



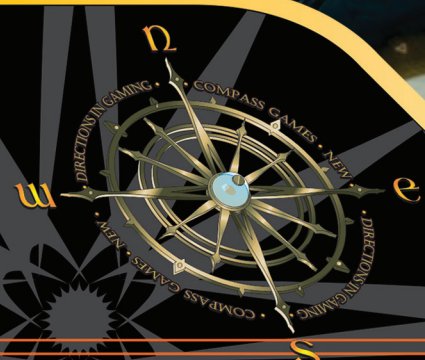
A Gregory M. Smith Design

DEFENDING AMERICA

Intercepting the Amerika Bombers

1947-48

Rules of Play



Compass Games
New Directions in Gaming

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[1.0] INTRODUCTION

The Second World War has dragged on for 8 years. Japan, after winning a massive victory at Midway, has finally been halted at Hawaii. An uneasy stalemate has arisen in the Pacific, and Australia is alone and ripe for the taking. Germany's victories at Stalingrad and Kursk has brought about a negotiated peace with Russia. Freed by this agreement which leaves much of the Ukrainian "breadbasket" and other territory in German hands, the Wehrmacht and Luftwaffe move back west and crush the D-Day invasion handily. By 1945, advances in technology cause the United Kingdom to be isolated by Type XXI U-boats and the British also sue for peace. Undaunted, the United States stands alone against Nazi aggression and vows to fight on. From their base in the Azores, the German "Amerika Bombers" begin to build up strength and a massive bombing campaign against U.S. soil is initiated in 1947. The few remaining U.S. carriers launch interceptions and the U.S.A.A.F. scrambles fighters from bases on the eastern seaboard. Full priority is given to the U.S. aircraft industry, and new and advanced jet fighters are developed. But rumors of a German atomic weapon program lend a sense of urgency to U.S. defensive efforts in the skies over the Homeland. The air battle over America now rages for the very life of the country....

Defending America is a solitaire, tactical level game that places you in command of a U.S. interceptor aircraft in an alternate history setting in the late 1940's. Your mission is to destroy as many enemy "Amerika Bombers" and fighter aircraft as possible, while advancing your pilot's skill and increasing your personal rank and awards—all while remembering you have to make it home amidst diminishing odds of survival as the war progresses. As time progresses and players rack up kills, they may use the experience gained to improve their odds of success by purchasing skills. As their prestige increases, they may request transfer to other bases in an attempt to get "closer to the action" and/or request a newer type of interceptor. Awards and ace status help to narrate the player's eventual goal - to survive the war and save America from becoming an atomic wasteland.

Players will find it extremely challenging to survive an entire tour from April 1947 to March 1948, at which time the game ends. You will start with one of the aircraft available to the U.S.A.A.F. or the U.S. Navy at the start of the game, but as your fame and prestige rise, more advanced interceptors will be available to choose from.

The rules are numbered and presented in sets of major sections, each section divided into numerous major and secondary cases. The rules cross-reference other rules using (parentheses), so for example you will see, "you normally cannot avoid combat with the escorts (exception: 7.1.10)" meaning case 7.1.10 is related to this rule. The rules of this game have been arranged both for ease of comprehension on first reading and for ease of reference later.

IF YOU ARE NEW TO OR UNFAMILIAR WITH HISTORICAL GAMES, DON'T PANIC! First look at any of the Aircraft Display Mats, the Combat Mat, and the playing pieces, then give the rules a quick read through. Please don't try to memorize them. Follow the setup instructions for play and then read Section 2.0 describing the general course of play. Section 4.0 provides the framework to help you get started. As questions arise simply refer back to the rules. After a few minutes of play, you will find yourself becoming familiar with the game mechanics.

Online game support is available. There are several options to choose from:

Visit us on the Web:

<https://compassgames.com> (Compass Games home page)

Contact us by email:

sales@compassgames.com

General customer service and game parts support are provided by Compass Games (see rule 3.8).

We also recommend you visit the official game discussion topic on ConsimWorld for game support, to read after action reports, and to share your play experience with others. You will find the *Defending America* game topic by visiting talk.consimworld.com and navigating to the *Western Front individual game* discussion area.

Throughout the rules you will see numerous indented sections such as this one. These sections are filled with examples, clarifications, play hints, design notes, and other assorted wisdom in order to help ease you along. Additionally, game charts are normally referred by letter and number in [square brackets] in the rules to assist you in identifying them.

[2.0] HOW TO PLAY THE GAME

OBJECT OF THE GAME

The object of the game is to conduct numerous sorties as the pilot of an American interceptor aircraft and to shoot down as many enemy bombers as possible. The success of each sortie is reflected by the total number of aircraft downed, which can result in promotion and advancement—and the possible award of medals up to the Medal of Honor. You will face relentless risks as each sortie becomes more hazardous due to the passage of time and the new, and more advanced enemy aircraft you will be engaging. The ultimate success you achieve rests considerably on the decisions you make while conducting sorties during the course of your career.

Overall victory level is determined at the end of the game based on total victories achieved against bombers (which can also be determined posthumously if you are killed in action).

The key game components used to facilitate play are the various Aircraft Display Mats, which reflect the status of your aircraft with tracks for your sorties based on where you are stationed, the 3 Bomber Target Mats, the Fighter Target Mat to resolve escort encounters, and the Sortie Log Sheet to track the activity and success of each. The various Player Aid Cards are used to resolve other game functions.

GENERAL OVERVIEW

In general, play revolves around conducting numerous sortie assignments and resolving any encounters until you return safely to base. Upon completion of each sortie, you assess the success achieved by consulting your Sortie Log Sheet, which may result in a promotion or award for yourself. Between sorties you may check if you have become eligible to fly a more advanced type of aircraft. You may also need time to recuperate from any personal injury before being able to conduct your next sortie, or may have to sit out a sortie while your aircraft is repaired. Finally, at the end of every month the research track is checked for possible technological advances.

CONDUCTING SORTIES

Your Aircraft Display Mat shows the overall status of your aircraft as you fly sorties. When conducting sorties, your aircraft travels on the map, tracking fuel using Endurance boxes and checking for possible encounters each time, including the possibility of a random event.

Typically, encounters involve intercepting an enemy raid composed of bombers, or, rarely, fighter encounters. For each encounter you decide to engage in combat or attempt to avoid it. You will also

record all aircraft you engage during combat on the Sortie Log Sheet, noting whether you damaged or destroyed them.

As you conduct combat, you will inflict and receive damage. At the end of a combat, you must decide whether to continue on your sortie or head back to base.

Damage of any kind is serious when you consider the fragile nature of your craft and should influence your decision on when it is time to abort your sortie.

RETURN TO BASE

Once your aircraft completes its sortie by returning to base, you will possibly receive awards or decorations, and check to see if a more advanced type of aircraft is available. Convalescence due to wounds received may delay your next flight. Time needed to repair your aircraft may delay your next mission, if enough damage was done, or it may even be scrapped and you will receive a new aircraft.

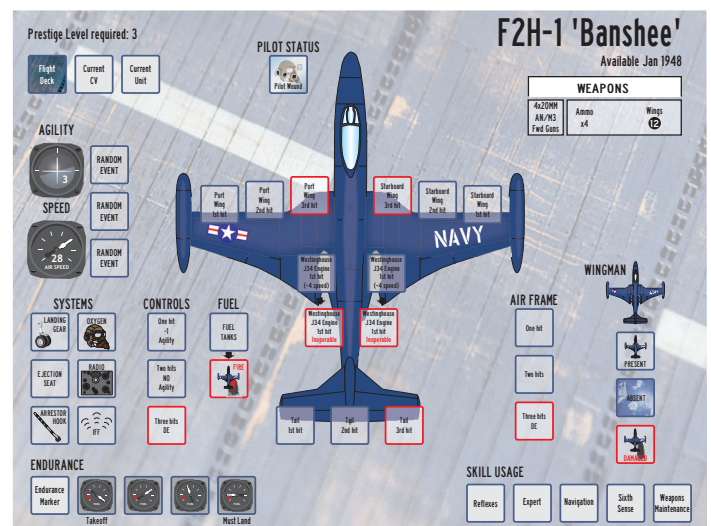
END GAME

Once all sortie assignments have been carried out through March 1948, the game ends. The game also immediately ends should you be killed in action. Whether you survive until your final sortie or not at the end of March 1948, tally the total number of aerial victories against bombers to determine your level of victory achieved. Typically, to record an entire career, you will want to note all aircraft shot down, your final rank, and any awards achieved. Of course, if you have been killed, any accolades and results are recognized posthumously.

[3.0] GAME EQUIPMENT

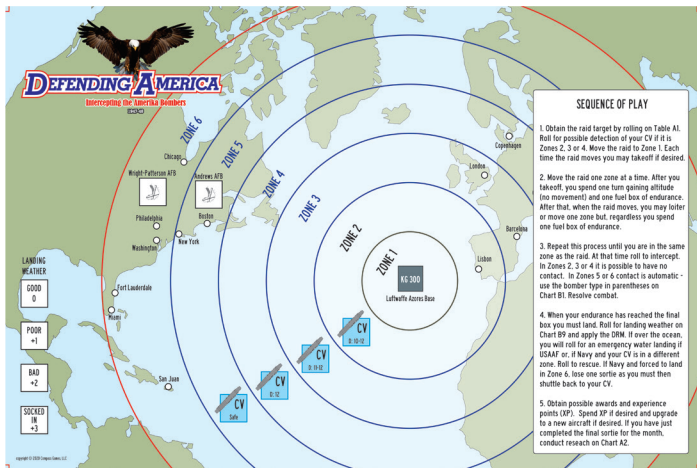
[3.1] AIRCRAFT DISPLAY MATS

The eight double-sided Aircraft Display Mats (16 different aircraft) provided correspond to each aircraft type available to the player. This mat helps track the status of your aircraft and systems, including available weapons and ammunition at your disposal. Select the appropriate Aircraft Display Mat corresponding to the aircraft type you have selected for play. This mat is the centerpiece when conducting game play and carrying out sorties. The mat's use is explained in the appropriate rules section.



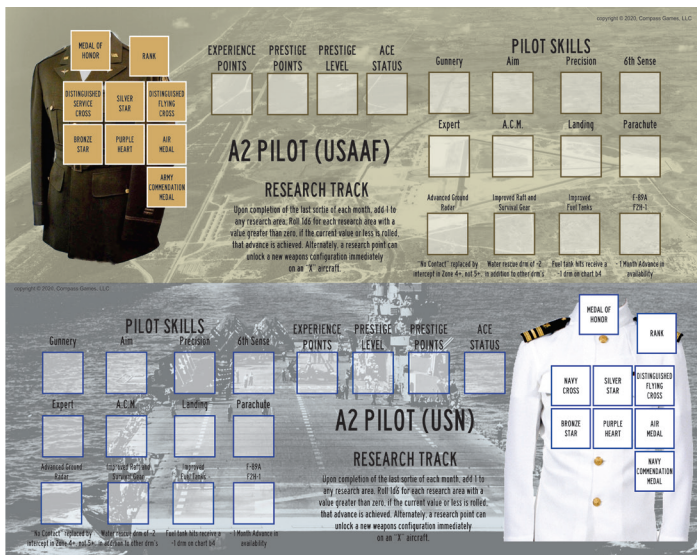
[3.2] BOMBER DISPLAY MATS

The Bomber Target Mats [B10, B11, B12] and enemy Fighter Target Mat [B14] are used to resolve combat against enemy aircraft and are typically set beside your Aircraft Display Mat during play. The use of these mats is explained in the appropriate rules section. Depicted below is the Operations Map.



[3.3] PILOT STATUS CHART

The USAAF Pilot Status Chart [A2] is used to track skills, awards, and your pilot's current Prestige Level, which is used to determine which aircraft you can upgrade to. Chart [A3] is double-sided, with the Marine Pilot on one side, and the US Navy pilot on the other side. Additionally, the monthly Research Track is located at the bottom of this chart.



[3.4] THE PLAYING PIECES

There is one die-cut sheet with playing pieces included with *Defending America*. These playing pieces are referred to as markers (or counters) and are placed on either the Aircraft Display Mat to track status of your plane and pilot or on one of the Target Mats. Markers are provided for individual aircraft, ammo rounds, random events, and the status of your pilot and systems.

Note: some extra markers (damage markers, for example)—have been printed as spare parts should any become missing or damaged.

[3.4.1] HOW TO READ THE MARKERS

The *Defending America* counter mix provides markers to track the status of your aircraft and for resolving engagements. These markers may include information, such as die-roll modifiers, to facilitate play. An explanation of each marker type is explained below.

