

Wings of War™

Miniatures





Rulebook

PREPARATION

Choose a flat surface to play on: a table, a carpet, or a floor section whose boundaries are well defined. Each player chooses an airplane model and puts it in front of him, pointing at his opponent. The plane must be put on a stand, and the stand must be fixed at the center of a base: Each model matches a specific base (see *Game Materials*, page 2).

You may choose the models and the dimension of the surface freely, or you may use one of the *Basic Scenarios* (pages 16-18).

Each player takes a game board for his plane and takes the appropriate Maneuver deck as indicated by the blue letter on the model base. Place the Maneuver deck on the Maneuver deck area of the game board. If you are not using the optional rules for Altitude, remove the last two cards of the deck (those with the highest numbers and the  and  symbols).

In the upper-right corner of the game board, place the airplane card which corresponds to the model used with this board.

Next, shuffle the "A" deck of Damage cards. If you are using planes with a red letter "B" on their base, shuffle the "B" deck of Damage cards as well. The "A" Damage deck is included in *Famous Aces*; the "B" Damage deck is included in *Watch Your Back!* All the planes from the first series of *Wings of War Miniatures* use the "A" Damage deck.

This game can be played with more than one plane per player: Maneuver planning, firing, and damage account are made separately for each airplane. You can also play with more than two players, divided into teams. The game is more fun with 4 planes than with 2, and if you buy additional sets or blister packs you can have even larger battles.

THE COUNTERS

LAST MANEUVER PERFORMED



STRAIGHT
MANEUVER



IMMELMANN
TURN / SPLIT-S



STEEP
MANEUVER



JAMMED MACHINE
GUNS



SMOKE



FLAME



CLIMB COUNTER

SPECIAL DAMAGES

SCENARIO GOALS



SUCCESSFUL
BOMBING MISSION



SUCCESSFUL
PHOTOGRAPHIC
MISSION



SUCCESSFUL
STRAFING MISSION



SUCCESSFUL PILOT/SPY
RECOVERY MISSION



SUCCESSFUL
OBSERVING/
ARTILLERY DIRECTION
MISSION



SUCCESSFUL MISSION
(GENERIC)



UNITED STATES
AIRPLANE SHOT
DOWN



BRITISH AIRPLANE
SHOT DOWN



BELGIAN
AIRPLANE SHOT
DOWN



FRENCH AIRPLANE
SHOT DOWN



ITALIAN AIRPLANE
SHOT DOWN



RUSSIAN
AIRPLANE SHOT
DOWN



CENTRAL EMPIRES
AIRPLANE SHOT
DOWN

TURN

Each turn has a Planning Phase and three Movement & Fire Phases.

PLANNING

At the start of the turn, players choose three cards from their planes' maneuver decks. These cards are the three maneuvers that each plane will perform during that turn. Place these cards facedown in the three spaces of the game board. The card in space 1 will be the first to be performed, the card in space 2 will be the second, and the card in space 3 the third.

Cards with a ♦ symbol are *steep* maneuvers: At least one non-steep card must be played before another steep maneuver may be used. In other words, you may not plan two steep maneuvers in a row. If the last card of the previous turn was a steep maneuver, you cannot use a steep maneuver as the first card of the new turn.

A steep maneuver with a short arrow is called a *stall*.

A card with a ↓ symbol is an *Immelmann turn*. To play the Immelmann, you must play a straight maneuver (one with the ↑ symbol) just before the Immelmann and another just after. If the last card of the previous turn was a straight, you can use an Immelmann as the first card of the new turn.

If a player plans an illegal move, when it is discovered, replace it with a straight one.



MOVEMENT

When all the players have planned their moves, they reveal the first of their maneuver cards for the turn. Each player puts his maneuver card in front of his plane base so that the beginning of the arrow matches the little black line in front of the base. Then he takes the plane base and puts it on top of the maneuver card, so that the black arrowhead on the rear of the base matches the arrowhead of the maneuver.



EXAMPLE

In the movement phase, the SPAD turns to its left while the Fokker executes a sideslip to the right with a steep maneuver. After moving, the SPAD can fire at close range: The player controlling the Fokker must pick two cards from the A damage deck. The Fokker cannot fire since the SPAD is out of his firing cone.

