

INSTANT SPANDAUS

WWI AIR COMBAT RULES

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INSTANT SPANDAUS

QUICK PLAY WORLD WAR I AIR TO AIR COMBAT

INTRODUCTION

These rules are the final instalment in the series which includes 'Instant Thunder' (jets) and 'Instant Bandits' (WW2). Players familiar with the earlier games will recognise many of the mechanisms. However, all three games stand alone and are not compatible with each other.

These rules provide an abstract representation of air to air combat between WWI aircraft. They are designed to be equally suitable for solo as well as for two or more players. The scale is individual aircraft.

EQUIPMENT

- A playing area marked out as a 13 x 4 grid (see below)
- Counters or models to represent aircraft and environmental markers (such as cloud)
- A simple log record detailing each aircraft.
- A pack of ordinary playing cards (jokers removed)

THE MAP

The gridded playing area represents the portion of the sky in which the combat takes place. It is a 13 x 4 grid marked as follows:

HRT													
CLB													
DMD													
SPD													
-	K	Q	J	T	9	8	7	6	5	4	3	2	A

The notations down the left hand edge are (in descending order of height) HEARTS, CLUBS, DIAMONDS and SPADES. The notation along the bottom edge represents individual playing cards and by cross referencing the two a location square is described (e.g. The top left hand square of the playing area is the King of Hearts).

The four rows are ALTITUDE BANDS. Thus, an aircraft located in the CLUB band is higher than one located in the DIAMOND band.

Within the bands the individual squares are also in descending order of height (from King to Ace). Thus, an aircraft in the Queen of Diamond square is higher than one in the 8 of Diamond square. However, both these aircraft would be lower than an aircraft in the 2 of Clubs square as the Club altitude band is higher than the Diamond.

The position of the aircraft in the game is important as it will be seen that a higher aircraft is in a position of advantage over a lower one.

The pack of cards also function as a random number generator and they have the following numerical values; King = 13, Queen = 12, Jack = 11 then face values down to Ace = 1.

Some game functions require the RANGE between opposing aircraft to be established. This is done by counting across the grid laterally (never up or down between altitude bands). If counting between two aircraft do not include the square occupied by the counter but do include the square occupied by the target (*e.g. the range between aircraft located in the squares 10 of Hearts and 3 of hearts, is 7*).

LINKED SQUARES

Note that when counting laterally some of the end squares in each altitude band are linked. The King of Spades is linked to the Ace of Diamonds; the King of Diamonds is linked to the Ace of Clubs and the King of Clubs is linked to the Ace of Hearts. The Ace of Spades and the King of Hearts are not linked in this way and lead 'off map'. Thus, aircraft in the King of Spades and the Ace of Diamonds are adjacent to each other (range 1). Aircraft in the squares 2 of Hearts and 9 of Clubs are 6 squares apart laterally.

AIRCRAFT CHARACTERISTICS

Aircraft are firstly designated by type. These types are SCOUTS (single-seaters designed to attack enemy aircraft), BOMBERS (multi -engine aircraft designed to deliver ordnance on ground targets) and TWO-SEATERS (aircraft with a pilot and observer which could function as light bombers or in a reconnaissance role. The observer is usually armed with a flexible machine gun for defence).

(NOTE: see also Optional Rule in Appendix 2: 'Two Seaters as Bombers')

All aircraft have a starting number of HIT POINTS. This number is a reflection of how robust it is.

The basic flight abilities of an aircraft are expressed by THREE numbers. These are the lateral MANOEUVRE (M) number; the VERTICAL DIVE (VD) number and the VERTICAL CLIMB (VC) numbers. The higher these numbers are, the more likely it is that an aircraft will be able to move on the grid after deployment.

Aircraft also have some SPECIAL MANOEUVRES available. These are POWER DIVE (PD), CLIMBING ROLL (CR) and DIVING ROLL (DR). Not all aircraft are able to perform all special manoeuvres. BOMBERS may not perform any special manoeuvres.

Aircraft also have two other characteristics, represented by numbers. These are the CONTROL (CON) and RISKY MANOEUVRE (RM) numbers. These numbers are used to determine whether an aircraft departs controlled flight and enters a spin (CON) or whether an aircraft incurs damage due to extreme manoeuvring (RM number). Their use will be explained later in the rules.

SEQUENCE OF PLAY
(Actions in parenthesis may not occur each turn)

1. AIRCRAFT DEPLOYMENT
2. AIRCRAFT MOVEMENT (including checks for possible RM damage or spin)
3. COMBAT
4. END OF TURN CHECKS (Spin Recovery, Progressive Damage, Gun Jams)
- 5 (Bomber Pair Formations for the next turn may be declared)
- 6 REMOVAL OF AIRCRAFT FROM THE MAP

DEPLOYMENT

For each aircraft or formation in play draw a playing card from the deck. Aircraft are placed on the grid in the indicated square. Formations are deployed in a single square, in accordance with the appropriate formation rules.

MOVEMENT

Aircraft may attempt to manoeuvre on the grid in accordance with the movement rules. Movement is sequential. The aircraft at the LOWEST altitude moves first, followed by the next lowest and so on until the highest aircraft has moved, attempted to move or passed. Once the highest aircraft has completed its movement this phase is over. (Aircraft that have attempted a Risky Manoeuvre immediately check for damage and, if necessary, spinning)

COMBAT

Eligible aircraft may declare an attack in accordance with the combat rules. Combat is not simultaneous. Results are applied before moving onto the next aircraft. The aircraft at the HIGHEST altitude attacks first (if possible or desired), followed by the next highest aircraft and so on down to the lowest. Once the final aircraft has attacked (or passed) then the combat phase is over.

END OF TURN CHECKS

Aircraft that are crippled now test for progressive damage. Spinning aircraft check for recovery. Gun jams are checked to see if they become unjammed.

BOMBER PAIRS

If Bombers are present in the game the owning player may declare Bomber Pair Formations for the next turn, if able or desired.

REMOVAL OF AIRCRAFT FROM THE MAP

All aircraft are removed from the grid in preparation for the next turn.

This completes one game turn.

FACING CONVENTIONS

If using models or counters to play the game the direction faced by an aircraft on the grid has no bearing on play. However, particularly in larger games, aircraft may be oriented in a standard way as a reminder to players.

When aircraft are deployed onto the grid they should be faced UP. Once aircraft have completed their movement phase they should be faced RIGHT. When an aircraft has attacked (or has acted defensively thereby giving up its own right to attack) then it should be re-faced UP.

Spinning Aircraft should be faced DOWN in their square.

Using this method it is clear which aircraft have moved, fired etc. without resorting to bookkeeping.

MOVEMENT OPTIONS

When an aircraft has its movement phase the owning player must choose from the following options:

NO MOVEMENT

The player declines to move the aircraft. It simply remains in its deployment square. The movement phase is over for that aircraft.

If the player decides to attempt to move his aircraft then he can choose to move either vertically, laterally or both (in any order). Alternatively, he may attempt a Special Manoeuvre.

VERTICAL MOVEMENT (VC or VD)

This is an attempt to move the aircraft directly into a higher or lower altitude band.

The player must specify which type of Vertical movement is being attempted, before he draws the card. He may not change the type attempted once the card has been drawn. Under no circumstances may a VC and a VD manoeuvre be attempted in the same turn

The player turns over a card. If the number is less than or equal to the aircraft's current VC or VD number (as appropriate) then the manoeuvre is successful. The aircraft is moved directly up (for VC) or down (for VD) one level on the grid into the same numbered square. Note that an aircraft in the Hearts altitude band cannot climb and an aircraft in the Spades altitude band cannot dive. If the card drawn exceeds the relevant number then the vertical movement cannot take place this turn.

(E.g.: An aircraft is located in the 9 of Diamonds square. It has a VD number of 5 and a VC number of 3. The owning player declares a VD move. He draws a card. It is a 4 of hearts. As this is less than the VD number the player must now move the aircraft down to the 9 of Spades. Had he drawn a higher card than a 5 then the VD movement would have failed. He is not be able to attempt a VC move this turn)

LATERAL MOVEMENT (M)

This is an attempt to move an aircraft horizontally on the grid. The owning player announces the attempt and turns a card. If the number is less than or equal to the aircraft's M number then the attempt is successful. The aircraft is moved across the grid horizontally. The distance moved is between 1 square and the number drawn on the card, at the owning player's discretion. A successful M manoeuvre must always result in at least 1 square of lateral movement.

(E.g.: An aircraft has an M number of 6. Its player announces an M manoeuvre. The card drawn is a 3 of Diamonds. The owning player must move the aircraft 1-3 squares horizontally. Had the player drawn a 7 or more then no lateral movement is allowed this turn)

Note that an aircraft moving horizontally may move into a different altitude band by moving off the end of a row (e.g. from Ace of Diamonds to King of spades). This is perfectly acceptable and does not preclude a Vertical manoeuvre (in either direction) in the same turn.

COMBINING VERTICAL AND LATERAL MOVEMENT.

An aircraft may make a maximum of one Vertical Movement (VC or VD) attempt plus a Lateral Manoeuvre attempt (M) in a single turn. These attempts may be made in any order. There is no obligation to move. An aircraft may solely attempt one type or the other, both or none, at his discretion. A player does not have to specify in which direction an 'M' move will be made before he draws the card. However, a player must always make clear what he is attempting to do before drawing a card. (It will be enough to announce "VC", "VD" or "M"). If the attempt is successful that type movement must be taken BEFORE drawing any further card.