[3.4.2] GAME MARKERS

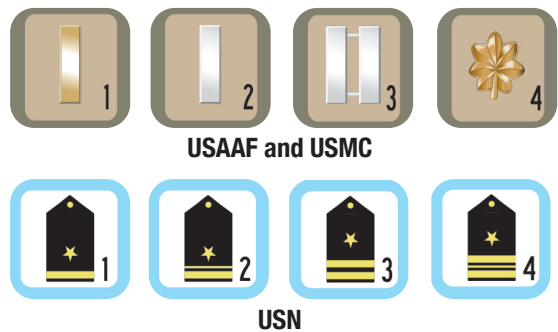
Aircraft:

The various aircraft markers correspond to the aircraft type you have selected and are placed on the Aircraft Display Mat to track progress of your assigned sortie. Your aircraft marker is used on the Target Mat as well when conducting combat. Each of the 16 aircraft markers lists its corresponding type and start date.



Officer Rank:

Eight Officer Rank markers (four ranks each, USAAF and Navy, respectively) are provided to track your promotion level as a pilot. The markers used will be determined by your branch of service. These are placed on the Chart [A2] Pilot Status.



Medals & Awards:

Various awards may be bestowed on you based on your career success. Although mainly for historical interest, the major game impact is that most of them raise your Prestige Level, an important game mechanic that allows you to fly more advanced aircraft as they become available.



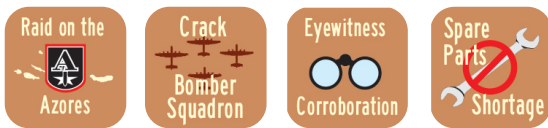
Pilot Skills:

As you gain experience, another key game mechanic is the improvement of your pilot by the purchase of skills. These skills have a direct impact on your combat capabilities and survival. Your pilot begins the game with one Experience Point, granted for having graduated from Flight School. Different skills have different costs to purchase.



Random Events:

While most Random Events are resolved immediately, some can be used later during play and these markers should be placed on the Aircraft Display Mat until used.



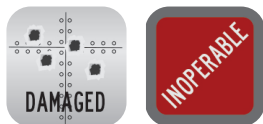
Armaments:

Ammo markers represent typically cannon ammunition carried in your weapons and are two-sided, showing either “1” or “2” ammo points.



Damage:

Damage markers are provided to track damage to wings, the tail, the airframe and any possible damage to engines and other systems. These markers are only placed on your Aircraft Display Mat when damage occurs. They have an “INOP” (inoperative) side for systems that are knocked out (specifically, engines and weapons). Gun jams, while not technically damage, have their own markers.



Pilot Status:

Status markers are provided to track severity of injury or KIA results.



Map Markers:

Markers are provided for the Operations Map to represent the current weather, raid target, your currently assigned airfield or aircraft carrier, and your assigned unit.



[3.5] CHARTS AND TABLES

Five double-sided and four single-sided Player Aid Cards are provided to facilitate game play and resolve game functions. The functions of these charts and displays are explained in the appropriate rules section. Specific charts and tables are referenced by their ID in [square brackets].

When a die roll is called for, each table specifies the die roll combination necessary. This is normally 1d6, a single 6-sided die; 2d6, which is 2 six-sided dice added together, or 1d10, a single ten-sided die. It may include each die representing a different place value. In such instances, use a colored die to distinguish place values. For example, on the Fighter Damage Chart [B6] for a roll of “1d6+1d6,” the first d6 represents the tens’ place value and the second d6 the ones’ place value. This means the result of a roll of 3+4 is a “34” and not a “7.”

DRMs: Throughout the game players will find references to “DRM” – this stands for “Die (or Dice) Roll Modifier.” This is a number that affects the outcome of a die (or dice) roll up or down.

[3.6] THE SORTIE LOG SHEET

The Sortie Log Sheet is used to record information for each game session and damaged or downed aircraft. Feel free to photocopy these sheets as needed.

DEFENDING AMERICA SORTIE LOG				
DATE	RAID TARGET	AIRCRAFT TARGETS	NOTES	
APR '47				
MAY '47				P-808
JUNE '47				
JULY '47				FW-1VF-1
AUG '47				Fronts ?
SEP '47				

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[3.7] GAME SCALE

Each sortie is conducted in a day, with four sorties flown per month, corresponding to the number of major raids undertaken by the German Amerika Bombers for that month. Select markers represent individual aircraft, bases and carriers, damage, and ammunition

[3.8] PARTS INVENTORY

A complete game of *Defending America* includes the following components:

- *One full color counter sheet*
- *Five Player Aid Cards, double-sided*
- *Four Player Aid Cards, single-sided*
- *One Sortie Log Sheet pad, double-sided*
- *Eight Aircraft Display Mats, double-sided*
- *One Operations Map*
- *Two 6-sided dice (one black and one white) and two 10-sided dice*
- *One Rules Booklet with Designer's Notes*
- *One Game box*

If any of these parts are missing or damaged, please contact the publisher:

Compass Games LLC, PO Box 271, Cromwell, CT 06416 USA

Phone: (860) 301-0477

E-Mail: sales@compassgames.com

Note on game terminology: There are two types of aircraft commonly referred to as "fighters" in the game. However, in the game, slightly different terms are used to specify the side, and role, these fighters play. A German fighter is called an "Escort." An Allied fighter attacking bombers is an "Interceptor." Finally, the term "Fighter Combat" refers to Interceptors having combat with Escorts.

[4.0] GAME SETUP

GENERAL RULE

Game setup consists of rolling randomly for a starting base and aircraft type, or by selecting your aircraft type, preparing your Sortie Log Sheet, and placing the corresponding Aircraft Display Mat in front of you for initial marker placement prior to conducting your first sortie. You should also have the Bomber Target Mats [B10-B12] set nearby, as they will be referenced when resolving engagements against enemy bombers. Nearby should also be the Fighter Target Mat [B14] as enemy escorts may also be engaged. The Operations Map should be placed in a convenient spot. After rolling for Base Assignment (rule 4.1) you will put your pilot through Flight School (see rule 4.7) at either Pensacola if Navy or Marine, or Randolph Field if USAAF, by referring to Chart [F1] and performing all actions listed there. (Both flight schools use Chart [F1] but are listed here by name for historical interest).

[4.1] BASE ASSIGNMENT

Play begins by rolling 1d6 on the list below to receive your starting base and unit, then select selecting one of the aircraft types currently available for that base or aircraft carrier. Alternately, you may choose the location and starting date if you desire. Game play consists of being the pilot of a single aircraft rather than simulating control of larger formations.

1d6	Unit	Base	Aircraft Available	Starting Zone	Date
1	4th FG	Wright-Patterson AAF	P-80 Shooting Star	Zone 6	Start
2	357th FG	Andrews AAF	P-80 Shooting Star	Zone 5	Start
3	VF-11	USS Essex	F8F-1 Bearcat	Zone 5	Start
4	VF-171	USS Saipan	F8F-1 Bearcat	Zone 5	Start
5	VF-24	USS Coral Sea	F8F-1 Bearcat	Zone 5	Start
6	VF-5	USS Boxer	F8F-1 Bearcat	Zone	Start

If you wish to start your career as a Marine Pilot, use one of these four squadrons (from any carrier):

VMF-112 VMF-224 VMF-121 VMF-122

Note: you can start with a more advanced aircraft later in the game, such as an F2H-1 Banshee in Jan 1948, but you will not have the early months of the war to rack up more victories and experience.

[4.2] START DATE

4.2.1 Your first sortie will be in April 1947 unless you choose to start later.

4.2.2 You may choose a newer type of aircraft to fly when it becomes available, but only if you have a sufficient Prestige Level that will allow you to fly it. A player's Prestige Level increases with awards and promotions.

[4.3] PREPARE SORTIE LOG SHEET

4.3.1 Prepare a narrative of your flying career by recording the following information in the header of the Sortie Log Sheet:

Callsign: This is the name you choose for your pilot, although in reality, it is normally chosen "for him" by his squadron mates due to a funny incident or a similarity to his real name. You may do this right away or wait for a mission or two to choose something appropriate.

Note: the pilot's callsign has no impact on game play other than building a narrative around your career to enhance your game session or after-action reports.

4.3.2 The Sortie Log Sheet is used to capture information about each sortie, including which aircraft you have encountered and/or downed, any wounds received, and experience gained.

4.3.3 Each month on the Sortie Log Sheet consists of four sorties – this is the number of main force raids flown by the Amerika Bombers of KG 300 during the time period covered by the game, and therefore the number of times you will intercept.

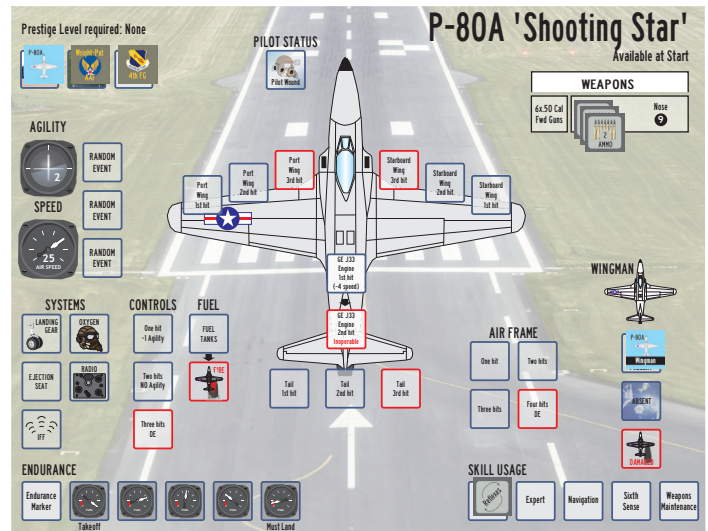
[4.4] AIRCRAFT DISPLAY MAT SETUP

4.4.1 Place in front of you the Aircraft Display Mat that corresponds to the type of aircraft you have selected. You will be referencing this display often while conducting sorties to record the status of your plane.

4.4.2 Place the following markers on your Aircraft Display Mat:

1. Place the Aircraft marker for your type of aircraft in the Hangar box. This marker is moved along the Endurance track to show your current location.
2. Place the Wingman marker in the "Present" box.
3. Place the appropriate base zone, base marker, and unit markers on your Aircraft Display Mat.
4. Place the appropriate Ammunition markers in the armaments section of your Display Mat (rule 4.5). If your aircraft, for example, has six ammo listed, that would be three markers on the "2" side, not six markers.

5. Before the first sortie, you may spend your experience point (your pilot starts the game with one). If you do so, place the purchased skill on either the Aircraft Display Mat or on the Pilot Status Chart [A2] as appropriate.



Example of a P80 "Shooting Star" Aircraft Display Mat with markers placed for the start of the game. In this example, the player had rolled a "1" to start the game. This placed him in at Wright-Patterson AAF, in Zone 6, in the 4th Fighter Group. He has placed his ammunition and wingman counters on the mat and his aircraft in the Flight Deck box. He is now ready to start his first interception. He also spent his starting experience point by buying the "Reflexes" skill and has placed it on the mat.

[4.5] AMMUNITION

Commentary: World War 2 aircraft normally had a fairly limited ammunition load for cannons (weapons larger than roughly 14mm) but typically carried a large load for most machineguns. However, the Amerika Bombers would have had enough ammunition for their weapons such that it is not worth tracking for their defensive fire, and so in game terms, it is unlimited.

Procedure:

1. Consult the initial Ammunition Load information next to each weapon on your aircraft.
2. Select a total number of ammunition markers that adds up to the ammunition points carried. For example, if this number is "6" then it means three markers will be placed on the "2" ammo side. Place these markers next to the appropriate weapon(s).

[4.6] BASING

Players will be based either at one of the two land bases or on an aircraft carrier. If starting on an aircraft carrier, the carrier will initially be placed in Zone 5.

***Historical note:** Andrews AAF and Wright-Patterson AAF are really just examples of many possible airfields, but for game purposes represent any of those in Zones 5 and 6, respectively. Similarly, the aircraft carriers included in the game are representative of CVs existing in the game's time frame. Feel free to use your own if desired.*

[4.6.1] CHANGING BASES

USAAF Pilots may change the base and unit they are assigned at by spending one Prestige Point and losing one sortie in time. (Place an "R" for "reassignment" instead of a target city on the Sortie Log Sheet). If you spend the Prestige Point to change units, a "free" aircraft upgrade is included if you have to change to a different major subtype. The upgrade aircraft must be available at the time of the change. This costs an additional lost sortie as you familiarize yourself with the new aircraft.