OVERLAPPING DURING MOVEMENT

It is possible that, at the end of a maneuver, two planes would move to the same spot of the gaming field. A partial overlapping of the bases is acceptable, but it is possible that balance problems, the presence of the stands or the contact between models make it impossible for everybody to execute their maneuver exactly as planned. If turning the model around is not enough, put all the involved planes back to their starting position. Take a B damage card for each of them and show it: the airplane drawing the card with the smaller number on the lower right corner moves first, executing the maneuver exactly as planned. Then, following the order of the draw, every player will move his own plane as close as possible to its planned destination, keeping the plane with the same orientation which was planned and moving away from the final destination of the minimum necessary distance.

Bases can overlap, if they are balanced. Damage cards drawn must be discarded: the damage shown on these cards is not taken into account.

OVERLAPPING

Two or more planes whose bases overlap can not fire at each other. They can, however, still fire at other planes. Other planes can shoot at the overlapping planes using the normal rules. The overlapping planes don't block each other's aim.

EXITING THE GAMING SURFACE

If, at the end of a maneuver, the center of any airplane base is outside the playing area, that airplane is removed from the game.

FIRING

After all planes have moved using their maneuver cards (see above), the players check to see if anyone can shoot. Take the ruler and put an end against the plane stand at the center of the airplane base. If the ruler stays inside the fire arc of the airplane base, and it can reach any point of an enemy plane base, the airplane can fire at the opponent. It is possible that two planes can fire at each other. Firing is not mandatory; a player may decide not to fire with a plane if he wants to.

If the target airplane base is reached by the first half of the ruler, the player who owns the target plane draws two cards of damage, from the deck that matches the letter of the firing plane. If the measurement is reached by the second half of the ruler, the target plane takes only one card of damage.


Fighter airplanes can fire at a single target each phase, choosing one if there are several possible targets. Planes cannot fire through another plane base, enemy or friendly. If it is not possible to reach any point of the target base from the center of the firing plane passing on the front side of the firing base without crossing another base, then the aim is blocked.

DAMAGE


When an airplane is fired at, the owner of that plane takes the damage cards and secretly looks at them, adding any damage numbers to his current total and noting if there is any special damage listed. (For the basic game, only damage numbers, explosions, and jammed symbols count. Special damage is discussed in the *Optional Rules*.) He keeps all damage cards together, facedown, in the damage area of the target plane's game board, adding up the numbers on the cards. When the total reaches or exceeds the green number on the airplane base, the airplane is shot down and eliminated.

All damage is resolved simultaneously after all airplanes that want to fire have fired. Therefore, a plane that is shot is down may still fire the same phase.




JAMMED GUNS AND EXPLOSIONS

A player must reveal damage cards that have the  (jammed guns) symbol. The airplane that fired at him has jammed his guns and cannot fire after each of the next three maneuvers. To remember this, take three "jammed" counters and put them on the maneuver area on the game board of the firing plane. This plane discards one jammed counter after performing the next three maneuvers, and may not fire during that time.

If two jammed cards are drawn at the same time, jamming still lasts only three maneuvers.

If a card with a  (explosion) symbol is drawn, it means that the airplane "explodes" and is immediately eliminated.

REST OF THE TURN

Each turn is composed of three phases. After all airplanes have resolved their firing, the first game phase is ended. Everybody reveals the second maneuver card for the turn. Move and resolve firing. Then reveal the third card, move, and resolve firing, which completes the game turn. Then the planning of the next turn can begin. Before picking up used cards for the next turn, if the last maneuver of the turn was a *steep* () , the player places the counter on his game board, to remember that at the beginning of the next turn he can't perform another *steep*. If the last maneuver was an *Immelmann turn* () , the player takes one of those counters to remember that he **must** begin his next turn with a "straight" maneuver. If the last maneuver was a *straight* maneuver () , the player takes one of those counters to remember that he **can** begin his next turn with an *Immelmann turn*.

VICTORY

The last player having one or more planes on the playing area after all the enemy planes have been eliminated or exited wins the match.

If you are playing several matches, score 1 point for each enemy aircraft leaving the gaming field, 2 points for every enemy airplane shot down, and -1 for each of your own airplanes shot down. This is the score for the winning player or team, to be used to compare different matches.

THE GAME BOARD










Wings of War™

OPTIONAL RULES

Once you are familiar with the basic rules, you will want to use the following rules for more fun and realism. You can use some or all of these rules as you see fit, but all the players must agree to them before the start of the game.

