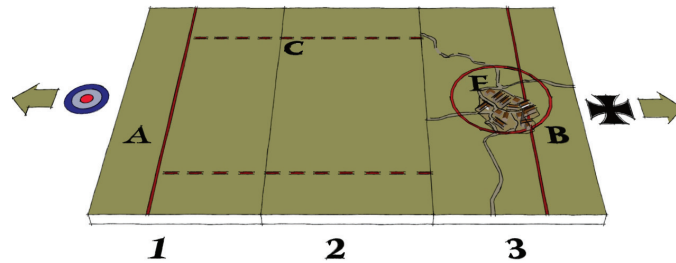
1918, Near Fresnoy-en-Chaussée.

The allied offensive started 04:20 in the morning of the 8 of august. By the evening they had made a break thru from Amiens, and pushed the frontline 11 Km to the west, and at last moved the war out of the trenches it had been in for 4 years. At the end of the day, in the french sector, the french divisions had pushed the germans back to Fresnoy-en-Chaussée, They where on the roll and wanted to push on. But they had advanced so far that they where out of reach of the own artillery support. In Fresnoy-en-Chaussée the 4th Bavarian regiment and parts of the 8th and 25th Regiments had managed too regroup, they had some field artillery left and plenty of machine guns, and was pinning the Moroccans of Generals Goubear 153rd division down. The french was now bringing forward their 75mm Field artillery. If they managed to get them in position they should be able to take advantage of their superior numbers. The germans had spotted this and called the schlacht staffelss for help.

In this mission 1-2 German attack airplanes is called in to find and destroy the French gun transports. The gun transport has been spotted earlier, but french smoke has since covered the battlefield, and their position is now unknown. A small escort is provided for the attack airplanes to help counter the enviable french patrol fighters..

Game board layout.

3 board sections 60 x120 cm. One is representing Fresnoy-en-Chaussée



Forces and set up.

Number of airplanes.
Based on desired game length

6 Airplanes in total:

A: Entente attack group. 3 Fighters
B: German attack group. 2 Fighters + 1 Attack plane

9 Airplanes in total:

A: Entente attack group. 4 Fighters
B: German attack group. 3 Fighters + 2 Attack planes

A: The Entente attack group

This group is set-up behind line A. 10 Move units into game board 1.
Starting altitude is 20 Move units or lower. The player chooses flight direction and speed up to maximum level speed.

B: The German attack group

This group is set-up behind line B. 10 Move units into game board 3.
Starting altitude is 20 Move units or lower. The player chooses flight direction and speed up to maximum level speed.

Ground units :

Entente :

C: 1 Transport column with 75mm guns. Consisting of 2 trucks with 75mm guns (3, if the 9 Airplane mission is played)
2 x Support trucks, 2 trucks with AA Machine guns.
D: French 332 Regiment. 2 AA Machine guns.
E: French 16th Chasseurs. 2 AA Machine guns.

See special rules for placement of Entente units on the board.

German :

F: 4th Bavarian regiment 2x 37mm AA guns, 4 x AA Machine guns.
Placed in area F. 10 move units radius, in the middle of board section 3.

Special rules.

Position of Entente ground units.

The Entente player will mark up 3 identical chits with the words " 75mm gun", " 332 Reg." "16th Cha". These represent the units in

MISSION 17

THE DAY WE WON THE WAR

1918, Near Fresnoy-en-Chaussée.

the field around Fresnoy village. The chits are randomly placed on Game board 2 by the french player. Not closer than 10 move units from the outer board edge, or closer than 20 move units from any other ground units. Each unit represent 2 xAA Machine guns.

These units can NOT be attacked before they are identified by the german forces. (See. Identification of units)
But they can shoot. (See Friend or foe)

Friend or Foe

The AA Machine gun units have to make an awareness test against its Combat value, if any airplane comes closer than 15 move units.

If the AA unit is successful it will shoot at the airplane if its German, it will not shoot at French planes.

If the AA unit fails its awareness test, it will shoot at the airplane if its French, it will not shoot at German planes

The AA unit will always shoot at attacking airplanes, regardless of the awareness roll.

If two targets is with in shooting range the AA Machine gun will prioritise a target attacking, and thereafter the target closest to its position.