[4.6.2] TARGET ZONES

The Raid Chart [A1] lists the actual target name, followed by the geographical target zone to which it belongs in parentheses. What matters for game purposes is knowing the zone in which the target is located. That will determine the interceptor's endurance when it attempts to intercept the raid. The actual name of the target is provided for historical flavor, but the important thing is to know if it is in Zone 5 or Zone 6.

***Historical Note:** some targets are not very close geographically in real life to their target zone (or are right on the border between Zones 5 and 6); but for game purposes they are "close enough" to get the proper fuel consumption. There is obviously a lot of abstraction when considering that all the targets in the eastern half of the United States are divided into two zones. It's not all that important; what matters is that they are close enough to make sense from a fuel consumption (endurance) standpoint.*

[4.6.3] CHANGING AIRCRAFT

You may change your aircraft at the end of each sortie to a newer type, if one is available by date and if you have a sufficient Prestige Level to fly it. You are not required to upgrade aircraft. However, if you do, it costs you one Prestige Point to upgrade to a different aircraft and you lose one sortie in time while familiarizing yourself with the new plane.

USAAF Pilots can only upgrade to USAAF aircraft and Navy/Marine pilots can only upgrade to Navy aircraft.

[4.6.4] FLIGHT SCHOOL

Players will prepare their pilot by attending one of two flight schools: either NAS Pensacola in Florida (if Navy/Marine) or Randolph Field, San Antonio Texas (if USAAF). Flight training is accomplished by rolling on the Flight School Chart (Chart [F1], which is the same for both schools), gaining skills or skill cost reductions if successful in each section of training.

A new pilot will also choose between several optional choices to see if extra time in physical training will give him a better chance to survive wounds, or if extra time spent studying will give him a better knowledge of the aircraft he is to fly, or perhaps he will spend extra time at the bars drinking and lead his friends into a fight, leading to a reputation for aggressiveness. After performing all flight school checks per the Flight School chart, the player is ready to begin.

[5.0] HOW TO WIN THE GAME

GENERAL RULE

A full game consists of completing numerous sorties up to and through March 1948. The game will end early if you are killed in action.

While the results of each sortie may result in promotion and awards, overall victory level is determined at the end of play based on the number of aerial victories against bombers.

[5.1] ENDING THE GAME

5.1.1 The game ends upon completion of your final sortie in March 1948—no sorties are conducted after March 1948.

5.1.2 If it is determined after calculating missed sorties due to injuries that your next sortie would commence after March 1948, the game ends.

5.1.3 The game immediately ends if you are killed in action, regardless of the date.

5.1.4 Once the game has ended, you can determine victory.

[5.2] DETERMINING VICTORY

5.2.1 I would assume most players will merely enjoy topping their previous performances when playing the game. However, for those who wish a general historical "yardstick" for their efforts, I offer these victory conditions: (Although downing enemy fighters count as "kills," you will notice they are not part of the victory conditions).

DEFEAT: 0-4 bombers shot down.

You have failed to adequately defend the nation. After the war you return to the bombed-out city that was once your home, wish you'd done better, and wait for the Gestapo to come knocking.

DRAW: 5-10 bombers shot down.

You have fulfilled your obligations to the nation and you are an ace. Book and movie offers after the war are probably not in the cards, though.

MARGINAL VICTORY: 11-20 bombers shot down.

You have enjoyed success as a fighter pilot. You are one of the aces currently assigned to the defence of the nation. Your unit respects your abilities, and Headquarters puts you in Training Command in late 1948.

SUBSTANTIAL VICTORY: 21-30 bombers shot down.

You are one of America's top aces, and have gained the respect of your peers, your unit, and commanders. You are often mentioned in the nation's papers and are offered a plush job in the Pentagon in late 1948.

DECISIVE VICTORY: 31+ bombers shot down.

You are the scourge of the skies and the pride of the entire Free World. Your legendary exploits place you at the top of the military elite and are mentioned prominently in newspapers as a possible political candidate in 1952. Your peers are amazed at your steel nerves and flying skill. You retire peacefully after the war in Roswell, New Mexico.

5.2.2 PILOT DEATH

Should you be killed in action you still (posthumously) determine your victory level.

5.2.3 ATOMIC BOMBS

Each atomic bomb that drops on the US lowers your level of victory by one. This can be prevented by the procedures outlined in rule 11.0.

[6.0] SEQUENCE OF PLAY

1. Determine the raid target by checking on chart [A1] - the month/year versus 1d6+1d6 roll. Write this on the sortie log. Launch the enemy bomber raid from the Azores by moving the raid marker to Zone 1. For Navy pilots, roll for detection and possible attack if your CV is currently located in Zones 2, 3, or 4 (see 7.11). Take off from your base if USAAF, or launch from your carrier if Navy, if you desire. When you take off, your endurance marker is placed in the "takeoff" endurance box. (Aircraft will probably want to wait until the bomber force is closer to the mainland before launching to preclude running out of fuel, but you are allowed to do so immediately if you wish). You cannot roll to intercept the same turn you take off, and you do not move out of the zone as you are considered to be gaining altitude.

2. Move the incoming raid marker to Zone 2. Again, you may take off from your base if USAAF, or launch from your carrier if Navy, if you desire. You do not move out of the zone as you are considered to be gaining altitude.

3. Move the incoming raid marker to the next zone closer to the raid target zone. You may now move one zone away from your take off point (or loiter in place) and expend one endurance box of fuel. If this places you in the same Zone as the incoming raid, roll to intercept on Chart [B1]. You may also take off if you haven't done so yet (you may make this decision at any point during a raid). You may "loiter" in a Zone after the incoming raid moves, but this still costs you a box of endurance.

Repeat this process until shot down or forced to land. Your last move along the endurance track (to the "Must Land" endurance box) should take place back to your CV's zone, or over Zone 5 or

6 (the continental U.S). If your final move into the "Must Land" endurance box is over the ocean (and not in your carrier's zone if Navy) you ditch and roll for water rescue. (see 7.4.5 Forced Landing). If your final move is over land (Zones 5 and 6) and you are in a carrier-based aircraft, you will lose 1 sortie as you have to land and then transfer back to your carrier. There are no penalties if a land-based aircraft lands over land, or if a carrier-based aircraft lands in the zone where its carrier is located.

You are not required to expend all your fuel – you may land before reaching your final endurance box.

4. In the raid location Zone, the bombers will conduct their raid and then turn around and head back to the Azores one zone at a time. If you are in the same zone (5 or 6) when this occurs, you may attempt interception which occurs after the bomb drop. Up until this point, the bombers are considered to be loaded with bombs. However, after dropping, they may have incurred anti-aircraft damage. (see 7.1.5).

5. At the base or carrier, roll for landing weather on Chart [B9] and roll to land the aircraft (Chart [B7]), applying any applicable DRM.

6. Obtain Awards and Experience points. Spend Experience points if desired. Upgrade to a newer model of aircraft if possible/desired. Relocate your CV (if Navy) to an adjacent Zone if desired. If it is the last sortie of the month, conduct research on Chart [A2] and unlock advanced weapons configurations if desired.

7. Repeat process on the next sortie line on the Sortie Log, until shot down and killed, or until the last turn of March 1948.

[7.0] COMBAT

[7.1] GENERAL PROCEDURES

[7.1.1] GENERAL

Combat is resolved for each Endurance box in which an interception occurs, either against the raid itself or possibly against German escort fighters, and the player decides not to avoid combat. Each combat may be composed of several "Passes" and each Pass of up to three rounds (a Pass may have long, medium, and close range rounds at a maximum). You then have to decide whether to conduct another Pass. A pilot does not have to chase a damaged bomber, for example. You may also break off combat after any round of a Pass.

[7.1.2] INTERCEPTION

If your interceptor is in the same Zone as the Raid, roll for interception on Chart [B1]. If "No Contact" is rolled for a particular endurance box on the Interception Chart [B1], then nothing occurs. Continue to the next turn by advancing the bomber raid one Zone further, and move your interceptor one endurance box ahead on the track and roll again on [B1] if you follow the raid. If you successfully intercept, write the type of

target on the next open space on the Sortie Log Sheet (Me 364, He 277, etc.) There may be also a roll for escorts. German bombers are only escorted in Zones 2 and 3. Intercepting a raid in any other zone means there will NOT be escorts.

An interceptor MAY intercept a bomber that is faster than his aircraft but will only get 1 round in the pass, at long range, then combat is ended and the bombers fly on. (This will typically only be a problem for the F-7F Tigercat and the XP-67 Moonbat, or for an interceptor with previous engine damage).

If there are escorts, and the player chooses to attack the bombers first, he will automatically be engaged with the escorts after his first pass on a bomber. This is very important: if there are escorts, and the player goes after bombers first, he will start against escorts with the escorts getting the initiative and the first shot automatically.

[7.1.3] START COMBAT

To begin combat, the player must first decide if he is attacking the bombers or any escorts (if present). The player must also choose a point of aim if engaging a bomber: Port Wing, Starboard Wing, or Airframe. This is done even if the player does not have the aim skill – it is used to determine damage if a “GP” (Group Damage) result occurs. Escorts and interceptors are considered to always use the Airframe as the point of aim during fighter combat. A player may change his aim point between rounds of a pass; for example, he can start with the port wing at long range, but decide to switch to the airframe at medium range, etc.

[7.1.4] BOMBS

If a bomber is attacked before its specific target zone (Zone 5 or 6, depending) it is considered to still be loaded with bombs. These may detonate with a bomb bay hit; check the Aircraft Damage Listings Chart [B4]. If they detonate when the interceptor is at close range, he may take damage. On a 2d6 “2” or “12” the interceptor takes 1d6 random airframe damage hits in that case.

[7.1.5] ANTI-AIRCRAFT DAMAGE

If a bomber is attacked in the target zone for its raid (Zone 5 or 6) it is considered to have already dropped its bombs. Although you now cannot destroy the bomber by detonating its bombs, it will possibly have taken AA damage from the target area. Roll 1d6 for each bomber you attack in the target zone or later endurance box and subtract 3. This will be the number of random hits the bomber will have taken from AA (from zero to 3, maximum). Roll these hits as random airframe hits on the Bomber and Group Damage Chart [B3] and apply them before beginning your attack. If you attack bombers in their target zone and your IFF is or becomes damaged, you will also take 1d6 -3 random hits on the Fighter Damage Chart [B6] at the end of each pass.

[7.1.6] COMBAT PASSES

Each sequence of bomber combat is called a “Pass.” Each “Pass” is made up of up to three rounds. Use the column on Chart [B2a] that corresponds to your current firepower (FP). Firepower (FP)

is determined by adding all firing weapons’ BOLD numbers together. Excess firepower does not count. Roll 2d6 to find the results, which are explained on Chart [B2c].

Random hits to a bomber are rolled using the “Bomber Random Damage” section of Chart [B3]. A “GP” result (Group Damage) is applied by using the “Group Damage” section of Chart [B3].

Weapons may jam as part of firing (if you roll a “2”). If this occurs, you should determine which weapon has jammed (if firing more than one, this is determined randomly) and subtract that weapons FP (firepower) number from your total firepower. The adjusted firepower number will then be used to determine the number of hits you inflict, which may possibly now be zero.

The bomber fires using Chart [B2b] by referencing its defensive firepower (5,7,9 or 12) versus a 1d6 roll. Random hits to the U.S. interceptor are applied by rolling for each one on Chart [B6].

As the interceptor is faster than the bomber, the range decreases by one each round of combat (long range becomes medium range, medium becomes close. The player may choose to break off and end the pass at any time, but after firing once at close range, the interceptor must break off after firing and is automatically engaged by the escort (if present. Exception, see rule 7.1.10). If there are no escorts, he may wheel around and try to make a second pass against the same or a different bomber, or may end the combat. All combat is simultaneous, unless the player used his “Reflexes” skill. In that case, he will fire first during that round of the pass. A player with the “Reflexes” skill may use that skill once per sortie to fire first in a round. It can be any round, not just the first round.

[7.1.7] RANGE EFFECTS ON BOMBER COMBAT

At long range, interceptor generates one less random hit (-1 hit). At medium range, there are no changes. At close range, the interceptor generates one extra random hit (+1 hit). The bomber (unless out of formation) generates one extra random hit at all ranges -this negates the -1 at long range (for no modifier at long); gives +1 at medium range and two extra random hits at close range (the normal +1 plus one additional). This is due to formation fire (you are taking fire from other bombers in the formation besides your intended target).