SPECIAL MANOEUVRES

Special manoeuvres are distinct flight actions that may move the aircraft across the grid in a specific way.

A player must declare the special manoeuvre being attempted. The aircraft in question may not combine a special manoeuvre with normal VC/VD or M movement.

Only one special manoeuvre may be performed/attempted in a turn.

Pilots/Crew rated as POOR may not use special manoeuvres.

Crippled aircraft may not attempt special manoeuvres.

The special manoeuvres are given their own numbers on an aircraft's performance listing. To perform the manoeuvre requires the drawing of a card equal to or less than the number given. The special manoeuvre must be taken in full if the attempt is successful. Special Manoeuvre numbers are modified if a pilot is rated GOOD or better (+1).

If the special manoeuvre fails the aircraft remains in its deployment square. It may not attempt Vertical or M movement in the same turn.

Special manoeuvre numbers play no role in jinking against enemy gunfire.

POWER DIVE (PD)

This allows the aircraft to dive TWO altitude levels directly down on the map. The aircraft is moved directly DOWN two altitude bands into the same value square. No horizontal movement is allowed.

CLIMBING ROLL (CR) / DIVING ROLL (DR)

This covers such manoeuvres as Immelmann turns, Split-S, Barrel-Rolls etc. The aircraft moves vertically one Altitude band and then horizontally one square (left or right). This is the final resting square. If climbing use the CR number, if diving use the DR number. The type of Roll being attempted must be declared before the card is drawn.

Rolls may be used to exit the grid if the aircraft is eligible and the final square of movement would take the aircraft off the King of Hearts or Ace of Spades square.

EXAMPLES OF MOVEMENT

i) Aircraft is located in the 6 of Diamond square. It has a VD number of 5, a VC number of 3 and an M number of 7 (VD5-VC3-M7). Player attempts a VD move first. Card drawn is 10 of Spades. No VD move. He then attempts an M move. Card drawn is 9 of hearts. No M move possible. Aircraft remains in place. End of turn. Note that he cannot attempt a VC move this turn, having already attempted a VD.

ii) Aircraft in Q of Clubs. VD5-VC3-M6. It attempts an M move and draws a 4 of spades. The aircraft must now move 1-4 squares horizontally. The player decides to move 3 squares left. The aircraft finishes in the 2 of Hearts square. The player now has the option of trying to dive into the 2 of Clubs square using a VD move. He declines to attempt this. End of turn.

iii) Aircraft located in the King of Diamonds. VD5-VC3-M5. He announces a VD attempt and draws 3 of Spades. This is a success against the VD number (5) and aircraft dives into the King of Spades. The player then announces an M attempt. He draws 5 of hearts. He must now move 1-5 squares horizontally. The aircraft moves 2 squares to the left, finishing in 2 of Diamonds. End of turn.

iv) Aircraft located in 7 of Hearts. VD6-VC3-M5. He announces a VD attempt (he can only dive at this altitude band). He draws a 2 of Spades and dives to 7 of Clubs. He then announces an M attempt but draws a 6 of spades. His M attempt has failed and the aircraft finishes in 7 of clubs. End of turn.

v) Aircraft located in Jack of Diamonds. VD5-VC3-M6. He announces an M attempt and draws 4 of Clubs. This allows him to move 1-4 squares horizontally. He moves 3 squares left and finishes in Ace of Clubs. He then attempts a VC move and draws 2 of Spades. This is a success and the Aircraft climbs into Ace of Hearts. End of Turn.

vi) Aircraft located in 6 of Diamonds attempts a Climbing Roll (CR). His CR number is 3. He draws Ace of Hearts. He must now move into either 7 or 5 of clubs to complete the manoeuvre. He cannot attempt any other type of movement this turn, even had the CR been unsuccessful. The aircraft moves into 7 of Clubs. End of turn.

There are no obstacles whilst moving across the grid. Aircraft of either side may freely move into or through squares containing other aircraft. In theory an unlimited number of aircraft may occupy the same square at the end of a turn.

Aircraft may exit the grid via the King of Hearts or Ace of Spades square. They do so by expending a square of lateral movement to move off the grid. This may be a temporary exit (in which case the aircraft will be redeployed on the map next turn) or a permanent exit (aircraft may not return). The conditions which allow an aircraft to exit must be specified at the start of a scenario.

RISKY MANOEUVRES (RMs)

For basic movement or a special manoeuvre attempt a player may announce that he is attempting a 'Risky Manoeuvre'. This represents the pilot flying his aircraft at or beyond its design limits in the heat of combat. In certain circumstances a jinking aircraft will also have to take an RM test. This will be covered later in the rules.

If attempting an RM a player will draw TWO cards from the deck to determine the outcome of the manoeuvre. If he is using normal Movement (VC, VD or M) then he may only apply this procedure to one element of the move if he is combining vertical and lateral movement.

E.g. If a player attempts a VC and then an M attempt in the same turn he can apply the RM procedure to EITHER the VC or M attempt, NOT both.

On drawing the two cards the owning player can chose which to apply to his aircraft at his option. The other card is ignored. The cards are never combined.

EXAMPLES

- i) *An aircraft is trying for a Vertical Dive. Its VD number is 5. The player declares an RM and draws TWO cards for the attempt. The cards drawn are 9 Hearts and 4 Clubs. The player uses the 4 Clubs and performs the VD*
- ii) *An aircraft attempts a VD. It has a VD6 and draws 3 Diamonds. He dives one altitude level. He then attempts an M manoeuvre. He desperately needs this so he declares an RM for the lateral move. He has an M number of 6 and the two cards drawn are the Ace of Clubs and 5 of Spades. The player elects to use 5 of spades and can now move from 1-5 squares laterally.*

There is no additional benefit if both the RM cards are successful and of course, there is no guarantee that either card will be!

Whatever the result of the RM, whether the aircraft involved is successful in moving or not, it must test for RM damage at the end of its movement phase.

RM DAMAGE

Like gunnery damage, RM damage is expressed in Hit Points and is added to the running total of Hit Points sustained by an aircraft.

After the completion of movement containing an RM (whether it was successful or not) the owning player draws a single card and from it deducts the aircraft's RM number. If there is a positive number remaining then the aircraft sustains that number of Hit Points immediately. If the number is zero or negative, then the aircraft sustains no damage.

EG an aircraft completes its movement phase, which included an RM attempt. He tests for RM damage. His RM number is 9. He draws the 6 of Diamonds and sustains no damage. Had he drawn a 10 through to King (value = 13) then he would have scored the difference as Hit Points. He would then have to test for Spinning, as he took RM damage.

Note that it is possible for an aircraft to be destroyed or crippled as a result of RM damage and if he draws an Ace for RM damage this is a Critical Hit (see appropriate rule section).

Note that RM damage does NOT prevent an aircraft shooting in the combat phase if it is still flying and has not entered a spin.

SPINNING

An aircraft may enter a spin involuntarily as a result of RM damage or voluntarily to try and avoid being hit by an enemy attack.

Whenever an aircraft takes ANY number of Hit Points as a result of an RM check and is still flying the owning player immediately tests to see if it has entered a spin. Each aircraft has a CONTROL (CON) number allocated to it on its listing. This reflects how likely it is to spin – the higher the number the less likely the aircraft is to enter an involuntary spin. This number may be modified by the pilot's ability-rating (see Crew Ability section).

The player draws a single card from the full deck and compares it the aircraft's CON number (modified as necessary). If the card is equal to or less than the CON number then the aircraft has passed the test and remains under the control of its pilot. If the card drawn is greater than the CON number then the aircraft has spun.

If an aircraft spins it is immediately marked as such. This can take the form of a dedicated marker being placed alongside /upon it, the aircraft being immediately faced 'down' on the map or some such mechanism to indicate it is spinning.

The aircraft remains in its current square for the moment and suffers the following conditions:

- A spinning aircraft may not conduct ANY kind of combat action for the remainder of the turn (Attacking OR Defensive Fire)
- If an enemy aircraft shoots at the spinning aircraft then there is a +2 modifier to the attacker's Target Number.

SPIN RESOLUTION

At the end of the turn but prior to removal of aircraft from the map, any spinning aircraft must be tested to see if the pilot regains control or if it crashes and is lost.

The recovery of a spinning aircraft depends solely on its crew ability rating.

The player determines the recovery number as follows:

ACE/GOOD = 10
AVERAGE = 8
POOR = 6

The player draws a card. If the value is equal to or less than the recovery number as above then the aircraft has recovered from the spin.

If the value is greater than the recovery number then the aircraft has not recovered from the spin. The aircraft is moved directly DOWN the map one altitude level and spin recovery is attempted again. This continues as long as the spin recovery attempts fail. If a spin recovery attempt succeeds then the aircraft has pulled out of the spin.

If an aircraft in the SPADES altitude band fails its recovery attempt then the aircraft has crashed and is lost.

The above test and procedure is also applied to an aircraft that voluntarily enters a spin to avoid an attack from an enemy aircraft. This will be covered in detail in the combat section of the rules.

