Rules of Play

INTRODUCTION

Winged Victory recreates First World War aerial warfare on a plane-to-plane scale. Players will not concentrate on the mere turning performance, but will mainly manage the energy of their plane to shoot down the enemy, accomplish their mission and, ultimately, survive.

This rule book describes the rules of the game and provides a good balance between realism and playability. Additional (optional) rules shown in green boxes enhance realism, slightly reducing playability and their use is strongly recommended after having mastered the basic rules.

On the Download section of our website www.gameshop.wbsgames.com you will find the Squadron Career book to play a campaign. Books can be accessed inserting the download code provided:

COMPONENTS LIST

- 3 Playing mats
- 1 Rulebook
- 176 20 mm counters
- 3 Gunner templates
- 1 ASCS dice set
- 76 Plane dashboards
- 2 Player aid sheets
- 60 Red wooden tokens
- 8 Speed cues (yellow plastic tokens)
- 18 Ammo dice (white d6)
- 1 d20

1.0 MAIN COMPONENTS

1.1 MAP

Concept: Unlike conventional air games, where the world is viewed from above, Winged Victory views the action from the side. For this reason, the short bottom edge of the map is marked with the ground. This is 'down'. The opposite map edge is 'up'. So airplanes move on the map from side to side and in height above the ground.

Playing mats: The map is divided into six different playing mats that can be used alone or in combination, as instructed by the scenario or the mission setup. In particular, **Mat A and C** represents generic countryside.

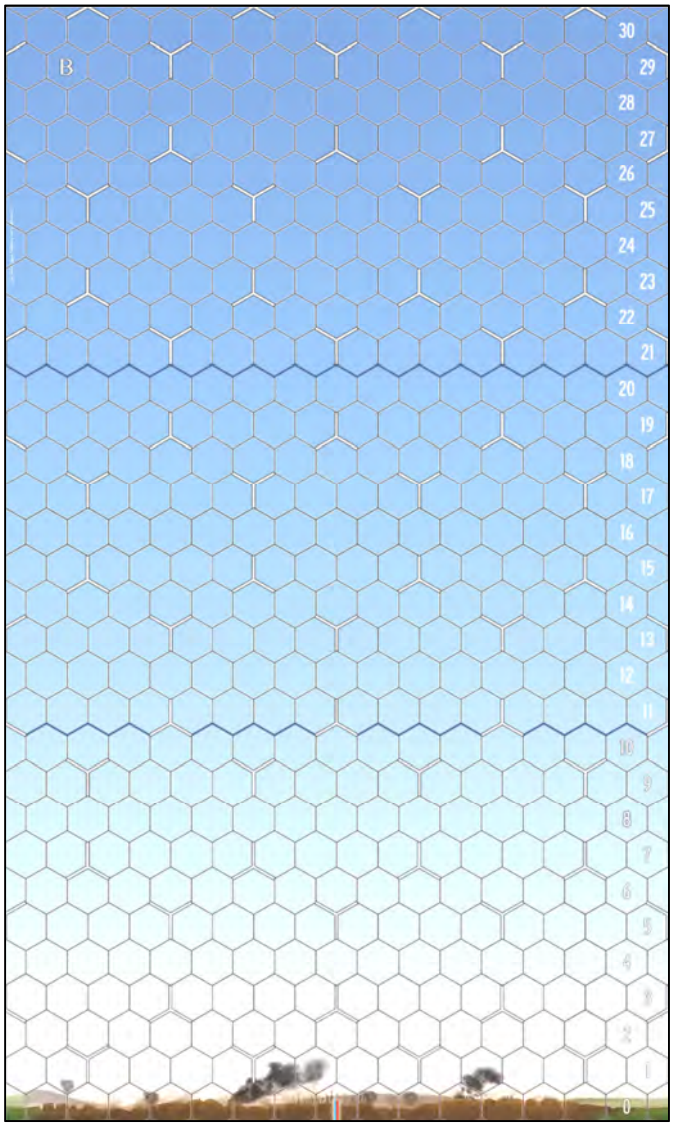
Mat B features the frontline section and displays the so-called no-man's land with a red and blue tick separating the Allied western side, on the left, from the German eastern side on the right.