Important note: the bomber defensive fire bonus for being in formation is negated as long as your wingman is not shot down and is present. If he has been shot down, or you have ordered him via radio to disengage, you lose this wingman ability. See [7.2.4].

Note: There are no range effects on interceptor vs. escort combat, just during bomber combat.

[7.1.8] GUNNER DAMAGE EFFECTS ON BOMBER COMBAT

Random hits on bomber gunners create an abstracted result. Each gunner hit on a bomber is tracked with a numerical marker (1,2,3 etc.) which is placed on the Bomber Target Mat. For each gunner hit, defensive fire is reduced by one random hit. (It is possible, although uncommon, that so many gunners will have been wounded the defensive fire will be reduced to zero hits). Players should note that during simultaneous combat, gunner hits do NOT reduce defensive fire until the following round of the pass. For all rounds of combat in a pass, firing is simultaneous (exception: the interceptor can fire first if he uses his “reflexes” skill).

[7.1.9] DAMAGE REDUCTION OR INCREASE TO BOMBER DEFENSIVE FIRE

If the interceptor receives damage from bomber defensive fire, it can be altered several ways:

- If the interceptor has a speed+agility rating at least 5 higher than the bomber’s speed, he will receive -1 random hit.
- If the pilot possesses the “A.C.M.” skill, he will receive -1 random hit.
- If the pilot possesses the “Reflexes” skill, he may opt to use it for a one-time (per sortie) -1 random hit.
- If the interceptor is equal to or slower in speed to the target bomber (usually due to engine damage during the pass) he will receive +1 random hit over what is called for.
- If the wingman is undamaged, bomber defensive fire is reduced by a -1 at all ranges.

[7.1.10] COMBAT AGAINST THE ESCORT

If the interceptor chooses to break off the attack, the bomber escapes with whatever damage it has (and may yet crash en route home). The bomber combat is ended, and now fighter combat begins with the escort (if any are present). Note the interceptor may only attempt a second pass on a damaged or new bomber if there is no escort. If an escort is present, combat begins with it at the end of the first pass against the bomber. An interceptor that does not wish to engage the escort may attempt to end combat for this endurance box by rolling 1d6. 1-2 succeeds, and combat has ended. 3-6 results in combat with the escorts automatically firing first in the 1st round. (Success represents escaping further action for whatever reason...be it ducking into some clouds, or diving away from the escorts before they could react, or just slipping away due to inattention or getting lost to the vision of the escorts). If he ends combat in this manner, he cannot reengage the bombers in this endurance box

[7.1.11] SECOND PASSES

If there are no escorts and the interceptor decides to make another pass against a damaged bomber (or a new one, if the first one was destroyed), he is assumed to wheel around to get into a firing position again and starts the procedure again from long range. He may only do this if there are no escorts. Again, if the bombers

are escorted, he must begin fighter combat after his first pass at a bomber unless he attempts to end combat on a 1d6 with success on a 1-2.

A bomber that has two or more damaged or inoperable engines is considered to be out of formation for a second pass.

Designer Note: Players should realize that a pass against a bomber occurs in just a matter of seconds – even a lot of engine damage is not going to make it fall out of formation instantaneously. However, if you wheel around for a second attack, he will be out of formation by the time you line up for your second pass. This makes wing attacks tempting if you don’t think you’ll have the firepower to down a bomber in a single pass.

[7.1.12] EXTENDED BURST

A pilot may risk firing an extended burst from his forward weapons (only) in order to achieve more hits using the Extended Burst Chart [C3] below. Although this (usually) results in more damage to the bomber, it may also result in a jammed weapon or weapons. If a pilot wishes to attempt this, he must have two ammo points remaining in at least one of his forward weapons, and must be at medium or long range. Prepare for combat normally by choosing an aim point, then roll 2d6 before rolling on Chart [B2a]:

[C3] Extended Burst Chart

2	Target DE (expend 2 ammo)
3	+4 hits (expend 2 ammo)
4	+3 hits (expend 2 ammo)
5	+2 hits (expend 2 ammo)
6	+2 hits (expend 2 ammo, then 1 weapon jams)
7	+2 hits (expend 2 ammo)
8	+1 hit (expend 2 ammo, then all forward weapons jam)
9	+1 hit (expend 2 ammo, then 1 weapon jams)
10	+1 hit (expend 2 ammo)
11	+1 hit (expend 2 ammo)
12	All weapons jam before any damage is done

Note that EACH firing weapon expends two points of ammo, if possible. Any extra hits received are random hits to the aimed area. The extra hits from an extended burst only occur if at least one hit is achieved normally from the firing card. Weapon jams from extended burst, unlike from rolling a “2” when firing, occur after firing, unless a “12” is rolled on [C3] and no firing occurs.

The downside to firing an extended burst, besides possible gun jams, is the bomber’s return fire is increased by one random hit temporarily that round, as the interceptor is flying straight while extending his firing. [6.2.5.1]

[7.1.13] AMMUNITION USE

Each weapon expends one point of ammo each time it fires (exception: extended burst).

[7.2] COMBAT WITH ESCORTS (FIGHTER COMBAT)

[7.2.1] COMBAT PROCEDURE AGAINST ESCORTS

It is possible to encounter escorts – this can be either Me 262 or Go 229 jets.

The game has unescorted bombers in Zones 4, 5, and 6. However, as time passes, Atomic Missions become a possibility. Once these begin, a player may decide to try and intercept the German bomber raid in Zones 2 or 3 in order to increase the chance the bomber with the Atomic bomb is destroyed. If intercepting in Zone 2 or 3, a player's interceptor may attack bombers first, or the escort first. Bombers are always considered to be escorted in Zones 2 and 3. If fighting the bombers first, the escorts will get to shoot in the first round of fighter combat, which is a huge disadvantage for you. Think carefully before attempting this. It is your choice, however, to engage the bombers first. Notice you normally cannot avoid combat with the escorts (exception: 7.1.10) – you'll either fight them first, or after attacking the bombers.

[7.2.2] INTERCEPTOR VS. ESCORT COMBAT (FIGHTER COMBAT)

Place your aircraft and the appropriate enemy escort, either Me 262 or Go 229, on the Fighter Target Mat (B14). Me 262s are the only escorts possible until 1948. Starting in January 1948, the escorts are Me 262 on a 1d6 roll of 1-3, and Go 229 escorts on a roll of 4-6. Roll for escort type after a successful interception in Zones 2 or 3.

[7.2.3] FIGHTER COMBAT RESOLUTION

Fighter Combat is composed of three rounds only. At the start of each round, use the Initiative Chart [B13] to determine if one of the aircraft has maneuvered well enough to fire.

This roll is the aircraft's speed, agility, and 1d6 added together, with some modifiers per the chart. Compare this total to the total for the other aircraft.

If one aircraft has a total 5+ higher than the other, it shoots and damage is applied (and possibly reduced by ACM, 6th Sense, or Reflexes). It is possible neither aircraft has an advantage, so no combat would occur in that round. Proceed to the second round, and consult Chart [B13] again, with one aircraft able to shoot, or neither can shoot. Finally, consult Chart [B13] a final time.

At the end of the third round, fighter combat is considered to be complete, regardless of damage or results to either aircraft.

It is possible that all three rounds of fighter combat may result no firing, as neither aircraft could maneuver well enough to get in position. Fighter combat is considered to be at medium range, as there are no range effects on combat between interceptors and escorts. Once fighter combat is complete you cannot engage bombers any further this turn. If you still have endurance

(and are air-worthy), you have a chance to catch up to the raid when it moves another zone either toward or away from the raid target, assuming you still have fuel endurance and you intercept it successfully.

[7.2.4] WINGMAN USE AND ABSTRACTION

Your wingman's job is to protect you during combat. However, at times he will be busy trying to stay alive himself. The wingman in this game, unlike some other games, is abstracted. He flies a notional aircraft of the same type you are flying, whose damage you don't track, except in general terms. You must assume he is also attacking bombers, and in the rare cases you engage escorts, he has his own escort to tangle with. Players should realize that, although the game tracks the player's single aircraft attacking a single Amerika bomber, in reality you are fighting as part of a squadron which is engaging an entire formation of bombers.

The wingman has two specific functions in the game:

1. While assisting you in bomber combat, he is assumed to be drawing away some of the fire from your aircraft. As such, the bomber's bonus damage of +1 random hit at all ranges is removed. If your radio is operational, you may order him to stay clear and disengage at any time, but you then lose this ability.

A wingman becomes damaged on a bomber defensive die roll of "6." Move his counter to the damaged box on the Aircraft Display Mat. You would thus lose his ability to assist in interceptor vs. escort combat (if there are any escorts, which only occurs in Zones 2 and 3).

You may have your wingman continue to assist you after he has been damaged, but is now more vulnerable and is shot down on a bomber defensive fire roll of "5" or "6." If that occurs you immediately lose his ability to reduce defensive fire (beginning with the roll that shot him down).

2. In combat versus escorts, his efforts are abstracted by giving you a +1 to your initiative roll. This represents his maneuvers to prevent a second escort from interfering, or possibly interfering himself with the escort you are fighting. If your wingman is damaged or your radio is out, you will not receive this +1.

[7.3] DISENGAGING FROM COMBAT

[7.3.1] FRIENDLY DISENGAGEMENT

There may be times (for example, if all forward weapons are knocked out) when you will want to disengage before the 3rd round of Fighter Combat. You may only choose to do this as your action instead of firing (you must have won the initiative roll by 5+ at the start of a round against an escort). It is automatic, and the encounter ends.

[7.3.2] ENEMY DISENGAGEMENT

An enemy escort will attempt to disengage if the pilot is wounded, has all forward weapons knocked out, has leaking fuel tanks, or oxygen knocked out. This action occurs instead of firing,

which means he had to have won the initiative roll by 5+. As with your aircraft, it is also automatic.

[7.3.3] DISENGAGEMENT FROM BOMBERS

If you are attacking a bomber you can disengage at any time before firing would occur (Long, Medium or Close range). Remember that you may then have to face escorts (if present) unless you try to escape their attention. (see 7.1.10).

[7.4] AIRCRAFT DAMAGE

If an aircraft meets its damage threshold for major systems, it is considered shot down. This would be the airframe, either wing, control surfaces, or has all engines knocked out. A fire in the fuel tanks also results in a lost aircraft as all crew bail out. An explosion in the fuel tanks is catastrophic and also results in the loss of the aircraft and all crew are KIA. An explosion in the bomb bay also destroys a bomber.

Fighters only have two fuel tank hit boxes; bombers have three. The first fuel tank hit on a bomber is a "Self-seal" and while marked with a damage marker, has no other effect and does not trigger a fire/explosion check.

Interceptors can take damage from bombers that explode from a bomb bay hit (if the bombs are still on board and an "10" or higher is rolled for explosion) IF the interceptor is at close range when this occurs. On a 2d6 "2" or "12" the interceptor takes 1d6 random damage in that case.

A subsequent damage result against a system already knocked out is "no effect" instead. You can only destroy a radio once, for example. However, most systems (Engines, Wing, Airframe, Controls, etc.) require multiple damage results to destroy.

A "DE" result means the aircraft is immediately destroyed. This result encompasses such events as engine failure, the entire tail section being shot off, or a wing being sawn off. When a target is destroyed, circle it on the Sortie Log sheet.

[7.4.1] DAMAGE TO FIGHTER AIRCRAFT

U.S. interceptors can receive damage from bomber defensive fire or from an escort. Grouped damage (a "GP" result), if it occurs, comes from the Bomber and Group Damage Chart [B3]. All grouped damage to fighter aircraft uses the "Airframe" column, and the gunner result is ignored. All other damage is rolled randomly on the Fighter Damage Chart [B6]. If a player receives a fuel tank hit, and rolls an explosion, the game ends (no parachuting attempt allowed in that case).

Due to the large, heavy radial engines in some aircraft, they ignore the first engine hit they take. Place a damaged marker on the first engine status box to indicate it has taken that first engine damage. However, there is no speed loss in that case. Subsequent engine hits actually damage the engine. At the second hit, they reduce your speed by two.

Disregard the words "Port" and "Starboard" on the Fighter Damage Chart [B6] in regard to engine hits when taking damage to a single-engine aircraft. They are all simply engine hits in

that case. The Convair XP-81 is a special case, in that it has a turboprop in the front and a jet engine in the rear. For that one aircraft, "Port" engine hits go to the turboprop, and "Starboard" engine hits go to the jet engine.

The various effects of damage are listed on the Aircraft Damage Listings Chart [B4] and should be applied immediately to aircraft.