Identification of units

Whenever an German airplane passes or ends a turn closer than 15 Move units to a ground unit, The pilot must make an Awareness test, if the test is successful then the unit is placed on the Game board and can be attacked from the next Game turn.

Deployment of Units when identified.

French 75mm Gun transport.

The column is placed by the French player.

The two AA machine gun trucks are placed anywhere within 4 Move units from the chit.

The other trucks are placed in a line with the first truck on the chit. Distance between trucks is 1 move unit.

Direction of the line is random and found 1d12. The french player decides the order of the trucks in the column.

After the placement the trucks will scatter in this matter:

The two AA trucks keep their position and are not moved. For each of the other trucks roll 1d6.

1-3 The truck is moved 3 move units, in a random direction found with a 1d12.

The direction is from now on and the remaining game turns the same. And the truck will move 3 move units each turn.

4-6 The soldiers on the truck leaves it, and duck for cover in the closest ditch for the remaining game turns.

332 Regiment and 16th Chasseurs.

When these units is placed on the game board, only the 2 x AA-Machine guns is put on the board.

The french player may place them anywhere within 4 Move units from the chit.

Damage.

Normal Air to ground rules are used. See Expanded rules 6.5

AA Machine guns trucks is 14 in combat value, Trucks is 12 in Combat value.

German attack bombers.

The German attack airplanes is fitted with Grenades, which is dropped by the Air gunner. Each attack airplane has 5 clusters of grenades,each with 3 grenades in each. 2 clusters can be dropped each round. Bombing rules in 6.5.4.1 is used. Three Grenade templates are used at a time, for each cluster. Place one template where the hit is, then place the next two in a random direction from the centre of the first, found with 1d12. Place these two templates so the edges is touching the first template.

Mission conditions

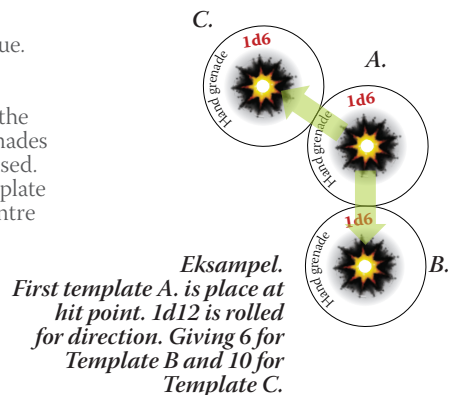
| | |
|-------------------------|--------------|
| Enemy plane destroyed | 2 Game point |
| Enemy plane driven home | 1 Game point |

| | |
|--|--------------|
| Artillery truck destroyed or out of action at the end of turn 10 | 2 Game point |
|--|--------------|

| | |
|---|----------------|
| Artillery unit not destroyed or out of action at the end of turn 10 | - 1 Game point |
|---|----------------|

Victory is determined by point score. To win one side must have a surplus of at least two Game points over the opponent side. All other results is a draw. This mission ends after turn 10.

Campaign play: Victory 2 Campaign points , Draw 1 Campaign points



MISSION 18

HIGH IN THE SKY

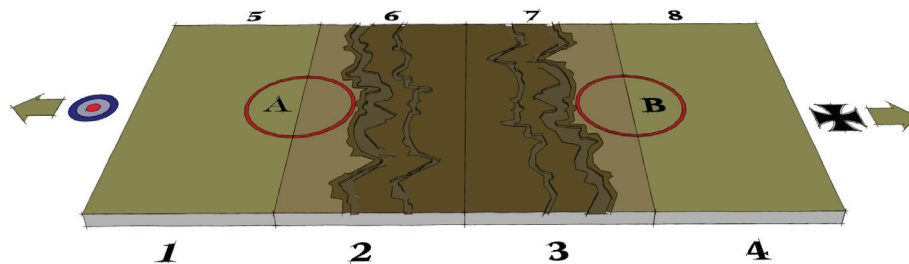
1918, Near Quentin Canal

Text missing

In this mission two fighter patrols merge, low over the front, the ensuing dogfight attracts immediately higher flying patrols. The higher flying patrols rush towards the battle, trying to get there in time.

Game board layout.

4 board sections 60 x120 cm. Two front sections in the middle.