DAMAGE

An aircraft may be damaged by enemy gunnery or by RM damage. All damage is expressed in terms of Hit Points. A running record is kept for each aircraft of the number of Hit Points sustained. When an aircraft receives Hit Points totalling equal to or more than its starting Hit Point value it is destroyed and immediately removed from the game.

An aircraft that receives half or more of its hit point total (round fractions UP) but not enough to shoot it down is CRIPPLED.

An aircraft which is damaged but has received less than half of its initial hit point value is unaffected.

EXAMPLE An aircraft with a Hit Point Value of 5 is destroyed when it sustains 5 or more hit points. It is crippled by 3-4 Hit Points. It is damaged but otherwise unaffected by 1-2 Hit Points.

CRIPPLED AIRCRAFT

COMMON EFFECTS – applying to all types of aircraft

A crippled aircraft immediately has its VC, VD and M numbers halved (round up). It may not use any Special Manoeuvres. In addition any gunfire from the crippled aircraft suffers a +2 modifier to the number of guesses required. It will also have to test for progressive damage. If a Crippled aircraft spins then the recovery number is HALVED.

EXAMPLE

An aircraft with a Hit Point value of 5 receives 4 Hit points and is crippled. It has an Average Pilot.

Its starting numbers are VD5-VC3-M6. Immediately the aircraft is crippled its numbers become VD3-VC2-M3. If, later in the game, it fires its guns at a target then +2 is added in addition to any other modifiers for shooting. It must test for progressive damage at the end of each turn, including the current one. If it is a two-seater it must also make a one-off test for loss of Defensive Fire immediately it is crippled. If it enters a spin its recovery number is halved to 4.

PROGRESSIVE DAMAGE

At the end of a turn any aircraft that are crippled must check to see if there is any deterioration in their condition. This includes the turn on which the aircraft became crippled. Draw a single card for each crippled aircraft.

Ignore any suit drawn other than HEARTS. If a Heart is drawn then this indicates deterioration in the aircraft's condition. The extent of the deterioration depends on the Heart drawn.

If an ACE is drawn the aircraft is destroyed.

If a PICTURE card (K, Q or J) is drawn then the aircraft adds 2 Hit Points to its total damage.

Any other Heart card adds 1 Hit point.

SPECIFIC EFFECTS: TWO - SEATERS: DEFENSIVE FIRE

In addition to the common effects of being crippled a two-seater may also lose the ability to use defensive fire. When a two-seater becomes crippled immediately draw a single card from the deck. If it is a picture card of any suit (K, Q, or J) then the aircraft may no longer use defensive fire for the rest of the game. Its log is noted accordingly (*this represents the observer/gunner being incapacitated*). If any other card is drawn the aircraft retains its defensive fire capability, albeit with the standard +2 penalty. This test is a ONE TIME check when the aircraft is first crippled and no further such test is made for that aircraft.

A Bomber DOES NOT have to take this test. If it is crippled a bomber retains its Defensive Fire capability automatically, although with the standard +2 penalty.

COMBAT ACTIONS

As described in the sequence of play, an aircraft at a higher altitude has the opportunity of attacking before a lower one. Combat actions are voluntary. An aircraft is never obliged to fire.

There are two types of Gunnery available in the game – ATTACKING and DEFENSIVE FIRE.

Broadly speaking SCOUTS will be usually be armed with Attacking Weapons only. BOMBERS will be armed with Defensive Weapons only. TWO-SEATERS may be armed with both.

ATTACKING

ONLY aircraft with Attacking Weapons may INITIATE combat. They do so at the appropriate point in the turn, depending on their position on the board and providing that no combat prohibitions are in force. Attacking Weapons have a maximum lateral range of 3 Squares.

The range quoted above does not include the shooter but does include the target. Range is always measured laterally, never vertically.

(E.g. An aircraft is located in the Ace of Clubs square. If eligible for Attacking Fire it may attack any target in the 2, 3 or 4 of Clubs or in the King, Queen or Jack of Diamonds squares.)

Aircraft may not attack a target in the same square as itself. Only one target may be fired upon by an individual aircraft using attacking fire per turn. If there is a choice of targets for attacking fire then the firer may select any as desired. It does not have to fire at the closest. Aircraft do not block shots. Intervening aircraft are ignored.

If an aircraft is in the same square as an enemy aircraft then it may neither shoot nor be shot at.

If there is more than one friendly aircraft in a square then only ONE may use attacking fire (at the choice of the owning player).

If there is more than one potential target in a single square then the shooter may choose which target to engage.

ATTACKING FIRE: SHOOTING PROCEDURE

- Attacker nominates target.
- Shooter marks off ammo from his log for that aircraft (providing the attack is not aborted due to defensive fire). See AMMUNITION rules.
- The target may declare any appropriate response to the attack and resolve it

Provided the attack is not aborted due to Defensive Fire the attacker must then determine the TARGET NUMBER that is required for a potential hit.

The Target Number is the RANGE in squares from the shooter to the target (1, 2 or 3) modified by the following factors:

- +1, +2 or +3 if the target successfully jinks against the incoming fire
- +2 if target is SPINNING
- +1 if the shooter is of POOR ability
- +2 if the target is in a sun zone square and shooter is not (or is in a lower sun-zone square)
- +2 if the attacker is CRIPPLED

- 1 if the attacker is of ACE or GOOD ability

The shooter will now have a Target Number; this being the range, plus any appropriate modifiers as above. If the target number is now 0 a potential hit is automatically scored.

Otherwise, the shooter draws a reference card from the pack. He must then correctly guess whether the next card drawn will be higher or lower in value. He continues to do this against the immediately preceding card as long as he is correct. Once the number of correct guesses equals the target number then the shot is successful. If, at any stage in the sequence, the shooter makes an incorrect guess about the next card then the shot has missed and has no effect on the target. Note that if the same value card is drawn in the guessing sequence as the previous one this is always a miss.

TARGET RESPONSE

After the attack is declared the target may declare a response against the attack. This may be a JINK, a SPIN or DEFENSIVE FIRE. These options are mutually exclusive against a single attacker. These are optional responses from the target. It may elect to do none of these. Not all aircraft types may have the full range of options in response to an attack upon it.

JINKING

Jinking is an option for SCOUTS or TWO SEATERS who are the target of an attack. Bombers may NOT jink.

If the target jinks it is actively defending against the shooter by trying to spoil its aim. The target aircraft stays in the same square throughout.

The target immediately draws cards against its VD and M numbers. If the cards drawn are equal to or less than the respective numbers then add 1 to the Target Number for each such card. After these cards are drawn and whatever the result, the target may then draw a further jinking card against his VC number. This is entirely optional.

If the target does draw three jinking cards then, whatever the result of the jink, this counts as a Risky Manoeuvre. AFTER the result of the attack is determined the target, if still flying, undergoes an RM test as previously described and may go on to suffer damage as a result. If it does so it will also take a Control test to see if it enters a spin.

Regardless of whether the Jinking attempt was successful or not the target aircraft loses its right to take an ATTACKING combat action for the rest of this turn. (However, aircraft that have already attacked earlier in the turn and are now fired upon may elect to jink). If, due to a failed RM/CON test, the target enters a spin then normal prohibitions and effects apply to any attacks made upon it later in the same turn.

If an aircraft is fired on more than once in a turn and decides to jink it draws separate cards for jinking against each attacker.

VOLUNTARY SPIN

The target of an attack may immediately declare that he is entering a voluntary spin. This applies to ANY type of aircraft (including Bombers). The aircraft is marked as such and the attacker immediately gains a +2 penalty to his Target number.

The Target aircraft remains in a spin throughout the rest of the turn and the spin modifier applies to any subsequent attacks made on the target later in the turn.

The target aircraft may not make any further combat responses, nor may it attack or use defensive fire for the rest of the turn. Aircraft that have already attacked or used defensive fire earlier in the turn may still declare a spin against a later attack.

Assuming it survives the attack(s) upon it the target will have to test for recovery at the end of the turn as per the Spinning rules.

EXAMPLE OF ATTACK

A Scout is located at Q of Clubs. It has an enemy Scout located at 10 Clubs. This is within range so the aircraft fires. The player marks off one ammo point. The range to the target is 2 squares.

The target has the option of jinking, going into a voluntary spin or neither (the target cannot use Defensive Fire as it is only armed for attacking).

The target declares he is jinking (by jinking, the target may not conduct an attack of its own this turn). The target aircraft has a VD number of 5, a VC number of 3 and an M number of 7 (VD5-VC3-M7). The target draws a card against his VD number. It is the 8 of Spades. This is a fail as it exceeds the VD number. He draws the Jack of Hearts (value 11) against his M number of 7. This is also a fail. The target has to decide whether to draw a third card for jinking against his VC number of 3. He decides to do so and draws the 2 of Clubs. This is a success and +1 is added to the enemy's target number.

However, the target will have to take an RM test after the combat is resolved as the jink has become a Risky Manoeuvre due to the third jinking card being drawn.

The target number for the shooter in this example is therefore:

*Range = +2
Target Jink +1*

The Final Target Number is 3. The attacker needs to make 3 correct guesses to score a potential hit.

The shooter draws a reference card: 3 Clubs.

First guess: HIGHER. Next card drawn is 10 Hearts. (1 Correct)

(The shooter then has to guess against 10 hearts)

Second guess LOWER. Next card drawn is 5 Diamonds. (2 correct)

Third guess HIGHER. Next card drawn is 3 of Spades. As the final guess was incorrect the attacker has missed.