Engine damage does not preclude an aircraft from finishing a combat - it only hampers or precludes further interceptions that sortie. A damaged prop (radial or in-line) engine reduces speed by "2" (exception: first damage to a radial engine). A knocked-out prop engine reduces speed by "4." Damage to jet engines reduces speed by "4" and a knocked-out jet engine reduces speed by "6." This has serious implications for the initiative roll at the start of each combat round against escorts, and may also affect your ability to reduce incoming bomber defensive fire. Of course, if the engine (or both engines for a twin-engine aircraft) are knocked out, the interceptor must immediately glide to an emergency landing. Alternately, the pilot can bail out by rolling on the Parachute Chart [B8].

If a player's plane is destroyed, roll to bail out. (Exception: you cannot parachute from a plane destroyed by an exploding fuel tank. You are KIA in that case and the game ends).

A pilot may attempt to parachute if a plane is shot down. Even if not shot down, the pilot may decide to bail out of his aircraft at the end of any round of combat. Normally, this would be if you are severely wounded and the plane is shot up enough you are doubtful you would survive the next round of combat. This choice ends combat. Roll for the pilot to parachute on the Parachute Chart [B8].

[7.4.2] POST COMBAT

A player may abort his sortie after combat if he desires, due to damage. Simply move your aircraft marker directly to the Landing box, and roll for landing on Chart [B7]. Leaking fuel tanks and oxygen system damage force an aircraft to abort and land at the end of a pass against a bomber. In fighter combat, they must attempt to disengage until successful or shot down. Damage cannot be repaired while airborne. After landing, repairs on your aircraft are made by the following:

1-3 hits	Repaired by next sortie.
4-5 hits	Lose one sortie for repairs.
6+ hits	Aircraft is written off, receive new aircraft without missing a sortie

Jammed weapons and injuries do not count as "hits" for the purposes of repair.

[7.4.3] AIRCRAFT LOSS DUE TO BATTLE DAMAGE

It is possible that an enemy aircraft will not make it back to the Azores, even if you did not inflict enough damage to shoot it down before you had to break off combat for whatever reason. Use the

following formula: On a 1d10 roll of "1" a damaged aircraft will crash before reaching home. Add 1 chance to this possibility for each of the following: Each engine OUT (not damaged), or any system that is 1 point short of aircraft destruction. Example: An Me 364 bomber has 1 engine damaged, two knocked out, and 3 hits on the port wing. Since the port wing can only take 4 hits, that would add one, and the knocked-out engines add 1 each. The damaged engine has no effect. Therefore, this bomber crashes enroute home on a roll of 1-4 on a 1d10.

You receive credit for such a kill (bomber or escort crashing enroute back to the Azores) ONLY if this was spotted by someone - on a 1d6 roll of "1" you receive credit for this kill. (Exception: there is a Random Event which gives you credit without a die roll).

Note: this may seem a bit harsh, but the probability of someone actually seeing a damaged bomber go down while it is enroute back to the Azores would be slim, as it is over the ocean and far from any possible US forces, except rarely a submarine or recon aircraft.

[7.4.4] LANDING PROCEDURE

Landing can be a hazardous procedure if the plane is damaged or the pilot is wounded. Total up all modifiers and roll on the Landing Chart [B7] then apply the results, if any.

[7.4.5] FORCED LANDING

It may be that an interceptor is forced down after a combat (for example, if one or sometimes both engines are hit and knocked out) or has suffered leaking fuel tanks. In such a case the aircraft would not make it back to base. The player has three options at this point:

1. Bailing out. Roll for the pilot on the Parachute Chart [B8] and apply wounds if required. If over water, roll for rescue. If the radio is damaged apply a +4 DRM.
2. If over land, making a forced emergency landing (at +1 DRM) in a field or road somewhere. If the player chooses to do this he must total up his landing modifiers and roll on the Landing Chart [B7]. Even if he lands successfully, he will miss the next sortie as he travels back to his normal base.
3. If over water, make an emergency water landing (at +1 DRM) and then roll for rescue. If the radio is damaged, this roll is at +4.

For water rescue, roll 2d6. On a roll of 2-8 the pilot is rescued by a Tench-class submarine on lifeguard duty. On a roll of 9-12, the pilot is lost due to exposure / no rescue.

[7.4.6] ROUGH AND CRASH LANDINGS

A poor roll on the landing chart may result in a rough landing (the pilot receives a light wound, and aircraft is lost for 1 sortie for repairs) or in a crash landing (the pilot receives a wound - roll for severity. The aircraft is written off as destroyed). At the far

extreme of the landing chart (a roll 16+), the aircraft is destroyed while landing and the pilot is killed.

Note on the Serious Wound Resolution Chart [C2]: This chart mainly has results related to bullet wounds. Disregard that verbiage for a serious wound resulting from a crash and consider the sorties lost to be due to recovery from blunt force trauma.

[7.4.7] PILOT INJURY

The game only tracks the interceptor's pilot. Each injury will result in lost time or in extreme cases, medical retirement (and the game ends).

Three results may happen from injury: Light Wound (LW), Serious Wound (SW), and Killed in Action (KIA).

[7.4.8] INJURY DURATION AND EFFECTS

LW: Miss 1 sortie.

SW: If this occurs, you must immediately attempt to break off combat at the conclusion of the current firing pass against a bomber or fighter combat. The landing roll receives a +1 DRM. After landing, roll 2d6 on the Serious Wound Resolution Chart [C2] to determine the number of sorties missed by the pilot.

[7.5] WEATHER EFFECTS

The weather for each sortie is rolled on the Weather Chart [B9]. The weather was good enough for the Germans to mount a raid, but the large distances involved means the weather at your landing field may be worse, or has changed for the worse, and may be different at combat altitudes as well. The weather affects the landing roll negatively with any other result than "good" weather. Apply the appropriate modifier (-1 to -3) if the landing weather is anything other than "good."

Note: Cloud cover, which potentially affects combat, is mainly abstracted via the differing results of the combat cards. Some players may feel this simplifies weather effects quite a bit – they are correct. With only eight or less main force raids a month, we are assuming that on the day chosen for the raid, the overall weather is at least good enough to mount the raid, and therefore good enough to intercept. The landing modifiers take into account localized storms over your landing field that may have occurred.

[7.6] PARACHUTING TO SAFETY

At times you will be shot down by a German bomber or fighter. In such cases, the pilot is allowed to attempt to parachute to safety. Roll for the pilot on the Parachute Chart [B8]. At this point, assuming you survive the parachute roll, you will lose the next turn (sortie) while you receive a new aircraft and get back to base. The only thing that would preclude a parachute attempt is a fuel tank explosion. (A player may still parachute from any other result that destroys his aircraft).

[7.7] PILOT SKILLS

The Pilot may increase in skill during the course of the year. For every three sorties flown (regardless of kills) the pilot gains an Experience Point, which he may spend to "buy" skills. Sorties that are skipped due to injury, plane repair, or other reasons, do not count toward gaining experience points. The skills cost different amounts of experience points to purchase. The Skill Effects Listing Chart [B5] gives a summary of all the skills and costs, with the full explanation here below in the rules.

The pilot starts the game with one Experience Point for graduating from flight school.

The skills confer various benefits during game play, as listed below. The cost to buy each skill is listed after the skill name in parentheses.

SKILLS:

GUNNERY (5) This skill gives the player an extra random hit when firing, if any hits were scored normally when firing. This applies to both bomber and escort combat.

AIM (6) This skill gives a player the ability to apply one "bonus" hit of the picked type at which he aimed. Players may aim at a Wing (Port or Starboard) or Airframe. This skill only applies to attacks against bombers. The "Aim" skill should not be confused with the procedure by which a player "aims" at a particular area of the target bomber. That procedure always happens.

PRECISION (3) The pilot is so sparing and accurate with his bursts that when he fires and rolls an even number, he does not expend an ammo counter. This skill is not applicable when a player uses extended burst.

SIXTH SENSE (4) The pilot has developed an uncanny sense of impending danger. Once per sortie, any result of 5+ random hits against him is instead converted to 2 random hits. (A.C.M. and speed reductions then may also occur).

EXPERT (3) A pilot may become an "expert" in his current aircraft: This skill allows the player to reroll one of his attacks per sortie, if desired. He must use the results of the new roll, even if it does less damage. This skill applies to ONLY the specific aircraft for which it was purchased.

A.C.M. (4) Air Combat Maneuvering allows a player to receive one less random hit when receiving defensive fire from bombers or when attacked by an escort.

REFLEXES (1) This skill allows a pilot to either take one less random hit after defensive fire or escort fire, or to fire first in a round against a bomber. It may be used once per sortie.

NAVIGATION (1) This skill allows a pilot to reroll a "No Contact" result on the [B1] Interception Chart once per sortie.

LANDING (1) This skill allows a "-1" DRM to the Landing Chart [B7].

PARACHUTE (1) This skill allows a "-1" DRM to the Parachute Chart [B8].

WEAPONS MAINTENANCE (2) This skill allows the player to ignore the first (only) "Jammed Weapon" result from either extended burst or a combat roll once per sortie, due to his skilled ground crew.

[7.8] AWARDS

The various awards in the game are representative of the major awards given to fighter pilots. Each award confers one Prestige Point to a player (and also raises his prestige level by one), which he may spend at his convenience to upgrade aircraft or obtain a transfer to a new unit. Some awards have an Army Air Force and a Navy version. You are not eligible for awards from the other branch.

[7.8.1] ARMY COMMENDATION MEDAL This is awarded to a USAAF pilot upon completion of his 5th sortie. The award confers one prestige point.

[7.8.2] NAVY COMMENDATION MEDAL This is awarded to a Navy/Marine pilot upon completion of his 5th sortie. The award confers one prestige point.

[7.8.3] AIR MEDAL This is awarded to an American pilot upon completion of his 10th sortie. The award confers one prestige point.

[7.8.4] PURPLE HEART This is awarded to an American pilot who is wounded in action (not injured in a plane crash or landing). The first Purple Heart confers one prestige point.

[7.8.5] BRONZE STAR This is awarded to an American pilot who downs an enemy aircraft. The first award confers one prestige point.

[7.8.6] DISTINGUISHED FLYING CROSS This is awarded to an American pilot after his 15th sortie. The award of the DSC confers a prestige point.

[7.8.7] SILVER STAR This is awarded to an American pilot who downs an enemy aircraft and at least damages another in the same sortie. The first award confers one prestige point.

[7.8.8] DISTINGUISHED SERVICE CROSS This is awarded to an American USAAF pilot who shoots down two enemy aircraft (or more) in a single sortie. The first award of the DSC confers a prestige point.

Historical note: the equivalent "Air Force Cross" was actually proposed in 1947 but not approved until 1960. Before 1960, Air Force personnel received the DSC for heroic acts below the standards for the Medal of Honor. As the game proposes the alternative history continuation of the war, it is assumed the Air Force has not yet been established as a separate branch of service.

[7.8.9] NAVY CROSS This is awarded to an American Navy/Marine pilot who shoots down two enemy aircraft (or more) in a single sortie. The first award of the Navy Cross confers a prestige point.

[7.8.10] MEDAL OF HONOR This is awarded to an American pilot who achieves 25 victories, or alternately, shoots down 3 aircraft and at least damages a 4th in a single sortie (good luck with that). It confers a prestige point each time it is earned. It is also award-

ed to a pilot who shoots down a bomber loaded with an Atomic Bomb before it reaches Zone 5.

[7.8.11] AWARD LIMITATIONS Players will only ever achieve one award per sortie for heroism. This means that, although the criteria for several awards might be met at the same time, only the higher award will be received. The exceptions are the Commendations Medals (which is automatic after 5 sorties), the Air Medal (which is automatic after 10 sorties), the Distinguished Flying Cross (which is automatic after 15 sorties) and the Purple Heart (which is automatic upon receiving a wound). Those awards can be simultaneously earned along with an award for valor on the same sortie.

[7.8.12] ACE STATUS Upon reaching "Ace" status (5 kills) a player receives a Prestige Point. Pilots receive a +1 on the Initiative Chart [B12] if they are an "Ace."

[7.8.13] MULTIPLE AWARDS Players may earn multiple awards of the Bronze Star, Silver Star, DSC, and Purple Heart, but these do not grant additional Prestige Points or any game play benefits. They may be tracked by the player by using awards with Oak Leaf (USAAF) or Gold Star (Navy/USMC) devices. One Oak Leaf would indicate a second award, 2 Oak Leaves a third award, etc.

[7.9] PROMOTIONS

Players may choose to be either a USAAF, Navy, or Marine pilot. Having a higher rank has no game impact but is included to add to the role-playing aspect of the game and as an additional metric of performance.