Mat D features a mountainous area for the Alsace or the Italian front. Hexes occupied by mountains are considered not flyable just like any altitude level 0 hex. Landing or flying in such areas will result in a crash.

Mat E and F depict some sea terrain at altitude level 0. Landing in such areas will result in a crash.

Altitude: Each mat features an altitude scale on the right from 0 (ground level) to 30 and two lines divide the altitude range into 3 different sections: from 0 to 10 is the Low-Level section, from 11 to 20 is the Medium Level section and 21 and above is the High-Level section. Altitude level 0 is only used to land and never to fly.

Hexagons: Playing mats display two different hexagonal overlays: the small one, in black, is used for movement and combat fire, the bigger one, in white, is used for spotting purposes. The rules refer to the small hexes as a Hex (Hx) and to the bigger hexes as a MegaHex (MHx). Each Hex covers 303ft or 100m from side to side.



1.2 PLAYING PIECES

Aircraft counters

Counters show silhouettes of aircraft from the side and represent the planes on the map. The edge of the counter nearest the nose of the aircraft is the front and indicates the direction of flight. Grey ticks, if any, are used as a reference for gunners' machineguns templates [page 19].

Position markers

These tokens must always be placed close to the plane on the map (even if they are frequently omitted in the pictures for clarity purpose). They have two functions: to indicate the plane owner and as a reference for the starting position in a move. Lozenge tokens refer to the German planes, while the tan ones to the Allied planes. Flip the position token on its backside (Tailed side), when required by the rules.

Leakage/Fire markers

These markers are placed immediately behind a plane any time it suffers a leakage or it is on fire.

Flak barrage markers

These markers are used to mark a Megahex targeted by anti-aircraft artillery (flak) fire.

Weather markers

These markers represent the sun position and various sky conditions.

Target counters

These counters represent different ground targets and balloons. If present, a colored strip indicates their fire capability used in anti-air combat.

Skill markers

These markers are used to indicate unexperienced (RECRUIT) or veteran (ACE) pilots and their skill modifiers you will use throughout the game.

Round marker

It indicates the current game round and is placed on the Altitude scale of a map. At the beginning of a new round, it must be updated moving it upward.

Gunner templates

Three different templates show the player the exact range of observer-operated guns.

1.3 DICE

A set of 9 multicolor dice is provided as the core of the Alea Struggle Combat System by WBS Games used in this game. Keep the dice in ascending order of shades, from white to black, as shown in the image below. This dice set will be used both for combat and tests. All modifiers to the dice refer to the die color and not to its result. For example, if the basic die to roll would be the Red one, a modifier of 1> will select the Blue die instead. On the other hand, a modifier of <2 will select the Green die in place of the Red one.

Put them on the Dice Console before you start playing. The Dice Console is intended both as a convenient place to keep the dice and as an aid for players. Not only can you use it as a reminder of which dice does what and a reference when you need to shift from one dice to another (due to combat maluses or bonuses, for example) but it has also been implemented to help color-blind people.

1.3.1 Combat dice

The entire dice set is used for combat purposes. Below, the possible results.

COMBAT RESULTS

= Missed. No effect.

= 1 Hit. Guns Jammed in case of long burst.

= 2 Hits.

= 3 Hits.

= Component destroyed.

Each weapon features its base die color; if required, apply any pertinent modifier and roll the die. The roll will give you the combat result. Remember that any time a modifier reduces the color below the white die or raises it above the black one, you use the white or the black die, respectively.

1.3.2 Test dice

Dice from white to yellow are used for testing purposes. On these dice, a small icon is printed on the lower-left corner: for testing purposes you will refer to these small icons only.