The target will now take an RM test. If he takes any Hit Point damage as a result he will also take a CON test to see if he goes into a spin.

EFFECT OF GUNNERY

The aircraft lists show how effective its guns are. This is expressed as a negative number (e.g. -3, -4, -5 etc). This varies depending on range. If gunnery results in a potential hit draw a card and subtract the gunnery effect number for the shooter. Any remaining result is the number of HIT POINTS scored on the target. If the resulting number is 0 or less then no damage has been inflicted.

EXAMPLE: An aircraft scores a hit on a target. The shooter's gunnery effect number is -5 at the range concerned. The shooter draws a card for damage. It is the 9 of Clubs.

4 Hit points are scored on the target (9-5). Had the card drawn been 5 or less then no damage would have resulted.

CRITICAL HITS

If an ACE is drawn for damage (including RM damage), treat this as a Critical Hit on the target, rather than counting it as a value of '1'.

Immediately draw another card. Score the value of this card in Hit Points against the target, with no deduction. If this second card is also an ACE, however, then the target is automatically destroyed.

ATTACKING PROHIBITIONS

If an aircraft;

- Jinked against incoming gunfire (whether successful or not)
- Suffered any GUNNERY damage this turn (1 Hit Point or more)
- Is spinning
- Is in the same square as an enemy aircraft or
- Is in a cloud square

It may not attack this turn (unless, in the first three cases above, it has already done so).

DEFENSIVE FIRE

There are two types of Defensive Fire, depending on whether the aircraft using it is a Two Seater or a Bomber.

Defensive Fire represents fire from multiple mounts on Bombers or by an observer for Two-Seaters. Regardless of the firing platform, Defensive Fire always has a lateral maximum range of 2 Squares.

Defensive fire may never be used to initiate an attack against an enemy aircraft. It may only be used in response to an attack.

The effects of Defensive Fire are determined BEFORE the Attacking Fire which prompted it. An attacker may not jink/spin against Defensive Fire. Regardless of the firing platform Defensive Fire functions similarly to attacking fire in that it requires a Target Number and successful guesses by the shooter against a sequence of cards.

The Target Number for defensive fire is:

The range to the target DOUBLED; modified as follows:

- +2 if the target is in the sun zone (unless attacker in higher-value Sun square)
- +2 if the shooter is CRIPPLED
- +1 if the shooter is POOR ability
- 1 if the shooter is GOOD ability.

Once the target number is established the procedure for determining a potential hit and damage is as per attacking fire.

If any damage is scored on the attacker (1 Hit Point or more) then the attacker ABORTS the declared attack. The attacker does NOT mark off any ammo for the aborted attack, nor may it attack another target this turn.

DEFENSIVE FIRE FROM TWO-SEATERS

A Two-Seater may only declare Defensive Fire against an attack directed at itself. A Two-Seater may only use Defensive Fire at any ONE attacker in a turn. Defensive Fire does not prevent a Two-Seater using attacking fire in the same turn. Any number of Two-Seaters in the same square may use Defensive Fire in a response to an attack upon itself.

If a Two-Seater uses Defensive fire AND Attacking Fire in the same turn then it may not shoot in the SAME direction, horizontally.

For example, if Two-Seater uses Defensive Fire against an attack made upon it by a 'higher' attacker (i.e. to its LEFT) it may only attack an enemy aircraft which is 'lower' (i.e. to its RIGHT) – assuming it does not suffer from a combat prohibition. (NOTE: The use of 'higher' and 'lower' in this context refers only to HORIZONTAL positioning)

Two-Seaters keep a record of ammunition expended on Defensive Fire.

DEFENSIVE FIRE FROM BOMBERS

A Bomber may use defensive fire in response to an attack upon itself or against an attack upon itself or any friendly BOMBER in the same square. It may not use this to support a friendly Scout or Two-Seater that is under attack in the same square.

A Bomber is not restricted to one Defensive Fire but may fire at as many attackers as it is eligible, and in either horizontal direction. It may only fire once at each attacker, however.

Defensive Fire from Bombers has unlimited ammunition in the game.

The attacker must be in the normal Defensive Fire range of 2 squares.

A CRIPPLED bomber may only use Defensive Fire against an attacker targeting itself.

Any number of friendly bombers in the same square may use Defensive Fire against an attack upon one of them. However, if the target Bomber of an attack declares a spin response then other Bombers in the same square may not use Defensive Fire against the attacker.

EXAMPLES OF DEFENSIVE FIRE

- i) *Player A has Scouts located in 7 and 6 of Spades squares. Player B has a Two Seater located in 4 of Spades. Player A declares he is attacking the Two-Seater with his 7S Scout. The range is 3 squares. Player B cannot use Defensive Fire against this attack as he is out of range for Defensive Fire. He is wary of going into a spin as he could easily crash at this altitude. He therefore declares a jink against this attack. By doing so the Two-Seater can no longer declare an attack of its own this turn. For the purpose of this example we assume that this attack fails.*

Player A then declares an attack with the Scout in 6S. The range is 2 squares so the Two-Seater now has the option of using Defensive Fire against this attack (he may still jink or spin if he prefers). Player B declares Defensive fire. The Target Number for the Defensive Fire is 4 (range x2). Player B needs to make four correct guesses to hit the attacker. Let us assume he does so. The effectiveness rating for the Defensive Fire at this range for this two-Seater is -8. Player B draws a 10 for damage and therefore scores (10-8) 2 Hit Points on the attacking Scout. This is not sufficient to shoot down the attacker but he is required to abort the attack as he has suffered damage.

Note that if this Two-Seater was to be attacked later this turn (from a lower Spade square) then he would still be able to jink or spin, but he cannot fire defensively again this turn

- ii) *Two friendly Bombers (A & B) are located in 7 Diamonds. An enemy Scout is located at 6 Diamonds. The scout declares an attack on Bomber A. Both Bomber A and Bomber B can use Defensive Fire at the Scout. If they do so then the Scout will have to undergo TWO Defensive fires (one from each Bomber) before attacking, if able.*

Alternatively, Bomber A could declare a spin against the attack, in which case Bomber B can NOT fire defensively in support. Bombers cannot jink.

AMMUNITION

Ammunition records are kept for Scouts and Two-Seaters only. Bombers are assumed to have unlimited ammo for their defensive weapons.

An aircraft will have a certain number of ammo bursts listed for both attacking and defensive fire. These are marked off when used, one per shot.

This continues until there is ONE ammunition point left for a particular gun. This is NOT automatically marked off when a shot is taken.

If an aircraft declares an attack and this involves the FINAL ammo point (whether an attacking or defensive weapon) then the owning player immediately draws a card from the deck to see if this last ammo point is used up by this attack or is indeed, available at all.

The result is determined by the SUIT drawn.

If the card is BLACK (Spade or Club) then the attack proceeds as normal. The final ammunition point is deleted and that weapon is out of ammo after the attack.

If the card is a HEART then the attack proceeds as normal. Do NOT delete the final ammo point. Future attack(s) may be made with the weapon, repeating this procedure.

If the card is a DIAMOND then the gun is out of ammo already. The proposed shot CANNOT be made and the final ammo point is deleted.

JAMMING GUNS

These rules for jamming guns NEVER apply to Defensive Fire from Bombers. Only Scouts and Two Seaters are subject to gun jams.

If, during a combat sequence, a miss is scored for Attacking or Defensive Fire due to the SAME VALUE CARD being drawn (i.e.: neither higher nor lower) then the firing gun is immediately JAMMED.

A suitable note is made against the log of the affected aircraft. That gun may not fire again until successfully unjammed.

For Two Seaters armed with both attacking and defensive weapons it is entirely possible for the defensive weapon to be jammed but not the attacking weapon (or vice versa). Jamming is specific to the individual weapon concerned.

An aircraft tests to see whether it can unjam a weapon at the end of the turn (this INCLUDES the turn on which the weapon jammed).

The testing aircraft simply draws a card. The suit of the card determines whether the attempt to unjam the weapon is successful, depending on the crew ability for that aircraft.

An ACE/GOOD crew requires a HEART, DIAMOND or CLUB to unjam.

An AVERAGE crew requires any RED card.

A POOR rated crew requires a HEART.

If the unjam is achieved its log notation is removed and the weapon is available to shoot at the next opportunity. Otherwise the jam remains and must be retested at the appropriate point next turn.

An aircraft with both attacking and defending weapons jammed may attempt to unjam both during the same turn drawing separate cards for each.

Example: A Scout is attacking and has a target number of two guesses to score a hit. He guesses correctly for the first attempt but for the second he draws the 6 of Hearts against his previous 6 of Clubs. Not only is this a miss but the Scout's guns have jammed. At the end of the turn the Scout attempts to remove the jam. He draws a Club. He is an AVERAGE pilot and therefore needed a RED card to unjam his guns and has therefore failed to do so.

His guns will remain jammed throughout the next turn, until he can test again.

CREW ABILITY

Crew Ability differentiates capabilities of pilots and aircrew. Scenario designers should specify crew abilities on either side.

For single-seat fighters the ability relates to the pilot. For multi-crew aircraft the ability applies to the crew AS A WHOLE.

The ability categories are as follows:

ACE – An outstanding pilot who has scored 5 or more kills and who has exceptional flying ability and situational awareness. A crack shot. In these rules only SCOUTS can have an Ace rating.