[7.9.1] Officer Ranks. The officer ranks are:

FIRST RANK: 2nd Lieutenant (USAAF/Marine) and Ensign (Navy) - the player's normal and lowest possible officer starting rank.

SECOND RANK: 1st Lieutenant (USAAF/Marine) and Lieutenant Junior Grade (Navy/Marine)

THIRD RANK: Captain (USAAF/Marine) and Lieutenant (Navy)

FOURTH RANK: Major (USAAF/Marine) and Lieutenant Commander (Navy)

[7.9.2] PROMOTION MECHANICS

Promotion to the next higher rank occurs on a successful 1d6 roll of **1-4**, with the following modifiers:

-2 For possessing the Medal of Honor (each promotion attempt).

-1 Per 10 kills during the period.

-1 Per award of the Silver Star during the period.

+1 Bar fight at Flight School. (first promotion attempt only).

A player may have multiple modifiers depending on how the period went.

[7.10] RANDOM EVENTS

A Random Event occurs the first time a "12" is rolled, per sortie, on the Interception Chart [B1]. This replaces the Bomber encounter that is listed there (should you roll a second "12" later in the sortie, the Bomber encounter would happen at that point). You then roll on the Random Events Chart [C1]. The results of the 2d6 roll on chart [C1] range from very good to very bad. Some will give a player a marker that may be used at a future point in the game (Eyewitness Corroboration, etc.) Place this marker on the aircraft mat. Other random events will need to be processed per the text of the event. After processing the random event, move forward one box and continue your sortie.

[7.11] CARRIER ATTACKS

When the threat of atomic attack looms (1948) a Naval player should consider moving his CV closer to the Azores. This will allow earlier interception of bomber raids and a greater chance to shoot down the bomber containing the atomic bomb. However, there is a risk of attack by Type XXI U-boats in each zone except Zone 5. For example, in Zone 3, a CV is detected on a 2d6 roll of 11-12. This detection roll is made at the very beginning of each sortie, before takeoff. If detected, the CV is sunk on a 1d6 roll of 5-6. In that case the pilot loses the sortie as he needs rescue (automatic) and is transferred to a new CV. Choose a new CV at random and place it in Zone 5.

[7.12] EXTENDED EXAMPLE OF PLAY

Bob decides to roll to start the game and get a 1d6 2 which means he will fly the P-80A from Andrews AFB as part of the 357th Fighter Group (4.1). He chooses his call sign as "Jigsaw" and writes this on the Sortie Log Sheet at the top. He prepares his P-80A Aircraft Display Mat by placing ammunition for his machineguns on the mat, along with markers for his wingman, his unit, and his airfield. It is now time to attend Flight School (4.7, Chart [F1]). He fails at gunnery training because he rolled a 2d6 4 which is a miss. He succeeds at both landing and parachute training, and therefore places both of those skills on his [A2] Pilot Chart for free. He rolls a 2d6 7 for Flight Training which, sadly, also is mediocre and does not earn him the ACM -1 reduction marker for later use.

His final step in Flight School is to determine how to spend his time – and knowing his luck, he opts for Extra Physical Training. This allows him to place the Stamina marker on his Pilot Wound box on the Aircraft Display Mat. This means his first KIA result will only be a serious wound, or alternately, his first SW will be downgraded to just a light wound. Now that he is done with Flight School, he receives 1 Experience Point, to be placed on his [A2] Pilot Chart. However, he opts to spend it immediately so he doesn't even place it down – he uses the 1 point to purchase the "Reflexes" skill. This skill, since it is used once per sortie, is not placed on his [A2] Pilot Chart like the other skills, but instead is placed on his Aircraft Display Mat.

Jigsaw is now ready for his first sortie. He rolls on Chart [A1] using the APR-JUN 1947 section and gets a 55 result which means the

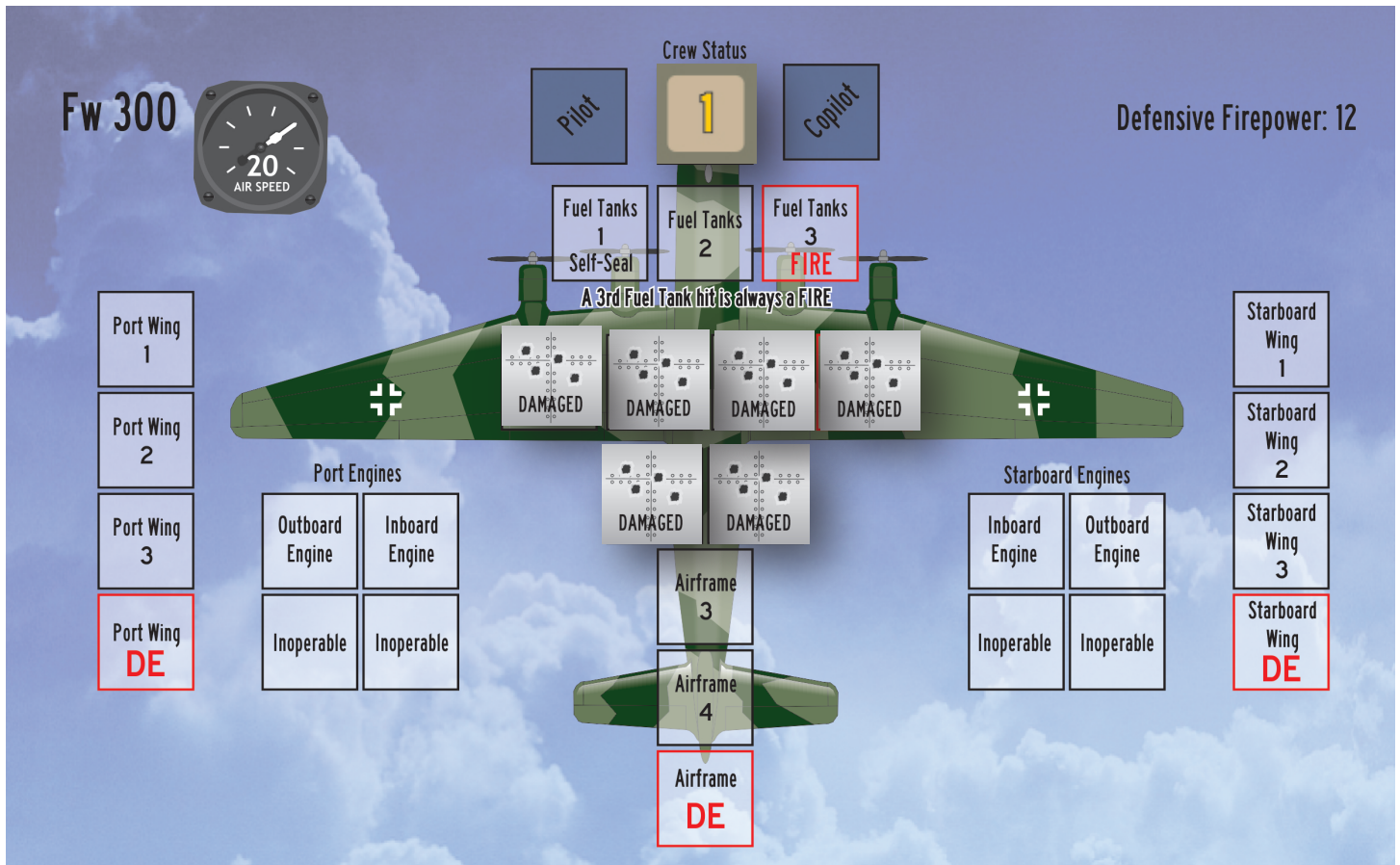
Amerika Bombers are heading to bomb Standard Oil. He writes that on the Sortie Log Sheet along with the target zone, which is 5. He places the Incoming Raid marker in Zone 1. Because he does have fuel limits, he waits to take off. The incoming raid moves to Zone 2. He still waits. The incoming raid moves to Zone 3, and Jigsaw takes off at this point. He burns one fuel endurance. He does not actually move his marker on the map, as he is considered to be taking off and gaining altitude. Now the incoming raid moves to Zone 4, and so does Jigsaw – so a potential interception occurs. He rolls on Chart [B1] for interception, and on 2d6 rolls a 8 which is unfortunate as it results in “No Contact.” The raid now moves to Zone 5, and Jigsaw follows. He again rolls an 8 to intercept, but because of ground based radar in Zones 5 and 6, the “No Contact” result is converted into a Fw300 result.

Since this interception is occurring in the target zone (Zone 5) the bombers have already dropped their bombs, but may have AA damage (rule 7.1.5). A quick check determines there is none.

Jigsaw attacks, starting at long range. Combat is simultaneous unless he chooses to use his “Reflexes” skill, but he decides to save that for now. He chooses the airframe as his aiming point and removes one ammo marker from his Aircraft Display Mat. Although the bombs have already been dropped, he wants more chances against the bomber’s gunners, as the Fw300 has the most defensive firepower of all the Amerika bombers. He rolls a 2d6 8 on the 9 Firepower column of Chart [B2a] which inflicts four random hits. This is reduced to three random hits because of range effects. He rolls 3 x d10 and gets results of 2,5,7. This is an

Airframe hit, a Controls hit, and a random jet engine hit, per the bottom half of Chart [B3]. He places the damage on Chart [B11] which has the Fw300 target on it. However, the random jet engine hit is considered “No effect” as the Fw300 has no jet engines. The Fw300 fires back on the 12 Firepower column of Chart [B2b] and rolls a 1d6 3 which results in three random hits. However, this is reduced twice: once because the wingman is active (rule 7.2.4) and once because the P-80A has a speed of 25 and the Fw300 only has a speed of 20. This differential is five, which is enough to trigger a -1 to random hits received by the interceptor (rule 7.1.9). Jigsaw is only actually taking 1 random hit from bomber defensive fire. He rolls on Chart [B6] and gets a 25 result, which is his port engine. Since the P-80A is a single engine aircraft, the word “port” is ignored and it just defaults to being an engine hit. Bob places a damage marker on the Aircraft Display Mat in the first engine box, and notes he has lost four speed.

Jigsaw closes to medium range. Because of his damaged engine, he’ll be taking more defensive fire this round (21 adjusted speed versus 20 speed is not enough to reduce defensive fire), although that is offset by the fact he inflicted one hit on a gunner last round. He decides this will be a good time to use his Reflexes skill and flips that marker to its Used side to indicate this. It has two possible uses, but Bob decides to use it to be able to fire first in the round. Bob again chooses Airframe as his aiming point. He rolls a 9 on the 9 Firepower column and gets a GP result, which is Group Damage. A look at the top half of Chart [B3] shows the results are a Controls hit, an Airframe Hit, a Gunner hit, and two random hits. To determine the random hit component of the GP result,



he now looks at the bottom half of Chart [B3] and rolls 2 x d10. The results are extremely lucky as both are a 5 (Controls hits) which means the bomber has received a total of four Controls hits, which shoots it down. Even better, the use of the Reflexes skill meant this happened before the bomber could fire – so there is no return fire at all. At this point, Bob could wheel around and engage another Fw300 if he desired, but with a damaged engine decides to prudently return to base. He rolls for landing weather (Chart [B9]) and gets a 1d10 result of 8 which means poor weather. This gives a +1 drm to his landing roll on Chart B7, but his 2d6 roll of 5 means he lands without incident.

Post flight he has several administrative actions to process. He gains a Prestige Point, as upon checking the Awards section (rule 7.8) he sees he has been awarded the Bronze Star for downing an enemy bomber. He places a 1 marker on his [A2] Pilot Chart in both the Prestige Level and Prestige Points section, and also places the Bronze Star on his uniform.

He is now ready to begin his second sortie.

[8.0] PILOT PRESTIGE

New pilots did not receive, as a general rule, the latest and most advanced aircraft to fly, not to mention the “one of a kind” experimental configurations. These were generally distributed first to the “ace” pilots who had proven themselves. To represent this, Defending America uses the concept of “Prestige Points” and an overall “Prestige Level.” As a player's Prestige Level increases, newer and more advanced types of aircraft will be available for use. Prestige Points can be used to upgrade to newer aircraft, to get reassigned to a new unit/base, or to “unlock” advanced weapons configurations for experimental aircraft.

[8.1] PRESTIGE POINTS

Each time a player receives an award he receives a Prestige Point. Keep track of your current total of points on Chart [A2]. You also receive a Prestige Point for achieving your 5th kill (you have become an “Ace” at that time) and for each promotion. Prestige Points may be spent on the following items:

1 point Upgrade to a newer aircraft.