SPECIAL DAMAGES

Some damage cards have symbols: These are special damages to the target airplane (exception: Jammed guns affect the *firing* airplane, see *Damage*, page 6). Some of these damage effects must be revealed to the other players, while others may (and should!) be kept secret. Where appropriate, players announce the special damage and put the proper Damage counters in the Damage section of the game board; do not reveal the amount of damage points.

- The  symbol means that the rudder of the plane is jammed. This special damage is kept secret. The airplane cannot choose maneuvers to the left (with a little arrow pointing left in the left lower corner of the card) for the next turn. Any maneuvers already selected for the remainder of this turn are carried out as placed.
- The  symbol means that the rudder of the plane is jammed. This special damage is kept secret. The airplane cannot choose maneuvers to the right (with a little arrow pointing right on the card) for the next turn.
- The  symbol means that the pilot is wounded. This special damage is kept secret. The plane can no longer fire the machine guns just after executing a steep maneuver, an Immelmann turn, a Split-S, or a climb (see *Altitude* rules, pages 11-12). Unjamming machine guns takes longer: If your guns become jammed, you may not fire after the next four maneuvers instead of the next three. Take three counters as always (so as not to reveal that your pilot is wounded), but do not fire after the maneuver executed just after discarding the last one. If an airplane takes a second pilot wounded damage, it is eliminated.
- The  symbol means that the engine is damaged. This special damage is kept secret. The plane must play at least one stall Maneuver each turn (one with a short arrow and the  symbol) up to the end of the game. If an airplane takes a second engine damage, it explodes and it is eliminated.
- The  symbol means that the airplane leaves a smoke track. The player must reveal the smoke symbol to the other players and he has to put three “smoke” counters in the “damage” space on the game board to remember it. He will discard one counter at the end of each turn. The airplane can't perform “tailing” (see below) for the rest of the turn and during the next two turns, until the “smoke” counters are removed. The smoking plane can be tailed normally.
- The  symbol means that the airplane has caught fire. The player must reveal the fire symbol to the other players. He takes three “flame” counters and puts them in the “damage” space on the game board.

Each turn, before revealing the first maneuver of the turn, the player discards a “flame” counter and takes a damage card from A deck, but only damage points and explosions are taken into account, all other special damages are ignored. In addition, the plane smokes: It cannot perform “tailing” (see below) for the rest of the turn and for the next two turns, until the “flame” counters are removed.

When a plane takes more than one special damage of different types, all of them take effect. If a plane takes more than one special damage of the same type, from that moment ignore the older one and count the most recent one (if they are taken at the same time, count just the last one drawn).

AIM

When a plane fires at the same enemy plane for multiple phases in a row, it can fire with more accuracy. From the second phase of consecutive fire, even from one turn to the next, all the damage cards causing damage score one additional damage point. However, zeroes are still considered zeroes.

To remember which cards cause extra damage, keep the +1 damage cards in the proper space on the airplane game board.

ILLEGAL MOVES

When a player plans an illegal move (for example, two steep maneuvers in a row), at the moment in which that maneuver has to be performed, the plane goes out of control and it is eliminated. The plane counts as shot down for victory conditions.

TAILING

Sometimes a pilot is in an advantageous position in which he can anticipate the actions of his adversary. This is called “tailing.” Check for it before each planning phase.

To see if tailing is possible, use the ruler to connect the stand of an airplane with the stand of any plane in front of it. If the ruler passes through the front side of the first plane and through the rear side of the second plane, and if the ruler does not cross any other plane base in between, then the first airplane is said to be tailing the airplane in front (the second airplane), which is tailed.

The two airplanes plan their turn as normal, but before revealing the first maneuver, the tailed player has to show his first card to the tailing player: The latter can rearrange the order of the three planned maneuver cards for the tailing plane. Then the maneuvers are revealed and planes are moved. After firing is resolved but before revealing the second maneuver, check the position of the two planes: If tailing is still possible, the tailed player has to show his second card to the tailing player and the latter can rearrange the order of the two remaining maneuver cards.

Tailing is possible only between two aircraft that were in tailing position at the beginning of the turn. If a plane can tail two or more enemies, he must choose only one for the current turn.

Note that the tailing airplane must put three maneuver cards down. This is so that, if for some reason he no longer tails the same plane, he must follow his original plans. Since tailing can only begin at the start of a turn, it is not possible to begin tailing a new plane during the 3 maneuvers of the turn, but it is possible to lose tailing ability.