GOOD – An experienced, well trained pilot/crew. Well motivated or led. All types of aircraft can have this rating.

AVERAGE - A competent pilot or crew which has progressed past the novice stage.

POOR – A novice or green pilot often pushed into action with insufficient flying time or training. Also, just the plain inept. For a crew this will be poorly led, ill-motivated or badly trained.

EFFECTS IN GAME TERMS

Crew Ability has the following effects in the game:

AVERAGE – none.

GOOD – **increase** VD, VC, M and special performance numbers by 1 (However, if a particular aircraft is prohibited from using certain Special Manoeuvres then this prohibition remains). Any shooting receives a -1 to the Target Number for a potential hit. This applies to both Attacking and Defensive Fire. Increase CON number by +2 (to a maximum of '12')

ACE (Scout pilots only) – As for a ‘GOOD’ pilot. In addition an Ace draws TWO deployment cards each turn and chooses which one he wants to use to deploy his aircraft. He does so AFTER all other deployment. If there are opposing Aces in a game, the players can choose in secret which of the two deployment cards to use. In a solo game cut cards for priority for each Ace with the lowest value having to deploy first.

POOR – **reduce** VD, VC and M numbers by 1. A poor rated aircraft may not use ANY special manoeuvres. In addition a poor aircraft may only select EITHER a VD, VC or M attempt in a single turn. It may not attempt lateral AND vertical movement in the same turn. A poor-rated aircraft MAY attempt Risky Manoeuvres. If shooting, a poor aircraft suffers a +1 penalty to the target number, whether using Attacking or Defensive Fire. The CON number is reduced by -2.

FORMATIONS

Most WW1 dogfights broke up into individual duels with little in the way of mutual support or control. These rules reflect this.

There are TWO types of Formation permitted in the game:

CONTACT FORMATION – this is the initial formation of opposing aircraft at the point of first contact.

BOMBER PAIRS – these are Bombers that are deployed together to try and provide mutual support.

Note that the use of the word ‘Formations’ only applies to the DEPLOYMENT of aircraft on the map. Once deployed, aircraft always determine movement and combat separately and individually. They are never required to stay together, nor do they move as a single entity,

CONTACT FORMATIONS

All aircraft may adopt Contact Formations, unless specifically prohibited by the scenario instructions. Contact Formations are only allowed to aircraft on the first turn of the game or on their first turn in play, if appearing later as reinforcements. It must be specified, at the start of a scenario, what contact formations are permitted, if any. Effectively, a Contact Formation represents aircraft in transit at the point that they first encounter the enemy.

A contact formation consists of 2-6 aircraft, and uses a single square into which ALL aircraft of the Contact Formation are deployed using a single deployment card. Aircraft in a Contact formation must be of the same type/model. There may be more than one Contact Formation per side. This will depend on the scenario instructions.

Aircraft deployed in a contact formation are NOT required to remain in formation during movement or engage the same targets during combat. Only deployment is affected. The aircraft move and have combat individually, as desired.

BOMBER PAIRS

As the name implies this deployment formation is allowed only to Bomber aircraft and is an attempt to maintain some kind of mutual support in battle. There is also limited continuity between turns when forming Bomber pairs.

If a player has two or more Bombers occupying the same square at the end of a turn he may declare that he will form pairs of Bombers, using the aircraft in that square, when deploying next turn.

When declaring this option the player can only use a maximum of two Bombers to form a pair. However, he is allowed to form as many pairs from an individual square as he wishes, depending on the number of aircraft available. Any odd remaining numbers of aircraft in a square MUST be deployed individually next turn.

EG a German player has 8 Gotha Bombers in play at the end of a turn. He has three aircraft in QS square and another three aircraft in 6D. He has one aircraft in 4C and 7C squares.

The German player declares that he will form a pair of Bombers from the three aircraft in QS. The third aircraft must deploy individually next turn. He then declares that he will form a second pair from the three aircraft available in 6D. Again, the third aircraft must be deployed individually, as must the single bombers in 4C and 7C. Note that the excess aircraft in the QS and 6D squares could not form a pair themselves. Had the player, for example, had four aircraft in a single square then he could have formed two pairs from them, if he so wished.

When deploying Bomber pairs the owning player simply draws a single card and places both aircraft in the same square. As before, there is no obligation for these aircraft to remain together or attempt to mirror movement in the upcoming turn.

There are some situations where a player may NOT form Bomber pairs.

- i) If prohibited by scenario instructions
- ii) If there is one or more uncrippled enemy aircraft in the same square at the end of the turn. No pairs may be formed from such a square.
- iii) If a Bomber is CRIPPLED it may not be part of a Bomber pair at any time.
- iv) Two POOR rated Bombers may NOT form a pair.
- v) Bomber pairs may not be formed from a cloud square

Note that forming a Bomber pair is optional. It is up to the player whether he decides to do so.

ENVIRONMENT

Some squares may be designated as having an environmental feature which will impact on play.

CLOUD

A cloud square should be determined at the outset by drawing a card and placing an appropriate marker in the indicated grid square to designate it. Cloud squares may be individual or linked adjacent squares which form a cloudbank. If a scenario specifies the presence of a cloudbank of, say, 4 continuous squares then only one card need be drawn. This indicates the leftmost square of the cloudbank and all other markers are placed accordingly.

An aircraft in a cloud square may neither shoot or be shot at.

Note that only aircraft actually in a cloud square are affected. Intervening cloud squares between a shooter and its target do not block shots.

THE SUN ZONE

The Sun Zone represents a blind spot for aircraft 'looking' into that area. It is represented on the board by THREE linked adjacent squares. ALL squares of the Sun Zone must be HEARTS squares. Suitable markers or models should be placed in the three squares to designate them as the Sun Zone.

The Sun Zone may be designated by drawing a card. The card drawn represents the middle card of the Sun Zone and one marker is placed either side of it to form the three-square Zone. However, if drawing the King or Ace then this represents the outermost edge of the Zone and the two other markers are placed in the two adjacent squares to the right or left, respectively.

Aircraft in the Sun Zone may shoot out at aircraft not in the Sun Zone with any weapons as per normal rules.

If shooting from a non-Sun Zone square at a target in the Sun Zone, gunnery has a +2 modifier to the final guess number for a hit.

If shooting from one Sun Zone square to another the penalty +2 modifier only applies if shooting at a target in a HIGHER value sun square.

These penalties apply to both Attacking and Defensive Fire.

EG The Sun Zone in a particular game consists of 7, 6 and 5 of Hearts. Opposing aircraft are located in 7 and 5 of Hearts. If either of these aircraft is shot at by aircraft located outside the Zone then they both cause a +2 modifier to the attacker's Target Number. If either of these aircraft shoots at targets outside the Zone then their own fire is unaffected.

If these aircraft were to engage each other then the aircraft in 7 of Hearts would fire with no modifier as the target would be in a lower value Sun square. If the aircraft in the 5 of Hearts fires then it WOULD have the +2 penalty as the target is in a higher value Sun square.

Sun and Cloud squares should normally be fixed throughout a scenario (that is they are not redeployed each turn, as aircraft are). Cloud squares have precedence over sun squares.

SURVIVAL

(In the course of a one-off scenario the fate of individual aircrew is of academic interest. If playing an ongoing campaign-type game the fate of aircrew may become vital)

Although aircrew in WW1 were not issued with parachutes this did not mean that all were KIA if their plane was lost. Some aircraft were able to glide down for a crash landing, for example.

If the fate of aircrew is to be determined the following rules apply:

When an aircraft is lost then aircrew draw a card against a 'Survival Number'. Players may draw a card for individual aircrew if desired. If the card drawn for that crewman is equal to or less than the Survival Number then the crewman has survived. Otherwise he is lost.

The Survival Number varies depending on the circumstances of the aircraft destruction:

If an aircraft is destroyed as a result of a CRITICAL HIT then all crew is automatically killed.

If an aircraft is lost as a result of being unable to pull out of a spin the Survival Number is 4.

For any other cause the Survival Number is 5.

Add +1 to the Survival Number above if the aircraft's pilot/ crew is rated ACE or GOOD.

Deduct -1 if the rating is POOR.