Each test features its base die color; if required, apply any pertinent modifier and roll the resulting die. The roll will give you the test result in terms of , or : mind to check the small icon in the lower-left corner only. Whatever the modifier, the lower die color limit is white, and the upper color limit is yellow. Possible results:

TEST RESULTS

= Failure.

= Success.

= Critical.

1.3.3 Numbered dice

The red and the blue dice both feature a small number from 1 to 6 on the lower right corner. They can be conveniently used any time a roll of a 6-sided die is required.

Remind to check the small number only.

1.4 PLANE DASHBOARD

The plane dashboard is the main player interface of the game and collects all the information needed to manage an aircraft.

1.5 THROTTLE, SPEED AND DAMAGE TOKENS

The yellow token is called Throttle token and indicates a plane's current throttle status.

A red wooden token is used to mark a plane's current speed, while several ones to keep track of various system damage.

2.0 HOW TO PLAY WINGED VICTORY

You can play Winged Victory in three different ways.

SINGLE SCENARIO

This is the fastest way to play Winged Victory. Select a scenario to play from page 25. Read about any information relevant for setup, special goals or rules, restrictions and victory conditions.

RANDOM MISSION

Create a single random mission using the Mission Builder Book available on the Download section of our website www.gameshop.wbsgames.com.

Set up the game as instructed and read any information provided to play the game.

SQUADRON CAREER

Probably the most intense, enjoyable and long-lasting way to play Winged Victory.

Generate an entire squadron, select its flying corps and starting date to follow the epic stories of its members throughout the war, in the skies as well as on the ground. Refer to the Squadron Career book available on the Download section of our website:

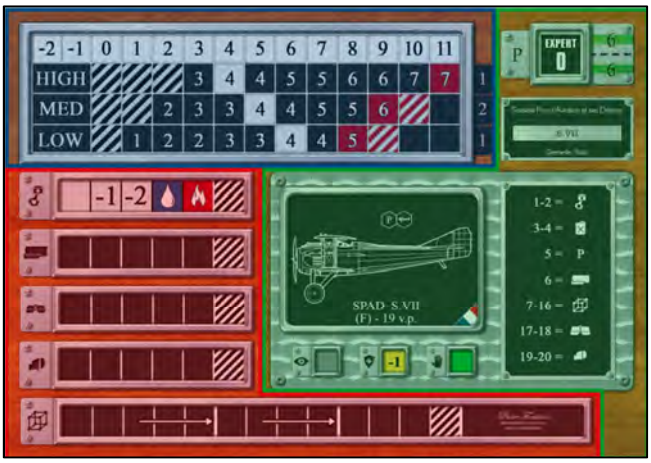
www.gameshop.wbsgames.com.

3.0 FLYING SCHOOL

The most challenging part of the game is efficiently flying your aircraft to fight and survive. The present Flight school section will guide you step by step through this challenge: we recommend to focus on these concepts and to play following the provided examples.

3.1 DASHBOARD

The Dashboard recreates the cockpit of each specific plane with its own colors and materials. All the provided information can be grouped in 3 sets: the energy management group, the primary tool to play –highlighted in blue; the airplane status group –highlighted in red, to keep track of any plane damage and the combat group –highlighted in green- that collects any information related to combat. Dashboards also provide the name of the plane, its value in Victory Points (VP) and its technical side view.



3.1.1 Dashboard Setup

Each player must set up their own Dashboard as shown:

- Set the Throttle (i.e. yellow token) on box 0 of the Speed Strip, or as instructed by the scenario setup.
- Place the Speed Cue (i.e. red wooden token) on the Throttle.
- Place a Skill Marker for the Pilot (P) and any Gunner, if required. (In the example above the pilot is an Ace and the Gunner is an Expert).
- Put a white six-sided die on the ammo box of each crew member: the upper side must match the value printed on the ammo box.

3.1.2 Tachometer

Throttle pip

The yellow token, the Throttle pip or Throttle, shows the power setting of the plane for the round and, once set at the beginning of it, it won't change throughout the round.