Planes with overlapping bases cannot tail each other.

TOURNAMENT RULES

- If you want to have less luck in the game, take all the “explosion cards” (💣) out of the A and B damage decks.
- If you want higher accuracy when planes overlap in a way that forces their bases to be shifted, you may replace an airplane model with the corresponding airplane card.

DISRUPTION

If an airplane takes at least 1 point of damage, he loses any tailing and aim advantage for the next phase (if those optional rules are in use).

RUNNING OUT OF DAMAGE CARDS

In **Wings of War**, airplanes with twin machine guns are marked “A,” and planes with single machine guns are marked “B.” Targets hit by either type of plane pick cards from either the A or B damage decks.

There are more than enough damage cards to play with the planes included in the box, but they could run out if you add several planes from additional blisters. If this happens, take all damage cards from eliminated planes and reshuffle them with their decks.

If this does not help, you can take B cards instead of A cards and vice versa, according to the instructions below.

If you run out of A damage cards, when a target is hit by an A-firing machine gun, give it two B damage cards, but ignore any special damage apart from explosions on the second card.

If you run out of B damage cards, when a target is hit by a B-firing machine gun, give it an A damage card, but halve the damage points (rounding up). To keep track of this, place the halved A cards sideways on the game board. Treat special damage results normally.

Alternatively, each player can write down the total damage points and special damages he has received so far in the game, and then you can return all damage cards to their decks and reshuffle them.

TWO-SEATERS

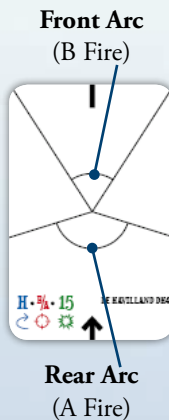
Two-seater planes are not included in this set and are sold in separate blisters. Two-seaters can be added to the game for more varied scenarios such as recon, bombing and so on.

SECOND ARC OF FIRE

Most two-seater planes have two different red letters on their base: The first one is for the front machine gun, and the second one is for the rear machine gun. Some have just one letter for the rear-firing machine gun, and no front ones.


The rear gunner follows the same rules of firing, but uses the arc on the rear of the airplane. Two-seaters with two firing arcs can fire at two different targets after each move. One target must be in the front arc of fire, as for fighters; the other target must be in the rear arc.

If a two-seater takes jamming damage, only the gun which was shooting when the jam damage card was drawn is considered jammed.



OBSERVER WOUNDED

[SPECIAL DAMAGES]

If the optional "Special Damages" rules are in use, when the card is taken by a two-seater the  symbol may affect either the pilot or the observer. If the card gives 3 points of damage, it affect the pilot: Apply the normal rules for a wounded pilot. If it does not have a "3," it means that the observer of the two-seater plane is wounded. This special damage is kept secret. The plane can no longer fire the machine guns in the rear arc of fire. If a two-seater plane has a mission, when you plan the scenario you have to decide if it can be performed by a plane with an incapacitated observer or not (for example, some cameras could be used by the pilot).

A second observer wounded damage on the same observer has no additional effect.

AIM

If you use the Aim optional rule (page 9), the bonus is given to a two-seaters plane only if it fires at the same enemy plane in the same firing arc for multiple phases in a row, not if the target planes moves into a different firing arc.

EXAMPLE

If a DH.4 shoots a Fokker Dr.I in its rear arc of fire at the end of a turn, and then shoots it again, at short distance, in the first phase of the next turn in the same rear arc, the Fokker Dr.I takes two cards of damage: If one is a 0 and the other is a 3, the total damage is 4 (0 and

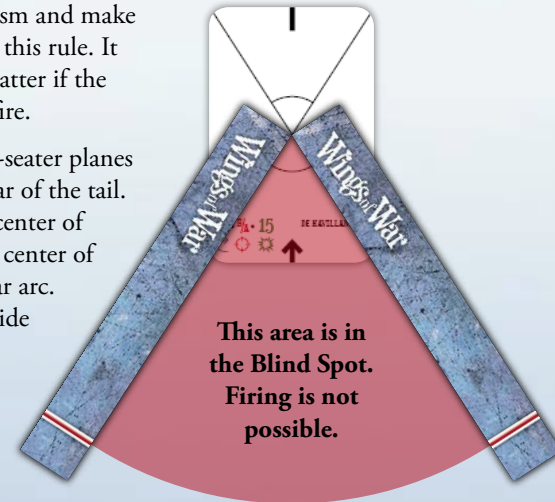
3+1) because of the aim bonus. If after the next maneuver the Fokker Dr.I is in the front arc of the DH.4, the latter can fire again but with no aim bonus since it is a different firing arc.