Forces and set up.

Number of airplanes.
Based on desired game length

8 Airplanes in total:

A: Entente Fighter patrols. Each group 2 fighters.
B: German Fighter patrols. Each group 2 fighters.

10 Airplanes in total:

A: Entente Fighter patrols. Low group 3 fighters. High group 2 fighters
B: German Fighter patrols. Low group 3 fighters. High group 2 fighters

12 Airplanes in total:

A: Entente Fighter patrols. Each group 3 fighters.
B: German Fighter patrols. Each group 3 fighters.

Set up.

A dice roll decides which side setup first.

Only the low group from each side is put at the table. The high group will come into game from 2-5 turn. (See. Special rules)

Entente group is placed in area A. 10 move unit in radius. Altitude is 10 +1d6 move units.
Flight direction is found with a 1d12. Speed up to maximum level speed.

German group is placed in area B. 10 move unit in radius. Altitude is 10 +1d6 move units.
Flight direction is found with a 1d12. Speed up to maximum level speed.

Special rules.

Chosen pilots

Each player can choose one pilot freely from his squadron roster. If there is an uneven number of players, the number of freely chosen pilots follows the side with least players.

High flying groups entry turn.

Each turn, before initiative rolls, each side rolls a 1d4+1. If the result is equal to or lower than the turn about to start, the group will enter immediately.

If both sides high flying groups enter at the same turn. A awareness roll is rolled for the best pilot in each group. The winners team sets up last.

MISSION 18

HIGH IN THE SKY

1918, Near Quentin Canal

High flying groups entry point.

The high flying fighter groups will enter the game from a random board edge. Before the game begins, 8 chits, numbered from 1-8 is placed in a cup, each side takes one secretly and hides it. The drawn number refers to the small side numbers (see. illustration). The fighter group will enter on this edge. Flight direction chosen by players, Speed up to maximum level speed. Altitude is 20+1d10.

Mission conditions:

Enemy plane destroyed
Enemy plane driven home

2 Game point
1 Game point

Victory is determined by point score.

To win one side must have a surplus of at least two Game points over the opponent side.

All other results is a draw. This mission ends after turn 10.

Campaign play:

Victory
Draw

2 Campaign points
1 Campaign points

MISSION 19
THE LAST SCRAP
1918, Over Leuze-Ath road.

Leuze-Ath road

On 4 November 1918, the whole of No. 80 Wing RAF—of which No. 4 Squadron was part—took to the sky in an effort to “harass the German retreat on the Leuze-Ath road” and to bomb the aerodrome to the east of Leuze. A formation of Sopwith Snipes from No. 4 Squadron had been utilised as an escort when the initial raid was carried out, and then to protect the bombers as they returned to the Allied lines. However, when the Australians had executed the latter duty, they were tailed by a patrol of twelve Fokkers. After seeing the bombers off, the Snipes wheeled around to confront the German aircraft. The battle raged for two or three minutes before dying out. As the Snipes re-grouped, they discovered that three pilots were missing; Baker was among the three. [22] Baker and fellow ace Lieutenant Arthur Palliser were initially recorded as missing, but were later found to have fallen victim to Rittmeister Karl Bolle during the battle

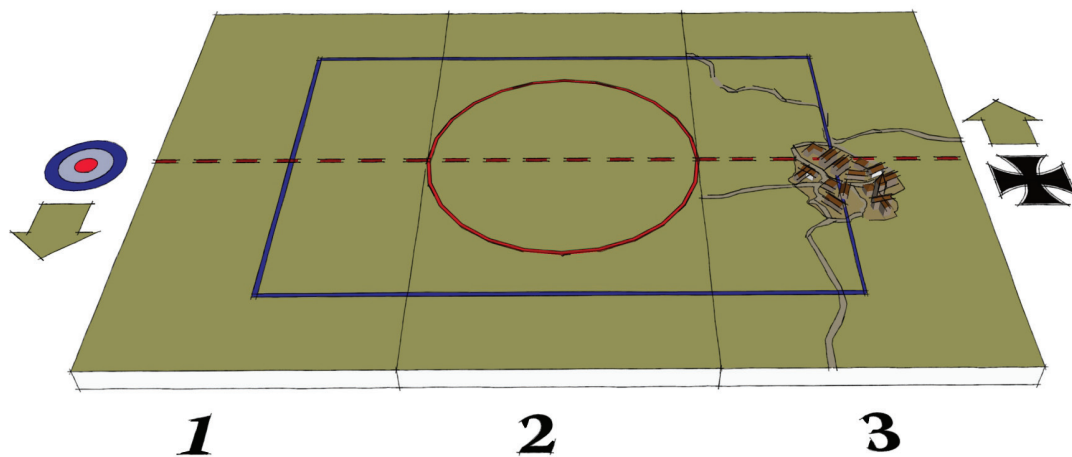
This mission recreates some of the last enduring air battles of the war. The Germans is on retreat ,and the 100 days offensive is in last phase. The Germans are trying hard to ensure air superiority overhead of the infantry that is retreating. The Allies is off course trying too break through this so they can harass and bomb the fleeing troops.