Speed Cue

The first row (in white) of the energy management group works as a speedometer: the red token, or Speed Cue, acts like the dial of that speedometer and indicates the current speed of your plane that, generally speaking, is the number of hexes it can move on the map.

The Speed Cue moves throughout the round as the plane maneuvers.

At the end of the round, update its position moving it halfway from its current position toward the Throttle Pip position (round down, but never below 1). If the Speed Cue and the Throttle are adjacent at the end of the round, move the Speed Cue on the Throttle pip.

NOTE

The speed indicated by the Speed Cue at the beginning of the round is called "initial speed", while the one indicated at the end of the round is called "final speed".

3.1.3 Drag table

Right below each speed value, you see up to 3 numbers, one for each altitude zone. That value is called Drag, and it refers to the deceleration a plane incurs when maneuvering.

Example. *A Sopwith Strutter flying at speed 3 (i.e. Speed Cue on the 3 box), suffers a drag of 4 at high altitude and 3 both at medium and low altitude. A SPAD VII, flying at the same speed, incurs in a drag of 3 for both high and medium altitude and 2 at low altitude.*

	-2	-1	0	1	2	3	4	5	6	7	8	9	10	11
HIGH					4	4	5	5	6	6	7	7		
MED				3	3	4	4	5	5	6				
LOW			2	2	3	3	4	4	5					

STRUTTER DRAG TABLE

	-2	-1	0	1	2	3	4	5	6	7	8	9	10	11
HIGH						3	4	4	5	5	6	6	7	7
MED					2	3	3	4	4	5	5	6		
LOW			1	2	2	3	3	4	4	5				

SPAD VII DRAG TABLE

Less the drag, the better the plane will perform while maneuvering.

Special speeds

On the Drag table, some boxes feature a color.

White boxes indicate the maximum speed a level-flying plane can reach for a given altitude. Throttle Pip can never be set beyond this speed. Example: in a SPAD VII level flight top speed is 4 at High altitude, 5 at Medium altitude and 6 at Low altitude.

Red boxes indicate excessive diving speeds at which the structure of a plane can be damaged, or overspeeding. Anytime the Speed Cue starts in overspeeding, the player has to roll for a Structural Test (page 16).

Candy-striped boxes indicate high-speed structural failure. If the Speed Cue starts at this speed, the plane suffers an immediate crack-up, and the plane plunges down to the ground (see Crack-ups, page 16).

Zebra boxes indicate stall speed: the plane is flying too slow to produce enough lift to remain in the air. Stalls follow specific rules: see page 16.

3.2 FLIGHT PREPARATION

Before actually moving his plane counter about the map, a player must set the engine to adjust their own plane speed, acting on the Throttle. It can be set anywhere on the Speedometer, between 0 and the maximum speed that plane can reach for a given altitude (i.e. the white box). For example, a SPAD VII Throttle can be set between 0 and 4 at high altitude.

	-2	-1	0	1	2	3	4	5	6	7	8	9	10	11
HIGH						3	4	4	5	5	6	6	7	7
MED					2	3	3	4	4	5	5	6		
LOW			1	2	2	3	3	4	4	5				

OPTIONAL: Planes with rotary engines feature a small dash below 0 and their max level speed numbers on the Speedometer: the Throttle Pip can be set only on one of these numbers, depending on the plane altitude. For example, a Sopwith Camel pilot at medium altitude can set its Throttle only at 0 or 6. At high altitude he can only select 0 or 5.

	-2	-1	0	1	2	3	4	5	6	7	8	9	10	11
HIGH						2	3	3	4	4	5	5	6	
MED				1	2	2	3	3	4	4	5			
LOW			0	1	1	2	2	3	3	4				

DESIGNER'S NOTE

Planes with rotary engine featured a "blip switch". In other words the engine could be only set on or off. Since once off, the engine was quite prone to not turn back on (unless pilots used a complex maneuver of raising its inner pressure with a hand pump, activating the magnetos with a given sequence –all while flying the plane) pilots started to pinch with their gloves-clad, nearly frozen fingers, the small fuel lines that ran from the gas tank behind their seats to the engine. Results ranged from slowing down to engine seizures, but that was a quite common habit.
In the game, we opted for the blip switch.