BLIND SPOTS FOR REAR GUNS

(OPTIONAL RULE)

If you want to add more realism and make two-seaters less powerful, use this rule. It applies to any rear gun, no matter if the plane has one or two arcs of fire.

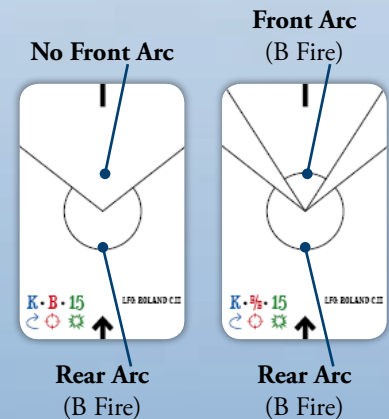
The rear machine gun of two-seater planes has a blind spot just at the rear of the tail. Use the ruler to connect the center of the two-seater plane with the center of the would-be target in the rear arc. If the ruler passes in the flat side of the rear of the two-seater airplane base and if the ruler touches any point of the target base with its first half, firing is not possible.



If you use altitude optional rules, the blind spot is effective only against targets at the same or lower altitude: Ignore it if the target is at a higher level.

SPECIAL RULE FOR ROLAND C.II

The German Roland C.II has higher rear machine guns that can be turned 360°: Use the arc of fire on the base with the blind spot for targets at the same or lower altitude, but the rear machine gun of the Roland C.II can ignore both the blind spot *and* the firing arc when firing at targets at higher altitude.



ALTITUDE

If you wish to introduce altitude into the game, include all the rules in this section.

When you use altitude rules, you will use the four pegs included with each airplane model, inserting and removing them to show the current altitude of the model.

You will also use the last two maneuver cards of the maneuver deck of each plane: a “climb” (⬆️) and a “dive” (⬇️) card. They are planned in the same way as all other maneuver cards, but they have special effects.

Each plane starts the game at a certain altitude, agreed upon by all the players. It must be at least 1 and no higher than 3. Put as many stands between the plane base and the model as the agreed altitude for that plane, plus one (so an airplane at altitude 2 will have 3 stands inserted).

No plane can go higher than altitude 3: At that height, a maneuver card that would bring the plane to 4 is considered an illegal maneuver. The minimum altitude for flying planes is 0, if they have at least a climb marker on them. At 0 level without climb markers, the plane is considered landed. Remove the plane from the pegs and just place it on the airplane base.

DIVE

At the moment of executing a dive (⬇️), the plane also loses a level. Take away a peg from under the model for 1 level, and discard any climb counters that the plane has on its control panel.

If a plane dives to level 0, leave a single peg and discard all the climb markers it has except for one. If it has none, give one to it.

The Dive card looks like a straight, but it is not a straight as far as other rules are concerned.

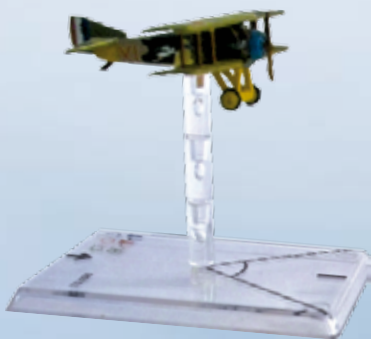
EXAMPLE

An airplane cannot plan a dive, an Immelmann turn, and a straight, since it must do a straight before the Immelmann.



EXAMPLE

The Fokker flies at altitude 0, so one peg is used.



EXAMPLE

The SPAD flies at altitude 2, so three pegs are inserted.

CLIMB

At the moment of executing a climb (⬆️), give the plane a climb counter. When the number of climb counters reaches the climb rate indicated on the table below, remove all of them: The plane gains 1 altitude level and the model gets a new peg to be put between it and the base.

EXAMPLE

An Albatros D.Va (climb rate of 3) is at level 2 of altitude. In past turns it got two climb counters. When the plane executes a new climb, it gets a third climb counter. Since its climb rate is 4, the plane goes immediately to level 3 (adding a fourth peg to its base) and discards all the climb counters.