1A: SCOUTS

TYPE	BASIC MOVE			HITS ()	SPECIAL MVR			AMMO []	ATTACK @			RM	CON
	M	VC	VD		PD	CR	DR		1	2	3		
ALLIED SCOUTS													
DH2	4	3	4	(4)	x	2	2	[3]	-6	-7	-8	7	8
DH5	4	4	6	(6)	2	2	3	[5]	-5	-6	-7	9	8
Hanriot 1	5	5	7	(6)	3	3	4	[5]	-5	-6	-7	9	9
Nieuport 11	4	3	5	(4)	2	2	3	[3]	-6	-7	-8	7	10
Nieuport 17	5	5	6	(5)	2	3	3	[3]	-5	-6	-7	8	9
Nieuport 24	5	5	6	(5)	2	3	3	[3]	-6	-7	-8	9	9
Nieuport 27	6	5	6	(6)	2	3	3	[5]	-3	-4	-5	9	9
Nieuport 28	8	5	6	(6)	2	3	3	[5]	-3	-4	-5	9	9
RAF FE8	4	4	5	(4)	2	2	3	[3]	-6	-7	-8	7	10
Se 5a	7	5	7	(7)	3	3	4	[5]	-4	-5	-6	10	10
Sopwith Dolphin	6	6	7	(7)	3	3	4	[5]	-3	-4	-5	10	10
Sopwith Camel	8	6	7	(6)	3	3	4	[5]	-3	-4	-5	9	9
Camel (RNAS)	8	7	8	(6)	3	4	4	[6]	-4	-5	-6	9	9
Sopwith Pup	5	4	6	(6)	2	2	3	[5]	-5	-6	-7	8	11
Sopwith Triplane	7	5	7	(6)	3	3	4	[5]	-5	-6	-7	9	10
Sopwith Snipe	7	6	8	(7)	3	3	4	[5]	-3	-4	-5	10	10
SPAD 7	5	4	7	(6)	3	2	4	[5]	-5	-6	-7	9	10
SPAD 13	7	5	8	(7)	3	3	4	[5]	-3	-4	-5	10	10
Bristol Bullet	6	3	4	(4)	x	2	2	[3]	-4	-5	-6	9	9
Bristol Scout	5	4	5	(4)	x	2	2	[5]	-5	-6	-7	7	10
Morane N	4	4	5	(6)	x	2	3	[5]	-5	-6	-7	8	8
M'side Elephant	3	2	4	(6)	x	x	2	[4]	-6	-7	-8	9	11
BE 12	5	4	5	(5)	x	2	3	[5]	-6	-7	-8	7	10
SV Ansaldo 5	5	4	6	(6)	2	2	3	[5]	-3	-4	-5	9	10
Avro 504C	3	3	4	(4)	x	x	2	[3]	-5	-6	-7	7	11
GERMAN SCOUTS													
Albatros D2	4	4	6	(6)	2	2	3	[6]	-3	-4	-5	9	10
Albatros D3	5	4	5	(6)	2	2	3	[6]	-3	-4	-5	9	10
Albatros D5	5	4	6	(6)	2	2	3	[6]	-3	-4	-5	9	10
Albatros D5a	6	5	6	(6)	2	3	3	[6]	-3	-4	-5	9	10
Fokker DR1	7	7	8	(6)	3	4	4	[6]	-3	-4	-5	8	9
Fokker DR7	7	6	8	(7)	3	3	4	[6]	-3	-4	-5	11	11
Fokker D3	4	2	5	(5)	2	x	3	[6]	-5	-6	-7	8	10
Fokker D7a	7	7	8	(7)	3	4	4	[6]	-3	-4	-5	11	11
Fokker D8	7	6	8	(6)	3	3	4	[6]	-3	-4	-5	10	10
Fokker E3	4	4	5	(4)	x	2	3	[5]	-5	-6	-7	8	10
Fokker E4	4	3	4	(4)	x	2	2	[5]	-3	-4	-5	7	10
Pfalz D3	4	3	8	(6)	3	2	4	[6]	-3	-4	-5	9	11
Pfalz D3a	4	4	8	(6)	3	2	4	[6]	-3	-4	-5	9	11
Pfalz D12	7	6	8	(6)	3	3	4	[6]	-3	-4	-5	9	10
Halberstadt D3	4	3	6	(6)	2	2	3	[5]	-5	-6	-7	9	9
Roland D4b	5	5	7	(6)	3	3	4	[6]	-3	-4	-5	9	10
Siemens S D4	6	7	8	(6)	3	4	4	[6]	-3	-4	-5	9	9

1B: TWO -SEATERS

TYPE	BASIC MVR			HITS ()	SPECIAL MVR			AMMO ATT []	ATTACK @ RANGE			AMMO DEF { }	DEF @ RANGE		RM	CON
	M	VC	VD		PD	CR	DR		1	2	3		1	2		
ALLIED TWO SEATERS																
AW FK8	3	2	4	(6)	x	x	2	[?]	-6	-7	-8	{5}	-8	-9	10	10
DH4	4	4	5	(6)	2	2	3	[3]	-6	-7	-8	{5}	-7	-8	10	11
Nieuport 12	4	2	5	(5)	2	x	3	[3]	-6	-7	-8	{3}	-7	-8	9	10
Be 2	3	2	4	(6)	x	x	2	[x]	x	x	x	{3}	-7	-8	8	9
Re 8	4	3	5	(6)	2	2	3	[3]	-6	-7	-8	{3}	-7	-8	8	9
Sopwith Strutter	4	3	5	(6)	2	2	3	[3]	-6	-7	-8	{5}	-7	-8	9	11
Avro 504K	3	3	4	(4)	x	2	2	[x]	x	x	x	{3}	-7	-8	7	11
Bristol F2B	5	3	7	(5)	3	2	4	[5]	-6	-7	-8	{3}	-7	-8	9	10
Martinside G102	3	2	4	(5)	x	x	2	[x]	x	x	x	{3}	-7	-8	8	10
Salmson 2A2	4	4	5	(7)	2	2	3	[5]	-6	-7	-8	{5}	-7	-8	11	11
Breguet M4	3	3	5	(6)	2	2	3	[x]	x	x	x	{5}	-7	-8	8	11
Breguet 14B2	3	4	6	(6)	2	2	3	[5]	-6	-7	-8	{5}	-6	-7	11	11
Farman F40	4	3	4	(4)	x	2	2	[x]	x	x	x	{5}	-8	-9	7	11
Farman F11 S'horn	4	3	4	(4)	x	2	2	[x]	x	x	x	{5}	-8	-9	7	11
DH9	5	4	7	(7)	3	2	4	[5]	-6	-7	-8	{6}	-6	-7	10	11
Sopwith Tabloid	3	2	4	(4)	x	x	2	[x]	x	x	x	{x}	x	x	9	9
Vickers Gunbus	5	2	4	(4)	x	x	2	[5]	-6	-7	-8	{x}	x	x	6	10
RAF Fe 2b	4	3	5	(4)	2	2	3	[3]	-5	-6	-7	{3}	-7	-8	7	10
									cannot use attack and def fire in same turn							
RAF Fe 2d	5	3	5	(4)	2	2	3	[3]	-5	-6	-7	{3}	-7	-8	7	10
Short Bomber	3	2	4	(7)	x	x	2	[x]	x	x	x	{5}	-7	-8	11	10
GEMAN TWO SEATERS																
Albatros C3	3	2	4	(6)	x	x	2	[3]	-6	-7	-8	{6}	-6	-7	9	11
Albatros C5	4	2	4	(6)	x	x	2	[5]	-6	-7	-8	{6}	-6	-7	9	11
Albatros C7	4	4	5	(6)	x	2	3	[5]	-6	-7	-8	{6}	-6	-7	9	11
Roland C2	3	3	5	(7)	2	2	3	[5]	-6	-7	-8	{6}	-7	-8	9	10
AEG C4	3	2	4	(6)	x	x	2	[5]	-6	-7	-8	{6}	-6	-7	9	11
Aviatik C1	3	2	4	(6)	x	x	2	[x]	x	x	x	{6}	-7	-8	8	11
Aviatik C2	4	4	5	(6)	x	2	3	[x]	x	x	x	{6}	-7	-8	8	11
DFW C5	4	5	5	(5)	2	3	3	[5]	-6	-7	-8	{6}	-6	-7	9	11
Hanoverana CL3	4	3	6	(6)	2	2	3	[5]	-6	-7	-8	{6}	-6	-7	10	10
Hanoverana CL3a	4	4	7	(6)	3	2	4	[5]	-6	-7	-8	{6}	-6	-7	10	10
Halberstadt CL2	4	4	5	(6)	2	2	3	[5]	-6	-7	-8	{6}	-6	-7	9	11
LVG C5	3	3	4	(6)	x	2	2	[5]	-6	-7	-8	{6}	-6	-7	9	11
LVG C6	4	4	5	(6)	2	2	3	[5]	-6	-7	-8	{6}	-6	-7	9	11

Rumpler C1	3	2	4	(6)	2	x	2	{5}	-6	-7	-8	{5}	-7	-8	9	10
Rumpler C4	3	3	5	(7)	2	2	3	{5}	-6	-7	-8	{6}	-7	-8	10	11
Rumpler C5	3	4	5	(7)	2	2	3	{5}	-6	-7	-8	{6}	-7	-8	10	11
Junkers J1	3	2	8	(7)	3	x	4	{6}	-4	-5	-6	{5}	-6	-7	12	11

1C: BOMBERS

TYPE	MOVEMENT			HITS	DEF FIRE @		RM	CON
	M	VC	VD	()	1	2		
ALLIED BOMBERS								
Handley Page O/100	3	2	3	(10)	-6	-7	9	10
Handley Page O/400	3	2	3	(10)	-5	-6	10	10
Caudron G4	4	2	4	(7)	-6	-7	9	9
GERMAN BOMBERS								
Gotha III	4	2	3	(11)	-6	-7	10	9
Gotha V	4	2	3	(11)	-5	-6	10	9
Friedrichshafen GIII	4	2	4	(8)	-5	-6	9	9

APPENDIX 2

OPTIONAL/EXPERIMENTAL RULES

The following optional rules are offered on an experimental basis.

TWO-SEATERS AS BOMBERS

There are relatively few multi-engined dedicated Bomber aircraft during this period and Two Seaters were often used in this role.