3.3 MOVEMENT GUIDELINES

Whenever two or more planes occupy the same Hex, a collision occurs, and all the involved planes must roll for a Structural Test (see page 16).

An aircraft moves forward, that is in the direction that its nose is pointing. The exceptions to this rule are Stalls, Falling Leaf and Side Slip maneuvers. These maneuvers

are covered in detail in the Complex Maneuvers section (page 12).

While moving his plane counter, a player must keep its position marker in the starting hex until finished: in this way, he keeps a reference starting point in case he needs to re-plot his movement.

The distance a plane moves on the map is measured in movement points (MPs), given by the plane starting speed. *For example, if a plane Speed Cue starts at a speed of 4, that plane will have to move 4 movement points or MPs during its round.*

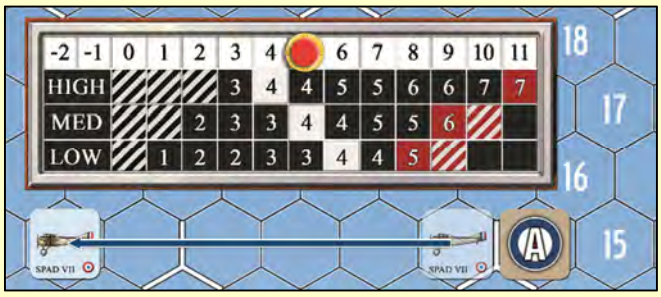
Planes must spend ALL their MPs before ending their round.

3.4 LEVEL FLIGHT

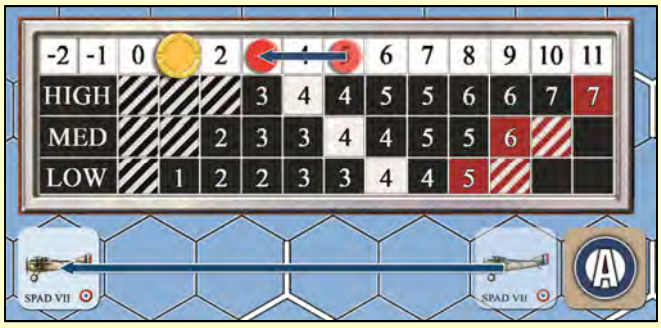
When flying level, a plane moves on the map in the direction of its nose, without changing facing nor altitude. Movement cost is 1 MP for each entered hex.

EXAMPLE OF LEVEL FLIGHT

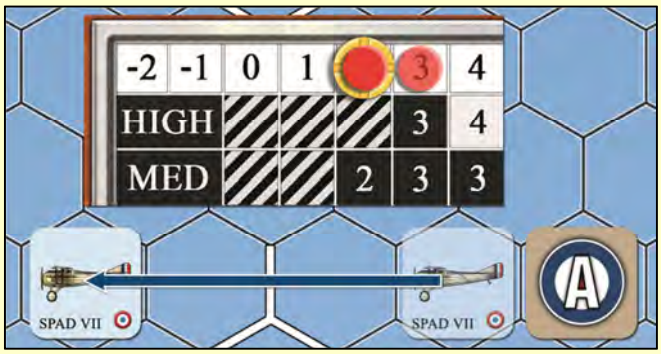
ROUND 1: *A Spad VII is flying at medium altitude at speed 5. Both the Throttle Pip and the Speed Cue are on speed 5. The Spad moves 5 hexes on the map. Since the Speed Cue and the Throttle Pip are occupying the same position, no speed updated is needed.*