1 point Unlock advanced weapons configurations on one of the five experimental aircraft. (This may also be done by spending a Research Point instead).

1 point Reassignment to a new base (lose 1 sortie while transferring).

1 point Receive a new aircraft in the same general series so as to not lose a sortie due to repairs.

2 Points Convince HQ to start series production of one of the five models of experimental X-Craft (this is an exception to rule [10.5] allowing you to get replacement aircraft of one of the five normally limited availability aircraft listed there). Place the “Series Production” marker on the appropriate Aircraft Display Mat.

[8.2] PRESTIGE LEVEL

A player's Prestige Level starts at zero. Every time a player receives a Prestige Point, his Prestige Level increases by one. It never decreases. Unlike Prestige Points, which can be saved and spent as desired, the Prestige Level is your overall Prestige within the USAAF or US Navy and is used to “unlock” more advanced aircraft, which can then be purchased with Prestige Points. Your Prestige Level can only increase as the game progresses - it never decreases even if you spend all your Prestige Points. A Prestige Level of “4” is the maximum and once reached it no longer needs to be tracked. It is the highest level needed to fly any aircraft. Prestige Points, however, can still be earned (and spent) even if you are currently at level 4 Prestige.

[9.0] THE RESEARCH TRACK

The Research Track on the bottom of Chart [A2] allows you a monthly decision on how to direct research towards more advanced technology and hardware that will assist you in surviving or inflicting more damage. After the final sortie of each month (whether or not you flew) you are given one Research Point to allocate to one of the four areas on the track. Roll 1d6 for each research area with a value greater than zero. If the current value or less is rolled, that advance is achieved. Place a “Advance Achieved” marker on the research box to denote this. Each month, you get another point to spend. You may place additional research points in the same advance (to increase the chances of success) or you may spread them out to different areas. It is your choice. Alternately, a research point can unlock a new weapons configuration immediately on an “X” aircraft. No die roll is required – place an “Unlocked” marker on the appropriate Aircraft Display Mat to denote you may now use the new weapons loadout.

[10.0] REASSIGNMENT TO A NEWER AIRCRAFT

A player may be reassigned to a newer model aircraft under certain circumstances.

[10.1] AIRCRAFT GROUPS

There are two general groups of aircraft in the game, USAAF and US Navy. Pilots must stick with the group of aircraft corresponding to their branch, USAAF or Navy.

[10.2] UPGRADING

If a player desires a newer model of aircraft, he may then spend one Prestige Point and receive it. The aircraft must be currently available by date, and the player must have the Prestige Level required to fly that model. When switching to a new type of aircraft, he loses one sortie while familiarizing himself with the new plane, and may fly again on the second sortie after transfer.

[10.3] SWITCHING DUE TO INJURY

If seriously wounded, the player is automatically given a new plane for “free” of any type of aircraft that is currently available at that

time, and goes back on flight duty the next sortie after release from the hospital. He must choose an aircraft he is capable of flying, from the standpoint of Prestige Level. When switching to a new type of aircraft, he loses one sortie while familiarizing himself with the new plane, and may fly again on the second sortie after transfer.

[10.4] SWITCHING DUE TO AIRCRAFT LOSS

A player who crash lands his plane or is shot down (and presumably survives) receives a new plane of his choice (within the limitations of [10.2] above) without the need to spend Prestige Points. When switching to a new type of aircraft, he loses one sortie while familiarizing himself with the new plane, and may fly again on the second sortie after transfer.

[10.5] LIMITED AVAILABILITY AIRCRAFT

Some aircraft cannot be replaced, as they were literally “one of a kind” test versions. These had an “X” designation which stood for “Experimental.” If you upgrade to one of these special aircraft and subsequently lose it via a crash or having it shot down, you will not get another one during the same game unless you unlock series production on them (see rule 8.1). These aircraft are:

Boeing XF8B-1 **Bell XP-83** **Convair XP-81**
XP-67 Moonbat **XP-61 Black Widow**

Four of these five aircraft also have different weapons configurations available. They start with the top weapons configuration on the Aircraft Display Mat. To change to one of the other weapons configurations on an experimental aircraft, you must expend a Prestige Point or spend a Research Point to “unlock” them.

When switching to one of these aircraft, he loses one sortie while familiarizing himself with the new plane, and may fly again on the second sortie after transfer, which is the same procedure for other upgrades listed above.

[11.0] STOPPING ATOMIC ATTACKS

A key part of the game is to try and stop the atomic bomb attacks on America, which will begin to be possible in January of 1948. Each time an atomic weapon is dropped, the player’s level of victory is reduced by one. It is presumed that although many bombers are sent on such raids, only one of them will be carrying an atomic bomb. If an Atomic Mission reaches the designated Target Zone, the bomb is considered to have dropped. There are two ways to stop an atomic attack, if one is rolled:

(1) A player may randomly attack the actual bomber carrying the atomic weapon. During Atomic Missions, each time a bomber is intercepted, roll 2d6. A roll of “2” means the player is attacking the bomber with the bomb. Obviously, there are a lot of bombers and this has a low chance of success.

(2) More typically, the bomber with the Atomic Bomb can be shot down by somebody in your squadron or another squadron, before it reaches Zone 5. At the end of any Zone 4 combat (even if you

had luckily attacked the atomic bomber yourself and failed) roll 2d6 and consult this table:

<i>Raid first Intercepted</i>	<i>2d6 roll to shoot down</i>
<i>Zone 2</i>	5+
<i>Zone 3</i>	7+
<i>Zone 4</i>	9+

Shooting down the atomic bomb laden bomber is abstracted by this die roll. It either happens or it doesn’t. This table does not need to be consulted if a player got lucky and shot down the bomber already by the procedure in (1) above, as any raid will only ever have 1 atomic bomb maximum. Players will notice that to increase their chances of shooting down the bomber with the atomic bomb using the table, they will have to attempt interception early in the zones where the Amerika bombers have escorts.

[12.0] OPTIONAL RULES

[12.1] MULTIPLAYER

Despite the fact "Defending America" is designed as a solitaire game, it can be played cooperatively or competitively by two or more players.

[12.2] COOPERATIVE PLAY

Two players can fly in the same unit, and assist each other in interceptions. To simulate this cooperation in bomber combat, assign one of the two interceptors as the leader. His interception rolls apply to both players each endurance box. If the leader rolls a “No Contact” then both players have a “No Contact.” If the leader rolls a bomber interception, both players have a bomber interception. Other than that, they will attack bombers separately. Fighter combat is just like the basic game, as each player will be fighting against their own escort.

[12.3] COMPETITIVE PLAY

Two players can fly in the same or different units, and compete for the best score. When it comes time for return fire from the bombers, the opposing player can roll the dice.

[12.4] COMBINATION PLAY WITH “AMERIKA BOMBER: EVIL QUEEN OF THE SKIES”

It would be possible to combine both games, with one player playing the Americans and one player as the Germans. To do so:

1. The German player begins the game by choosing his aircraft and rolling for a target using AB charts.
2. The US Player chooses to be either USAAF or Navy/Marine and chooses his starting base and aircraft.
3. The German Player moves toward his assigned target. The US Player launches and intercepts by using Defending America rules. Once a successful interception occurs by the Defending America

player, roll 1d6 to see if the player is actually intercepting the Amerika Bomber player and not some other random bomber in the raid. On a roll of 1 combat will occur by combining both games. On a 2-6, both players continue their missions solo. For combined combat, the US Player sets up by rolling an approach and altitude (by using the Amerika Bomber Position Chart [B2]). Combat goes for up to three rounds in the pass if the US Player desires. He inflicts damage by using the [B2a] chart, but this damage is resolved on the Amerika Bomber charts. The German player's defensive fire is restricted by the firing limitations of the Amerika Bomber [B2] Position Chart, but the hits and damage come from the [B2b] and [B6] Defending America charts. Round up the German FP of guns with "3" to use the "5" chart, and round up the guns with "6" FP to use the "7" chart.

Other than the combat, which combines both games, the rest of the procedures are utilized by the player's "home" game – the "Amerika Bomber" player uses his rules to bomb, receive AA, land, receive awards, etc. The "Defending America" a player uses his rules set for fuel endurance, landing, awards, etc.

4. If one player or the other misses a sortie (or longer) due to damage, random event, injuries, or some other reason, the active player can continue his missions by playing solo until the other player is ready to resume sorties.

5. If a player is killed, the other player wins.

[12.5] VARIABLE ENEMY FIGHTER PILOT QUALITY

For those who want to encounter variably skilled enemy escort pilots, use the following. Roll 1d6 when encountering escorts:

Time period	1d6 for quality
Apr 47 - Sept 47	1 Green 2-4 Trained 5 Veteran 6 Ace
Oct 47 - Mar 48	1-3 Trained 4-5 Veteran 6 Ace

Green pilots do 1 less random hit. Trained pilots are the default. Veteran pilots do 1 extra random hit. Ace pilots do 1 extra random hit and also receive +1 on the initiative roll.

[12.6] ADVANCED COMBAT AGAINST BOMBERS

At the cost of more complexity, time, and footprint, players may wish to use the advanced combat system. It is reasonably similar to basic combat, except it uses the Position Chart [P1] for bomber combat. The starting orientation against the bombers is in one of 26 locations. This is rolled randomly with a 1d10 for location. If a 1 through 8 is rolled, it is combined with a 1d6 for Low (1-2) Level (3-4) or High (5-6). Locations are numbered 1 through 8, with the possibility of being Low, Level, or High, plus 9 being a Vertical Climb attack, and 0 (10) being a Vertical Dive attack. If a 9 or 0 (10) is rolled, there is no need for a 1d6 altitude check. The player must make a decision at this point:

1. If unsatisfied with his location number, he may adjust it by one location to either direction before engaging the bomber (but not to 9 or 10 - Vertical Dive and Vertical Climb) For example, if he is attacking from location 5, he may move to location 3 or 7.

In doing so he takes one random hit in damage. This is assumed to come from long range fire from somewhere in the combat box, or even a different nearby box.

If unsatisfied with a Vertical Climb, he may move to any starting location from 1-8 and conduct an attack from "low." He also receives one random hit for the move, and the bomber also fires first at long range.

If unsatisfied with a Vertical Dive, he may move to any starting location from 1-8 and conduct an attack from "high." There is no penalty.

2. For locations 1-8, if unhappy with his starting altitude, he may adjust it by one level (Low can go to Level, High can go to Level, and Level can go either way). If this involves climbing, the bomber will shoot first at long range. There is no penalty for diving to a lower starting position.

3. He may do both adjustments (location and altitude) if desired, or just one, but must take all penalties that apply.

4. The player may also choose to accept the situation as is, and begin his pass.

Players should note that the "All" and "B" notations in the Damage Modifiers by Approach section of Position Chart [P1] refer to all types of Bombers (only). The "INT" notation refers to interceptors only.

After making a pass, if the player is able to re-engage (due to a lack of escorts) he would begin the process again, but the player begins opposite his entrance location and height, and may adjust from there. For example, if the player attacked from location 3 high, his second pass starts at location 6 low. He could then adjust to location 4 or 8 and change his altitude up or down from his last altitude, suffering the appropriate penalties for adjustments. The second pass for level attacks is simply the opposite approach but still at level.

Vertical Climb and Vertical Dive attacks are resolved differently than normal attacks. Each consists of just one round of firing, and are considered to occur from medium range for the purposes of range effects. An aim point is still declared, but if a "GP" result is obtained, the player applies the special package listed on Position Chart [P1]. A wingman does assist in such attacks.

The location for a second pass after a Vertical Climb or Dive is rolled randomly but is either high or low, respectively. For example, a Vertical Dive's second pass will be from one of the eight starting locations, but will automatically be at low. If a "9" or "0" is rolled, reroll until a 1-8 result is obtained.

DESIGNER'S NOTES

After having completed *“Amerika Bomber: Evil Queen of the Skies”* I had some fans request a game with a P-80 “Shooting Star” in it. *“Amerika Bomber”* got a lot of positive comments about it, so I immediately thought it might be fun to shoot the darn Nazis down for once! Part of the appeal of *“Amerika Bomber”*, as relayed to me by many fans, was the simplicity and fun of the system. I had taken steps to simplify combat routines and this worked very well (as trite as it sounds, sometimes less really is more). I set about the task of researching the American side of things in the 1945-1949 timeframe.

The late 1940s was a very interesting time period in aircraft design and research. Some extremely capable piston-driven aircraft were deployed, but with the end of the war came the new age of jet propulsion. I quickly found over a dozen very interesting aircraft (and prototypes) that came about in the period of the game.