The Climb card looks like a stall, but it is not a stall as far as other rules are concerned.

EXAMPLE

An airplane with a damaged engine (optional special damage rules in use) cannot plan a straight, a climb, and a left sideslip, since it must do a stall each turn.

A climb cannot be planned if it would bring the plane to an altitude of 4.

	Max. Altitude	Climb Rate
Halberstadt D.III	10	5
L.F.G. Roland C.II	10	5
Nieuport 11	10	5
RAF R.E. 8	10	5
Pfalz D.III	11	5
Pomilio PC	11	5
Albatros D.III	11	4
De Havilland/AIRCO D.H. 4	11	4
Pfalz D.IIIa	11	4
Ufag C.I	11	4
Breguet BR.14 A2/B2	12	4
Nieuport 17/21/23	12	3
Siemens-Schuckert D.I	12	3
Albatros D.Va	13	3
Sopwith Triplane	13	3
Fokker Dr. I	13	2
Sopwith Camel	13	2
Hanriot HD1	14	3
SPAD XIII	14	3
Fokker D.VII	14	2
Sopwith Snipe	14	2

IMMELMANN TURNS

The Immelmann turn is executed as in the basic game, but the plane also gets a climb counter as soon as it is executed.

The Immelmann turn cannot be executed in the same turn as a climb.

SPLIT-S

The Split-S is a downward Immelmann turn. Use the standard Immelmann card. When it is planned, it must have a stall before and a straight after (you can tell that it is a Split-S instead of an Immelmann because the player put a stall before it instead of a straight). When it is executed, the plane loses also a climb counter. If it has none, it loses 1 altitude level and it takes as many climb counters as the climb rate of the plane minus one.

EXAMPLE

An Albatros D.Va (climb rate of 3) is at level 3 of altitude and has no climb counters. It plans a right sideslip, a stall, and an Immelmann/ Split-S. When in the third phase the airplane executes the Split-S, it goes immediately to level 2 and it takes 2 (3-1) climb counters. A Sopwith Camel would take a single climb counter (2-1) instead.

If a plane at 0 altitude loses its last climb marker because of a Split-S, it crashes to the ground and it is eliminated.

The Split-S cannot be executed in the same turn as a Dive.

BLOCKED AIM

When an airplane fires at a target at the same altitude, its aim is blocked by airplanes at the same altitude. Only the altitude level counts, no matter how many climb counters the airplanes have at the moment.

FIRING

When a plane fires at a target whose altitude differs by one level, treat short range (half a ruler) as if it was long range (one card of damage). Planes at one level of difference and at more than half of the ruler distance, or at two or more levels of difference, can't fire each other.

TAILING

Tailing can be executed normally if the tailing plane is one level higher than the tailed one, at the same distance of one ruler. No tailing is possible if the tailing plane is two or more levels higher, nor if it is one or more levels lower.

LANDINGS, TAKEOFFS, AND CRASHES

At the start of the game, if you want to have a landing field in the game, set its limits. It should be at least 9 x 27 cm. Draw on the table or put a sheet of paper of the right shape. This could represent a real airfield or just a nice spot where somebody is waiting for rescue...

Landing: The plane must be at 0 level of altitude with one or more climb markers. The sequence of cards must be: First perform a dive to discard all the climb markers (it touched the ground—remove any stand from the model), then a straight, then a stall. Then movement for that turn ends, even if there would be more phases: Any maneuver planned after the stall is just for bluffing and will not be executed.

Takeoff: The plane must start with the center of its base inside the landing field. It must do a stall, then a straight maneuver (it is still on the ground), then the “climb” card (it is now flying—put a stand under the model). If the player wants to start taking off in the second or third phase, just play one or two non-stall maneuvers before the stall, and ignore them when they should be executed: The plane will complete the takeoff sequence next turn. If the plane has the center of its base inside the airfield and wants to pretend to take off without doing it (the plane has the engine on but it stays in the same place) just plan three non-stall cards: The plane can't be moved or turned that turn.

Crashes: If a grounded plane ends with the center of the base out of the landing field while it is taking off (after the stall or the straight) or landing (after the dive, the straight or the stall), it crashes. It takes 2 A damage cards if it happens with the stall, 3 A cards if after the straight. Take into account damage points, explosions, and fire, but ignore all other special damages. The plane is grounded (take away any stand from the model) and it has to be completely still for all the next turn. If it is not destroyed, it can be moved or turned, or start a new takeoff, from the second next turn onward.