Scenario designers may specify that Two Seaters may be designated as Bombers (it is recommended that this should not be used if Multi-engined Bombers are present; nor should a scenario consist of a mixture of Two-Seaters some of whom are designated Bombers and some not).

If this is used then the following rules apply to the Two Seater 'Bombers':

- The Two Seater is not allowed to attack in the scenario. Delete any Attack ratings/ammo
- The Two Seater may use Defensive Fire. Assume unlimited ammo
- Designated Two Seaters can use the Bomber Pair Formation rules
- Designated Two Seaters in the same square may use supporting Defensive Fire, as per the Bomber rules.
- Designated Two Seaters MAY declare a jink against an attack if they do NOT occupy a square with another friendly designated Two Seater. They may not jink if in the same square as one or more friendly Two Seater 'Bombers'.
- Designated Two Seaters may NOT use special manoeuvres.
- Two Seaters still test for Defensive Fire ability when they first become crippled.
- Two Seaters still test for gun-jams

SUPERIOR/SUB-STANDARD AIRCRAFT

There was variation in the performance of the same make of WW1 aircraft – this being down to the way an individual aircraft was rigged; the mix of aviation fuel etc. There were stories within most squadrons about the one 'stropky' aircraft that nobody wanted to fly.

If using this option a card is drawn for EACH aircraft in play before the first turn. If the card drawn is a KING then the aircraft is SUPERIOR. If an ACE is drawn it is SUB STANDARD.

A SUPERIOR aircraft INCREASES all basic flight and special manoeuvre numbers by +1. The RM and CON numbers are also increased by +1. Note that RM and CON numbers may never exceed '12' regardless of modifiers. The Hit Point Value, Ammo and Gun Effectiveness ratings are unaffected.

If the aircraft is SUB STANDARD a modifier of -1 is applied to all appropriate ratings, with the same exceptions as above.

These modifiers are in addition to any applied due to crew ability ratings.

LEGENDARY PILOTS

The following rules tip over from 'reality' to 'Hollywood'. They can be applied to historical figures such as Richthofen, Udet, Boelcke, Immelmann (Germany); Mannock and Ball (GB);

Garros (France) and Rickenbacker (US). It can apply to fictional heroes such as the famous 'Biggles' book series of W.E Johns. If using an ongoing campaign type game you could use this rating for a pilot who scores, say, 20 or more kills.

'Legendary' status is the highest possible ability rating. It can only apply to Scout pilots in this game.

The following rules apply to legendary pilots:

- ALL basic manoeuvre numbers are increased to 12 REGARDLESS of the normal numbers for that aircraft type.
- ALL special manoeuvre numbers are DOUBLED (prohibited special manoeuvres remain prohibited however)
- RM and CON numbers are increased to 12
- Ammo allowance is DOUBLED
- Attack Effect numbers are increased by one (e.g. -4/-5/-6 becomes -3/-4/-5)
- When calculating the attack target number treat ALL ranges as zero
- Legendary pilots draw THREE deployment cards and ALWAYS deploy last on the board, after all other categories of aircraft (if opposing legendary pilots are present then the players simultaneously select their deployment square in secret. If playing solo, cut the cards to decide order of deployment). The Legendary pilot can chose any of the three deployment cards for his aircraft
- Legendary pilots have a Spin Recovery number of 10
- Legendary pilots have a survival number of 10 in all circumstances

APPENDIX 3

TRAINING MISSIONS

The following three scenarios are designed with the newcomer in mind. They aim to help him become familiar with the layout of the map and combat. They are designed to be played solo.

TRAINING MISSION 1: PHOTO-RECON

OVERVIEW

The player takes a single Two-Seater of his choice. His aim is to fly through three points on the map in the shortest number of turns, representing a photographic reconnaissance mission of the enemy front lines.

SET UP

Draw a single card for the aircraft. Ignore the suit and place the aircraft in the indicated square in the HEART altitude band.

The player then draws three further cards. Ignore the suits drawn and place markers in the indicated squares in the following altitude bands (in order CLUB, DIAMOND, SPADE – one marker per band).

There are no sun or cloud squares in this scenario.

PROCEDURE

The aim is for the player to move through each of the target squares in descending order (CLUB-DIAMOND-SPADE) in the fastest possible time using the normal basic movement of the aircraft.

The aircraft always remains on the map in this scenario. It is never redeployed between turns and always starts the next turn from the square in which it finished the last. It must enter or pass through the target squares in the correct order. It may not use Special or Risky Manoeuvres.

WINNING

The aim is to enter the target square in the SPADE altitude band in the shortest number of turns. Keep a scratch record and try to beat your previous best!

TRAINING MISSION 2: THE RUNAWAY BALLOON

OVERVIEW

An unmanned observation balloon has broken free of its moorings and is drifting towards enemy lines. You have to shoot it down before it exits the map.

SET UP

Place a marker/model representing the balloon in the Ace of Spades square.

Deploy the sun zone and 4 individual cloud squares on the map in the normal way. These remain fixed in place.

Select any SCOUT aircraft and deploy it in the normal way.

MOVEMENT

The balloon moves using automatic movement. When it is due to move due to the initiative rules then a single card is drawn for the balloon. If it is a non-picture card then the balloon moves LEFT the indicated number of squares. If the card drawn is a picture card (K, Q or J) then the balloon climbs one altitude level into the same value square in the next highest Altitude band. If the balloon is in the HEART band and draws a picture card this counts as NO MOVEMENT for that turn. The balloon NEVER moves right or dives in this scenario.

The balloon ALWAYS remains on the map and starts its next turn from the same square it finished the last one in.

The aircraft moves using normal rules. It is redeployed after each turn as normal. It may use Special or Risky Manoeuvres (with the same potential penalties for the latter).

If the balloon and the aircraft start a turn in the same square then the balloon always moves first.

COMBAT

The aircraft uses the normal shooting rules to attack the balloon and try to shoot it down. The aircraft has the normal ammunition allowance for its type. The balloon may not be attacked if it is in a cloud square. The normal sun zone rules apply to shooting.

The balloon is destroyed by one or more Hit Points. It may not take any defensive action against gunnery.

VICTORY

The player wins by destroying the balloon (unless the aircraft is itself destroyed by progressive damage on the same turn that it destroys the balloon – count this as an heroic draw!).

He loses if:

The balloon exits the map via the King of Hearts square
The aircraft runs out of ammo and the balloon is still flying
The aircraft is destroyed (as a result of Risky Manoeuvre damage, spinning or progressive damage) and the balloon is still flying

TRAINING MISSION 3: KONG!

In which a giant ape scales the Empire State building...you know the rest!

SET UP

Place a marker covering the squares 7 Spades and 7 Diamonds. This represents the upper reaches of the Empire State building in New York City.

Place a marker or model representing Kong in the 7 Spades square.

AIRCRAFT

The player has 4 x Nieuport 28 Scouts, fully armed. He must try to kill the ape (as a variant the player may choose any Scout type).

On the first turn the aircraft are deployed in a single square as a 'contact formation'. Thereafter they are deployed as singletons.

The aircraft are deployed and move in the normal way, including Special and Risky Manoeuvres.

KONG MOVEMENT

Kong always remains on the map. He may only move vertically up the Empire State building (7 Spades and 7 Diamonds). He may enter the 7 Clubs square (at which point he is assumed to be standing on the summit of the building). Kong may never climb DOWN the building. To see if Kong moves on a given turn draw a single card at the start of the turn BEFORE any aircraft movement. If the card is RED then Kong is moved UP the building by one altitude band. Otherwise he stays put. No card is drawn for Kong once he reaches 7 Clubs.

COMBAT

Aircraft within range may shoot at Kong in any square using the combat rules. Hit points are recorded on Kong in the normal way. Aircraft may not fire on Kong if they are in the same square as him.

Kong may attempt to 'swipe' any aircraft within a horizontal range of two squares. He does so BEFORE any aircraft shoots. He may only attack ONE such aircraft per turn. If there are two or more potential targets for Kong then cut a card for each aircraft with the lowest card indicating the target for the swipe. Target aircraft may not make a defensive response to a swipe attack.

To determine whether Kong's swipe hits, draw a card. If the aircraft is at range zero (i.e. in the same square as Kong) then the swipe hits with ANY RED card drawn. If the range is one square then any PICTURE CARD is a hit. If the range is TWO squares then any RED picture card is a hit.

If Kong scores a hit with a swipe then the target aircraft is destroyed.

COLLISION

If an aircraft ENDS its movement in the same square as the Empire State building (7 of Spades or 7 of Diamonds) then there is a chance of collision. Draw a card and if the result is RED then the aircraft is destroyed. This test is made before any 'swipe' attack made by Kong, if he is in the same square. Note that an aircraft DEPLOYED into an Empire State building square or moving THROUGH such a square does not have to test. Only aircraft in the square AFTER its movement phase has to take this test.

WINNING

The player wins if he kills Kong by scoring 10 or more Hit Points upon him.

The player loses if:

All his aircraft are destroyed or out of ammo

or

If Kong spends 5 turns in the 7 Club square without being killed.