ROUND 2: *Pilot reduces the Throttle to 1. Since the Speed Cue is still on speed 5, the Spad moves again 5 hexes on the map. Speed Cue moves halfway (round down) toward the Throttle Pip, moving from 5 to 3.*



ROUND 3: *Pilot increases the Throttle to 2. Now the Speed Cue is on speed 3; thus the Spad moves 3 hexes on the map. The Speed Cue moves onto the Throttle Pip, being adjacent to it, shifting from 3 to 2. On Round 4 plane will have 2 MPs at its disposal.*



4.0 MANEUVERS

4.1 ATTITUDE & PREP

For this game purposes, attitude is the relative position of the plane to the horizon.

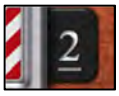
Generally speaking, changing attitude means rotating the aircraft counter by 1 hex side up or down. Unless they are Pulling (see page 10), players are not allowed to rotate 2 or more hex sides in a row.

Sometimes, a forward movement is required before actually rotating the plane counter. The number of hexes to be flown forward is called "preparatory movement" or Prep, and it is related to the altitude zone the plane is currently flying. Prep is provided by the black labels on the right of the Energy management group of the Dashboard. For example, a SPAD VII Prep is 1 at high or low altitude and 2 at medium altitude.

Mind that Prep is an integral part of the subsequent maneuver.

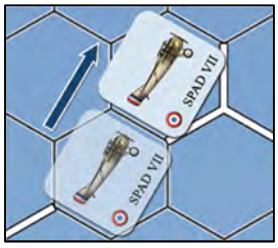
PREP IS REQUIRED WHEN:

- **Switching from level to climb or dive attitude**
- **Switching from diving to any other maneuver**
- **Performing a roll**



Some sluggish planes feature an underscored Prep value, meaning some maneuvers are precluded to them.

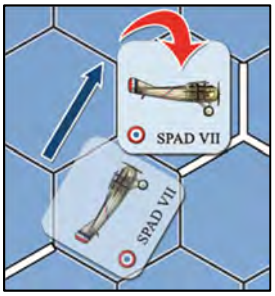
4.2 CLIMBING ATTITUDE



When a plane is moving upward across one of the topmost hex sides, it is climbing.

Climbing planes trade their speed for altitude.

In order to perform a climb, the plane's elevators must be operative, and the plane must not be upside down.



No matter the movement points, a player round ends immediately when his plane climbs one hex. Any remaining MPs are dropped.

An airplane can cease to climb at any time with a free level-off rotation of one hex side.

4.2.1 Zoom Climb

A zoom climb is a single climb movement starting from level attitude, and thus it requires Prep. Movement points allowance must be enough to perform Prep plus 1 additional hex.

Fly the required Prep and then rotate the nose of your plane counter up, toward the upper hex side. Move the plane forward, onto the next hex.

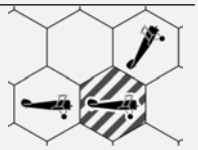
Check the Drag for the starting speed and altitude, then move the Speed Cue to the left as many boxes as half the Drag value (round down).

ZOOM CLIMB

PREP ✓

PREP + 1

DRAG/2



4.2.2 Sustained Climb

If a plane is already climbing and it keeps climbing from round to round, it is performing a sustained climb. No Prep is required, and the speed reduction is equal to the entire Drag value.