If a plane loses its last climb marker while it is at 0 level and the center of its base is out of the landing field (because of bad planning), it crashes: It takes 4 A cards of damage. Take into account damage points, explosions, and fire, but ignore all other special damages.

Planes on the Ground: While on the ground, planes cannot fire, but they can be fired at. During the second phase, before any maneuver card is revealed, the owner can move and turn the plane base freely. To turn, put a finger on any point of the plane base and then turn the base around that point.

Fire on the Ground: A plane cannot take off if it has fire counters. At the start of each turn, before considering fire damage, take an A damage card to see if the ground personnel or the pilot manage to extinguish part of the fire: Don't take any damage from these cards, but if you draw a 0, take away a flame counter without taking any damage in exchange for it. If one or more counters are left, trade one for the damage as normal.

At the end of the turn, if a plane on the ground that is on fire overlaps one or more planes not on fire that are on the ground, the latter each take two flame counters.

ALTITUDE OPTIONAL RULES

Some or all of these rules can only be included in a scenario if the “Altitude” rules are in use.

OVERDIVE

The dive is a steep maneuver, but a plane can plan one just after a stall if it plans a straight just after the dive. This sequence is called an “overdive.”

At the moment of executing the dive, the plane loses a level and it discards all the climb counters that the plane had. At the end of the following straight, it loses another level.

An overdive can also be used to pass from level 2 to level 0: In that case, the airplane keeps a climb counter. Airplanes at 1 or 0 level cannot execute overdives: If they plan one by mistake, they crash to the ground and they are eliminated.

Planes not having an Immelmann card in their deck cannot execute overdives. (They are not maneuverable enough to do so.)

FLYING HIGHER

If this optional rule is in use, each game starts with a specific “floor” that is the minimum altitude at which the planes can fly. If there is no specific agreement on that, the “floor” is zero. The “ceiling” is 3 levels higher: 3 if the floor is 0, 4 if the floor is 1, and so on.

Each plane starts the game at a certain altitude, agreed among the players. It must be at least 1, no lower than the floor, and no higher than the ceiling. Put one stand between the plane base and the model plus one for each level agreed above the floor.

Each plane model has also a maximum altitude that it can reach: See the table at page 11. No plane can climb above its maximum altitude nor above the ceiling of the scenario (the limit of 4 of the basic rules is replaced by the limit to the ceiling). No plane can dive below the floor of the scenario. Accidentally doing so means that the plane is eliminated, just as if it went out of the gaming surface.

Before planning a turn, any player can propose to change the floor and the ceiling of the scenario. Any new floor can be chosen, if all players agree: If one or more players do not agree, the change is not possible. The choice of the new floor must be made in a way that all planes still in the game are at an altitude included between the floor and the ceiling.

EXAMPLE

A Sopwith Camel at an altitude of 5 and a Fokker Dr.I at an altitude of 6 are playing a scenario whose floor is 4. If both players agree before planning the next turn, the floor can be instantly changed to 3 or 5: no lower than 3 or the Fokker would be higher than the new ceiling, no higher than 5 or the Camel would be lower than the new floor.

CLOUD COVER

Players can agree that there is a cloud cover above the starting ceiling of the scenario: For example, at an altitude of 4 if the agreed starting ceiling is 3. It is then allowed to climb above the ceiling reaching the cloud cover.

When a plane reaches the altitude of the cloud cover, it stops moving on the table. The player keeps on planning maneuvers as normal, but the airplane base stays in the same position that the model would have reached after the climb. It is just a reminder: It cannot fire, be fired on, or collide with other planes.

The plane cannot climb more, neither with a climb card nor with an Immelmann turn. Its maneuvers are kept one on top of the other (or written down) until a dive or a Split-S is executed. In that phase, the player takes all the pile of the maneuvers planned since the climb and he executes all of them immediately, in the order he planned them, putting the model back on the gaming field. If the plane exits the gaming surface at the end of any maneuver card, the plane is out of the game. If not, as soon as the plane executes the dive or the Split-S, it is back under the cloud level and it can fire, be fired at, collide, and climb again normally.

Even if the ceiling of the scenario is moved, the cloud cover stays at the same level.

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