Game board layout.

3 board sections 60 x120 cm.

Blue line is 10 Move units from the long board edges, and 15 Move units in from the short sides, on board 1 and 3.

Red circle is Air superiority area, 15 move units radius from the center of board 2.



Forces and set up.

Number of airplanes.

Based on desired game length

8 Airplanes in total:

A: Entente Fighter patrols. Low group 2 fighters. High group 2 fighters

B: German Fighter patrols. Low group 2 fighters. High group 2 fighters

10 Airplanes in total:

A: Entente Fighter patrols. Low group 3 fighters. High group 2 fighters

B: German Fighter patrols. Low group 3 fighters. High group 2 fighters

12 Airplanes in total:

A: Entente Fighter patrols. Low group 3 fighters. High group 3 fighters

B: German Fighter patrols. Low group 3 fighters. High group 3 fighters.

Set up.

A dice roll decides which side setup first.

First the low group from each side is put at the table, then the high group.

Low groups is placed between the board edge and the blue line on board 1 for the Entente, board 3 for the Germans.

Altitude is 6 +1d6 move units.

Maximum 4 move units between the airplanes in the group.

The player chooses flight direction and speed up to maximum level speed.

MISSION 19
THE LAST SCRAP
1918, Over Leuze-Ath road.

High groups is placed between the board edge and the blue line on board 1 for the Entente, board 3 for the Germans.
Altitude is 20 +1d10 move units.
Maximum 4 move units between the airplanes in the group.
The player chooses flight direction and speed up to maximum level speed.

Special rules.

Chosen pilots

Each player can choose two pilots freely from his squadron roster. If there is a uneven numbers of players, the total number of freely chosen pilots follow the side with least players.

Reinforcements

Every time a fighter is lost in combat, returned home, or in anyway left the board, a reinforcement fighter will appear the following turn.

The reinforcement fighter can be placed anywhere on the game board, between the board edges and the blue line.

A reinforcement fighter can not be placed closer than 20 move units from any enemy fighter. Measured in a straight line between the two. Altitude is 20 +1d10 move units or below. Speed up to maximum level speed.

Air superiority

The red circle on the map is the area of interest for the opposing forces.

If one side has at least 2 fighters more than the opponent over this area at the end of a turn, one game point is rewarded to the forces that have the air superiority.

Mission conditions:

Enemy plane destroyed
Enemy plane driven home
Air superiority

2 Game point
1 Game point
1 Game point

Victory is determined by point score.

To win one side must have a surplus of at least two Game points over the opponent side.

All other results is a draw. This mission ends after turn 10.

Campaign play:

Victory
Draw

2 Campaign points
1 Campaign points

Campaign rules and missions for In Clouds of Glory

This compendium contains a number of different missions for In Clouds of Glory, and rules for running a campaign. The fourteen missions represent a selection of typical mission types from the start of 1917 to the end of the war. The missions have a "suggested" month and a connected backstory. The campaign rules is used to tie any number of missions together in a player defined campaign. The rules define airplane availability, attrition to a squadron during play etc. Use the airplane Timeline tables to find a suitable set of airplanes for a given mission (or go the other way round and find a suitable period for your available models). All the missions are playable as single missions or they can be used as a part of an ongoing campaign using the campaign rules.