It quickly became apparent if I wanted to follow with the “look and feel” of *“Amerika Bomber”* I would need both USAAF pilots and US Navy and USMC aviators operating from carriers. This worked out very well as I had an even amount of aircraft available for both branches.

One of the new concepts was that of stopping atomic bomb attacks – I felt the game needed to reward the player for doing so, and also hurt the player if he failed to do so. This brought about the concept of engaging the bomber raid early (Zones 2 and 3) in order to have a higher chance of stopping the one plane in the raid that had the atomic bomb on board. This creates a simple yet elegant decision point for the US Player (if he is flying Navy) on where to place his CV each turn, and a decision point on risking an attack on the bomber raid while it is still within escort range of the Me 262 and Go 229 jets.

Probably the biggest abstraction was the fighter vs. fighter combat. The routines for shooting down the bombers were mainly imported from *Interceptor Ace*, but I needed a logical system for the fighters as the fighter vs. fighter system in *Interceptor Ace* was a bit complex for this game. Initially, I just had the planes blaze away, but it was too simplistic and didn't have the feel of what I'd imagine a jet dogfight would be. Then I had an “aha” moment – that the jets, due to their high speed, would be really spending a lot of time trying to “gain angles” to get a shot. The dogfights now reflect this and can actually just end up in a “draw” of sorts. I felt this was an appropriate level of complexity since the game really focuses on interceptor vs. bomber combat and fighting the escorts didn't really happen that often (as you normally strive to engage the bombers beyond escort range).

Probably the “heart” of the game is the decisions players must make regarding spending their precious Experience Points in order to improve their pilots. Some are offensive oriented, some are survival oriented. Some are a bit subtle in their effects, and some will probably be more useful in one series of aircraft versus another. I encourage players to try different combinations to see if they can obtain better scores. Another key set of decisions involves the Research Track and how those points are spent can

directly influence your combat effectiveness, not to mention personal survival.

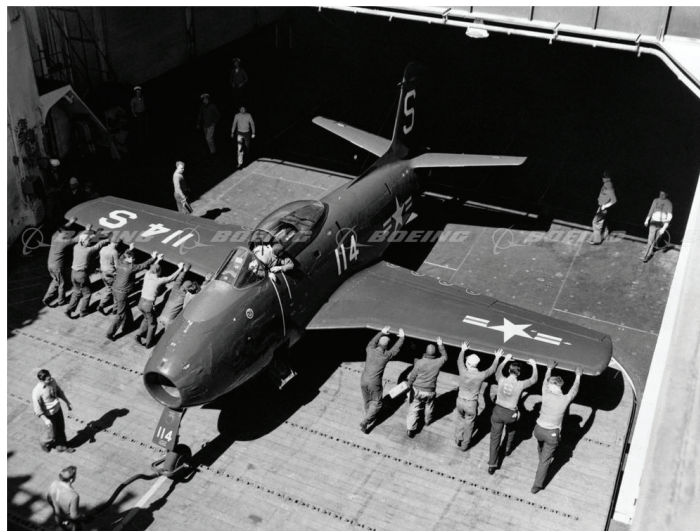
The most fun addition was “Flight School” which actually makes a lot of sense based on *Interceptor Ace* feedback (after parachuting multiple times, many players felt they ought to get the Parachute Skill for free! Well, darn if that didn't make sense). A special thanks to Ian Cowley who thought of the “Bar Fight” concept – too iconic not to include.

As I've said many times, I would hate to see a game I designed just sit on a shelf somewhere, collecting dust. I'd much prefer to have the counters get worn down and the charts sporting coffee stains :) So playability was a very important design objective for me. I hope that once again I've hit this goal. Good luck, and Happy Hunting as you defend America!

BACKGROUND AND AIRCRAFT NOTES

The game *“Amerika Bomber: Evil Queen of the Skies”* covered an alternate history universe where WWII has gone horribly wrong. It postulates that the results of several key events fell in Germany's favor, allowing the Germans to proceed with their *“Amerika Bomber”* campaign from the Azores against an isolated and beleaguered United States. *“Defending America”* is the solitaire game that is the reverse of *“Amerika Bomber,”* in that you will fly an interceptor from an aircraft carrier or the eastern seaboard and attempt to stop the German bombing campaign.

The interesting thing about the *“Amerika Bomber”* game is that it isn't just science fiction or a purely fictitious alternate history. The Reichsluftfahrtministerium (commonly known as the RLM) put out a request for proposals in early 1942. Goering lamented the fact he did not have a heavy bomber capable of hitting the United States, and Hitler was apparently “fascinated with the idea of New York City in flames” according to Albert Speer. Virtually every major German aircraft manufacturer responded with a proposal for an *“Amerika Bomber.”*



Messerschmitt's initial bomber design for the project was the Me 264 (which was actually built) and the follow-up Me 364. Focke-Wulf had designs for the Fw 300 and Ta 400. Heinkel proposed the He 277 (some variants of which were actually built) and Junkers had the Ju 390. Later in the war other proposals were made that had jets as the primary propulsion. Arado designed a series of jet bombers such as the E555-1 flying wing. The Horten brothers, not to be outdone on their own signature concept, came up with the Ho H.XVIII, a huge flying wing bomber. This bomber was developed from the Gotha Go 229, a jet fighter still under development at war's end. The H.XVIII bears an eerie similarity to the modern B2 Stealth Bomber, and recent software modelling has suggested the H.XVIII would have possessed stealth characteristics.

The plans for these bombers, captured at the end of the war, indicate this was a serious plan and a serious concept. There was only one gaping hole in the plan – Germany was losing the war. The Amerika bomber project was abandoned for more pressing needs, such as the Jägernotprogramm (Emergency Fighter Program). Had the war proceeded differently, however, there is no doubt the “Amerika Bomber” program would have continued.

“*Defending America*” places the player in the cockpit of an actual or planned U.S.A.A.F. or Navy interceptor, tasked with the mission of stopping the Amerika Bombers from hitting targets on the mainland United States. As the game progresses, newer varieties of interceptors become available to choose from, and newer varieties of Amerika Bombers appear as well.

The late 1940's is actually a quite fascinating period of aviation history, as extremely powerful and capable prop-driven aircraft found themselves swept aside by the incoming wave of jet technology. This is a bit more evident on the naval side of the game, as it took the Navy a bit longer (but not much longer) to transition to jets on their aircraft carriers. Part of this may be because of the overall excellence of the F8F Bearcat as a fighter combined with the reluctance to fly the early jets from off the decks prior to the development of catapults.

The prop-to-jet postwar transition period is also interesting when all the experimental aircraft are looked at. Some designs were quite fascinating, with combinations of props and jets on the same plane, a jet that was designed to ram enemy bombers, and even the twin prop vertical takeoff and landing (VTOL) XFV-1. The twin-pusher prop XP-56 “Black Bullet” was another original design, as was the bizarre XP-79B “Flying Ram” which had reinforced wings and was, in fact, expected to ram the tails or wings of enemy bombers and slice them off.

“*Defending America*” has 16 aircraft to choose from, 8 Army and 8 Navy, taken from the most likely or actual aircraft available in the late 1940's. The game has the exact timeframe of “Amerika Bomber” (1947-48) and as time progresses, more advanced aircraft become available.

USAAF AIRCRAFT IN THE GAME

P-80A/B “Shooting Star” The Lockheed P-80 was the first fully operational jet fighter of the USAAF and performed well in the Korean War. Armed with 6 x .50 caliber machineguns with good maneuverability, it would have been an adequate interceptor if pressed into that role.

XP-61 “Black Widow” The Northrop P-61 was quite well known as a night fighter, but an experimental version, the XP-61, was designed as a long-range day escort fighter. It was heavily armed, with 4 x 20mm cannon and 4 x .50 caliber machineguns. Large as a medium bomber, it was reportedly as agile as any fighter. Only two were built. It would very likely have been an excellent interceptor.

XP-67 “Moonbat” The McDonnell XP-67 “Moonbat” (or just “Bat”) was a long range, twin-engine interceptor that had a third nickname: the “Bomber Destroyer.” The design, when viewed from above, resembled a bat, but there was nothing delicate about the firepower it carried. The standard armament was 4 x 20mm cannon AND 6 x .50 caliber machineguns, with an alternate proposed armament of 6 x 37mm cannon. Only two were built, one of which being destroyed during testing.

XP-81. The Convair XP-81 was interesting from the standpoint it had a General Electric turboprop in the front and an Allison jet engine in the back. On paper it would have been outstanding, but disappointing test performance and the war's end brought the project to a close. Only two were built.

XP-83. The Bell XP-83 was to be a long-range jet fighter for the USAAF. It was well-armed with 6 x .50 caliber machineguns, and there were plans for alternate armament of 4 x 20mm cannon. As was typical with many experimental aircraft, 2 prototypes were built, but the performance (while adequate) was not deemed good enough to justify proceeding with the project, especially since the war was winding down, and it was terminated.

F-86 “Sabre” The North American F-86 was arguably one of the best, if not the best, jet fighter of the early 1950s. It performed extremely well in Korea, maintaining a 4:1 kill ratio over the smaller and more maneuverable MiGs that it faced. Armament was adequate at 6 x .50 caliber machineguns. Although the first prototype actually flew in October 1947, the game postulates that under the pressure of a continued World War, this would have been the date it would have been operationally available.

F-89 “Scorpion” The Northrop F-89 was originally developed for the USAAF as an all-weather interceptor to guard America's northern border against Russian penetration over the pole during the Cold War. Despite some early teething issues, to include a spectacular disintegration in flight at a Detroit airshow, it eventually became known as a strong, dependable aircraft. Again, although the first prototype actually flew in August 1948, the game postulates that under the pressure of a continued World War, the F-89 would have been operationally available much sooner.

U.S. NAVY / USMC AIRCRAFT IN THE GAME

F8F-1 "Bearcat" The Grumman F8F-1 was the last and possibly the best fully operational prop fighter aircraft of the U.S. Navy. Designed with all of the combat experience of the war, it arrived too late to participate in the war itself. It became the main carrier fighter for the Navy until the introduction of jet aircraft later in the post-war era. Although not seeing combat with the U.S. Navy, the French utilized them extensively in Indochina. A superb fighter, it was a bit lightly armed to serve as a bomber interceptor, having only 4 x .50 caliber machineguns, but undoubtedly would have been pressed into that role if the need was great enough.

F8F-1B "Bearcat" This version of the Bearcat was up-gunned with 4 x 20mm cannon instead of the four machineguns, and would have been a good bomber interceptor.

XF8B-1 The Boeing XF8B-1 was designed for the U.S. Navy's request for a multi-role aircraft for use against Japan. It had a very unusual set of two counter-rotating propellers in the nose for the single Pratt & Whitney engine. It has been described as an "exceptional aircraft" but, as is the case with other prop aircraft of the era, it was simply "born too late." Armament was to have been 6 x .50 caliber machineguns or, optionally, 6 x 20mm cannon. Two prototypes were built.

FJ-1 "Fury" The North American FJ-1 was the first fully operational jet fighter for the U.S. Navy and simultaneously the last to be equipped with machineguns as its primary armament. Somewhat lackluster performance caused the Navy to reduce its order down to only 30 aircraft, equipping the USS Boxer with them. Short and stubby in appearance, it had 6 x .50 caliber machineguns.

FH-1 "Phantom" Not to be confused with the much-later F4 Phantom, the first aircraft carrier to receive the McDonnell FH-1 (renamed by the Navy from FD-1) was the USS Saipan in July 1947. It was a reliable aircraft, but somewhat lightly armed with only 4 x .50 caliber machineguns.

F7F-3 "Tigercat" The Grumman F7F-3 was a multi-role, multi-engine propeller driven aircraft that became operational at the end of the war, but too late to see combat. It is described as an excellent aircraft that, again, came into being at an awkward time, basically overtaken by the jet age. Regardless, it would be used as a bomber interceptor against the Amerika Bombers if such a scenario had actually come to pass. It was extremely heavily armed for a multi-role fighter, with 4 x .50 caliber machineguns and 4 x 20mm cannon.

F2H-1 "Banshee" The McDonnell F2H-1 was intended to be a "big brother" for the original FH-1 Phantom, with twin Westinghouse jet engines and armed with 4 x 20mm cannon. Operational in 1948, it was a successful carrier-based fighter.

F2H-2 "Banshee" The McDonnell F2H-2 was a slightly improved version of the F2H-1, with more powerful jet engines and slightly larger fuel tanks. It served in the Korean War and beyond, found in the reserves up until 1965. It retained the 4 x 20mm cannon armament.

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Defending America Game Credits

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