SUSTAINED CLIMB

PREP ✗

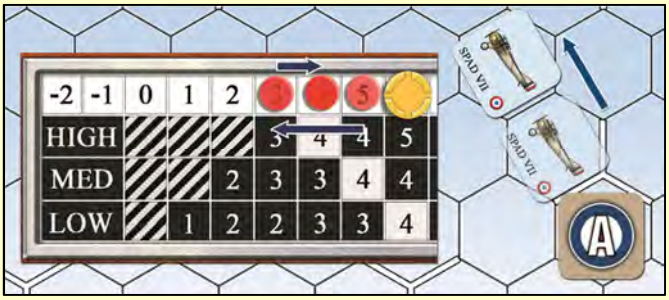
1+

DRAG

EXAMPLE OF CLIMBING

***ROUND 1**: A Spad VII is flying at low altitude at speed 6. Both the Throttle Pip and the Speed Cue are on speed 6. Player intends to climb, so it moves 1 preparatory hex forward, then he turns the counter one hex side upwards and moves it one hex forward. At low altitude, for speed 6, drag is 4: thus the Speed Cue must be moved 4/2 = 2 boxes to the left, from 6 to 4. The round is over, and the player updates his final speed moving the Speed Cue halfway toward the Throttle, from 4 to 5.*

***ROUND 2**: The player keeps climbing, thus he moves the counter forward one more hex into a sustained climb (no Prep is required). Being into a sustained climb, his Speed Cue must be moved to the left for the entire Drag value, that, at speed 5, is 3. The final speed is adjusted from 2 to 4, halfway to the Throttle currently at 6.*



***ROUND 3**: the Spad now levels up. Since the plane attitude is not level, no Prep is required. The player rotates the plane counter horizontally and moves it for the entire movement allowance of 4 MPs. The final speed is adjusted to 5.*

4.3 DIVING ATTITUDE

When a plane is moving downward across one of the lowermost hex sides, it is diving.

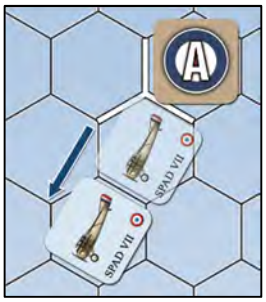
When diving, planes trade altitude for speed: During the flight preparation, it is crucial to consider the speed gained while diving and set the Throttle accordingly to avoid over-speeding and subsequent damage.

Diving planes gain as much speed as the dived levels.

To dive, plane elevators must be operative.

Dives can be interrupted anytime to perform other maneuvers, but it requires Prep between the two maneuvers.

4.3.1 Power Dive



A power dive is a dive movement starting from level attitude, and thus it requires Prep.

Fly the required Prep and then rotate the nose of your plane counter down, toward the lower hex side. Move the plane forward, for as many hexes as desired, within the movement allowance.

Move the Speed Cue to the right as many boxes as the number of levels dived.

POWER DIVE

PREP ✓

PREP + 1

DIVED LEVELS

4.3.2 Descent

If a plane is already diving and it keeps diving from round to round, it is performing a descent. No Prep is required, and the speed gain is equal to the levels dived during the round.

DESCENT

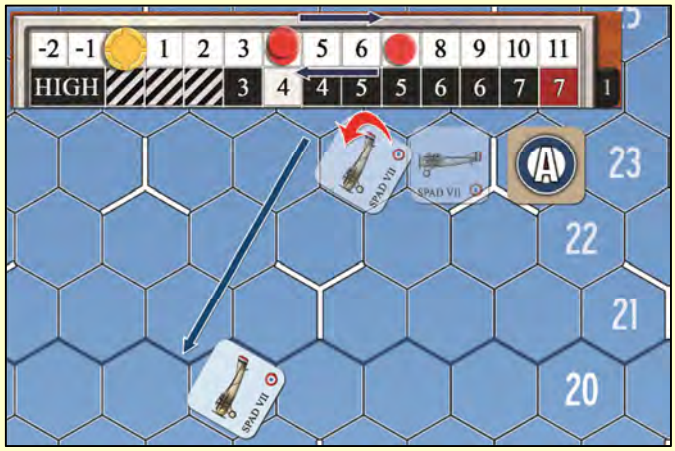
PREP ✗

1+

DIVED LEVELS

EXAMPLE OF DIVING

***ROUND 1**: A Spad VII is flying at altitude level 23, speed 4. Player intends to power dive, thus it prepares the maneuver shutting the Throttle off to 0. Then he moves the plane 1 preparatory hex and he rotates the counter downward, toward the lower hex side. He spends all the remaining MPs to descend from level 23 to 20. Spad's speed is increased from 4 to 7 due to the 3 levels dived. The round is over, and the final speed is updated moving the Speed Cue from 7 to 4.*