APPENDIX 4: SAMPLE SCENARIO LOG

SCENARIO DETAILS

AIRCRAFT STATS FOR SCENARIO

TYPE	BASIC MVR			HITS ()	SPECIAL MVR			AMMO ATT []	ATTACK @ RANGE			AMMO DEF { }	DEF @ RANGE		RM	CON
	M	VC	VD		PD	CR	DR		1	2	3		1	2		

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AIRCRAFT LOGS

APPENDIX 5: PLAYSHEET

SEQUENCE OF PLAY

(Actions in parenthesis may not occur each turn)

1. AIRCRAFT DEPLOYMENT
2. AIRCRAFT MOVEMENT (including checks for possible RM damage or spin)
3. COMBAT
4. END OF TURN CHECKS (Spin Recovery, Progressive Damage, Gun Jams)
- 5 (Bomber Pair Formations for the next turn may be declared)
- 6 REMOVAL OF AIRCRAFT FROM THE MAP

MOVEMENT (in order Lowest – Highest)

BASIC – may attempt one vertical (VC or VD) plus M per turn. Vertical requires drawing equal or less than VC/VD number and Climbing/Diving one alt level. M is lateral movement and requires drawing equal or less than M number. Horizontal distance moved is between 1 square and the number of squares equal to the card drawn.

SPECIAL – may attempt one special manoeuvre per turn. May not combine with basic movement. Requires drawing of card equal to or less than Special Manoeuvre number.

PD = Power Dive: move two alt levels directly down grid.

CR/DR= Climbing/Diving Roll. Move one alt level up or down as appropriate then one square left or right.

RISKY MANOUVRES – may draw TWO cards at player's option. If using basic then may only draw two cards for EITHER vertical (VC/VD) or lateral (M) element, not both. If Special then may draw two cards for the manoeuvre. Player chooses which card applies. Must check for RM regardless of success.

RM check: draw card – RM number = Hit Points sustained by aircraft due to RM damage.

If RM damage then check for SPIN. If card drawn exceeds CON number then aircraft enters spin.

SPIN RECOVERY – draw card at end of turn. Recovers depending on pilot ability:

GOOD = 10: AVERAGE = 8: POOR = 6 (these numbers halved if crippled). If fail move down grid one alt level and try again. Continue until either recovers or fails in Spade altitude band (= crash).

COMBAT (in order Highest – Lowest)

ATTACK range = 1-3 squares lateral. Target Number = range +/- mods:

Mods +1 2 or 3 for target jink: +2 target spinning: +2 target in sun (not if shooter in higher sun square): +2 shooter crippled: -1 shooter Good/Ace.

If Target number 0 then auto hit. Otherwise shooter needs to guess higher or lower against sequence of cards.

Needs correct guesses = to target number for potential hit.

ATTACK RESPONSES: (mutually exclusive) None: Jink (not Bombers): Spin or Defensive Fire (if equipped)

JINK draw against M and VD numbers. Equal to or less than relevant number adds +1 to shooter's target number.

Optionally may also draw against VC number, but this counts as RM and must test after attack.

SPIN target automatically enters spin and adds +2 to shooter's target number. Must check for recovery.

DEFENSIVE FIRE range = 1-2 squares laterally. ONLY in response to attack.

Defensive Target number is range DOUBLED plus/minus same modifiers for attacking.

Procedure to obtain hit as per attacking fire. Any Hit Point aborts attack.

HIT EFFECTS: Draw card deduct Effect number = Hit Points scored (if any). Ace = Critical Hit. Draw a further card and apply as Hit Points with no modifiers. Second Ace = kill.

COMBAT PROHIBITIONS

If Jinking, Spinning, Hit Point sustained from gunnery this turn (unless already fired earlier in all these cases), in same square as an enemy, in or at cloud square.

CRIPPLED

If 50% Hit point damage sustained (round up). All basic performance numbers halved (round up). No special manoeuvres allowed. Gunnery has +2 penalty. Check for Defensive fire capability from 2 Seaters. CON number -2. Spin recovery number halved. Check for progressive damage each turn.

CREW ABILITY EFFECTS

AVERAGE = No effect. GOOD = All basic and allowed special manoeuvre numbers +1. All shooting -1. CON number +2 (to max 12). ACE ditto and also draws TWO deployment cards and can chose either. POOR = -1 to all basic manoeuvre numbers. No special manoeuvres allowed. +1 to shooting. CON number -2. May use ONLY M or VC/VD movement NOT BOTH in a turn.

FOR FURTHER ELABORATIONS SEE RULES APPENDIX 6: DESIGNER'S NOTES

Well...that's that done. With Instant Spandaus (IS) the 'Instant' air combat series itself is complete. I hope you will indulge me with some rambling designer notes to mark the end of an era. These fall naturally into two parts – IS itself and the series as a whole.

INSTANT SPANDAUS

Old hands at the previous games will notice some obvious differences this time around. Firstly the provision of three basic manoeuvre numbers for aircraft compared to two in the earlier games. This arose as a result of my personal experiences flying WW1-era aircraft in combat! (What's that, I hear you say, has he flipped his lid?) Actually I mean my experiences of flying a PC WW1 simulator to which I confess an addiction (no name, no pack-drill!).

It would seem that these old machines had difficulty gaining height in the heat of combat and I have therefore differentiated Vertical Dive and Vertical Climb characteristics. For the same reason you will find no equivalent of the Power Dive special manoeuvre when climbing. This is not an oversight and adds period flavour, in my opinion.

Similarly these aircraft were fragile beasts. I have often parted company with my wings in a steep dive or as a result of over-enthusiastic joystick manipulation in the PC game. Thus you will find rules for structural damage from Risky Manoeuvres and the possibility of spinning into the ground. Indeed the first ever IS casualty was an unfortunate Albatros pilot who drew critical damage following a RM and folded up in the sky!

However, if you are prepared to take risks then IS becomes the most fluid game in the series – but keep one eye on your RM number and remember that disaster lurks just around the corner!

Obtaining the stats for individual aircraft in the game was relatively simple (for once). I used two long out of print boardgames as primary sources and eventually worked out formulae to convert the flying characteristics of aircraft in those games into IS terms (again – no names, no lawsuits). As ever, if you disagree with the stats given you are always free to make any amendments you deem fit.

As always, one has to know when to draw the line when designing any game and IS was no exception. Things left out included; balloon-busting, airships, aircraft flamers, Le Prieur rockets, incendiary ammo, early war small arms fire, air-ground interaction etc. It is possible that there may be updates or a second edition to include some or all of these subjects, not to mention scenario specific rules.

I am rather pleased with the ammo rules which mean that you are never quite sure whether that last ammo point is there or not – infuriating if you get into point blank range only to hear the dreaded 'click click' of your empty guns.

Anyway, I hope you give Instant Spandaus a try.

If you do, may your guns never jam!

Chocks away!

THE 'INSTANT' SERIES

A bit of history. I designed Instant Thunder (IT) in 2000, during convalescence from an illness. Literally, I went to bed one night with a few ideas buzzing around in my head and woke up the next morning with IT virtually formed! There were a few rough edges – initially each aircraft only had an M number (for 'Movement') until I realised that a Vertical number was needed to differentiate those types that fought better in that plane (e.g. the Phantom). Incidentally, this is why the lateral movement ability is called M rather than L – a hangover from the early days of the system.

IT was then transcribed using a PC at my (then) place of employment (during lunch or after work of course – ahem!). It then languished on a floppy disk until I became Internet capable in September 2005.

I always thought that WW2 and WW1 versions were a possibility but shied off as I saw difficulties fitting in defensive fire from bombers and two-seaters into the system as well as the massed bomber formations of WW2. I then wrote a Korean War scenario for IT using jets against WW2-era bombers and arrived at a viable solution. Instant Bandits (IB) and now IS followed in due course.

The most common question I have received is 'when do I shuffle the cards?' My answer is always the same – when you feel like it! There is no intention that the deck must be exhausted before shuffling. I tend to do so after deployment, individual movement, combat sequences etc. In fact it is important not to shuffle during deployment as it is intended that individual aircraft are deployed into different squares (except if using some formation rules).

I have been also asked why aircraft are redeployed between turns. This aspect really marks out the series as being abstract in nature. You can be raking a target on one move and be deployed at the other end of the board the next. I have always thought that the turns represent 'snapshots' of a battle and that there is an undefined period of time between turns when aircraft are manoeuvring. Alternatives have been considered but the existing system seems to have stood the test of time.

Although abstract and reliant on luck, in one area the 'Instant' series scores over all other air combat games I have played – speed. I guarantee that you will be whizzing through a scenario in no time once you have the rules down pat. A considerable advantage in this hectic modern life.

What of the future? Well, expect to see some scenarios for IS as well as (possibly) a campaign system similar to the Battle of Britain one I have posted. Someone is working on a Star Wars variant which sounds like fun. If the wind is ever in the right direction I might try designing my own Star Trek variant (Instant Photons?) if only so I can use the mound of Star Trek micro machines I have accumulated!

For now though, it looks like my task is done.

Best wishes,

Nigel Lancaster
January 2008.

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The Editor of the Miniature Wargaming forum – for providing an outlet for the 'Instant...' series. Thanks to those who have contributed to the forum.

For hosting the rules:

Miniature Wargaming forum: <http://www.miniaturewargaming.com/index.php/forums/>

David Manley: <http://www.btinternet.com/~david.manley/wargames/airrulesonline.html>

Pete Jones: <http://www.freewargamesrules.co.uk/>

AirWarSoc: <http://www.airwarsoc.org/>

and finally...

My daughter Elizabeth – my first and toughest playtest opponent!