***ROUND 2**: The player keeps diving: he doesn't need any Prep hex and moves down 2 hexes, using 2 of the 4 MPs available, from level 20 to 18, gaining 2 Speed points. He then exits from the dive. He moves 2 preparatory hex down - since he's now flying at medium altitude- then he rotates the counter horizontally and he gains 2 more Speed points, running out of MPs. At the end of the round, the plane dived from Level 20 to 16; therefore, speed is increased from 4 to 8. The final speed is updated to 4.*

4.4 ROLL

Planes in level or diving attitude can roll upside down.

To perform a roll, ailerons, rudder and elevators must be all operative and the pilot must not be wounded.

Recruits must take a Handling Test [see page 16] before attempting the maneuver.

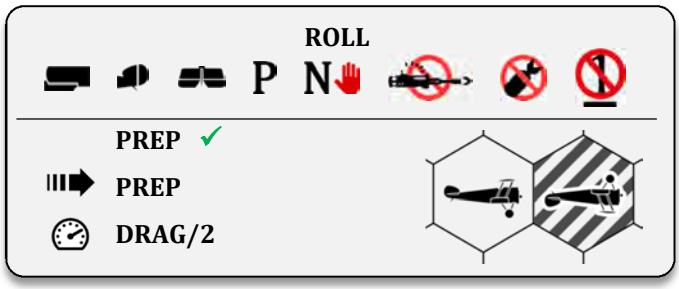
During rolls, a crew cannot fire or drop bombs.

Sluggish planes cannot perform rolls [see page 7].

Movement allowance must be sufficient to perform Prep.

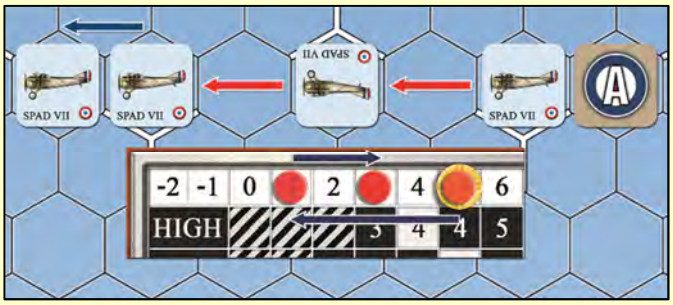
A roll consists in flipping the aircraft counter upside down in the current position. Rolls require Prep for each rolling step, therefore for a complete roll the exact sequence is Prep – roll upside down – Prep – roll back up.

For each roll, decrease speed by the half the drag value (round down).

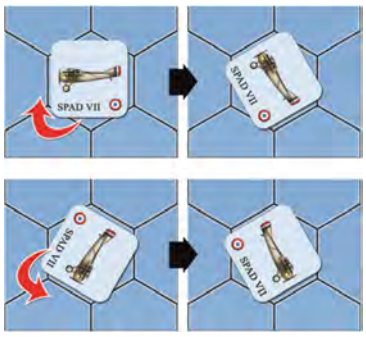


EXAMPLE OF ROLL

***ROUND 1**: A pilot on a SPAD VII flying level at medium altitude, speed 5, moves 2 preparatory hexes then flips the counter upside down, moves 2 more preparatory hexes and then flips the counter back up to spend the residual MPs in level flight. The speed must be decreased two times half the starting speed drag: in this case it would be 4/2 + 4/2 = 4. The player moves the Speed cue from 5 to 1, then adjusts the final speed to 3.*



4.5 PULL-UP



Players can use pull-ups to change attitude several hex sides in a row in the current position. The pull-up movement must be in the direction of the upper side of the plane (i.e. in the opposite direction of the plane landing gear).

To perform a pull-up, elevators must be operative and the pilot must not be wounded.

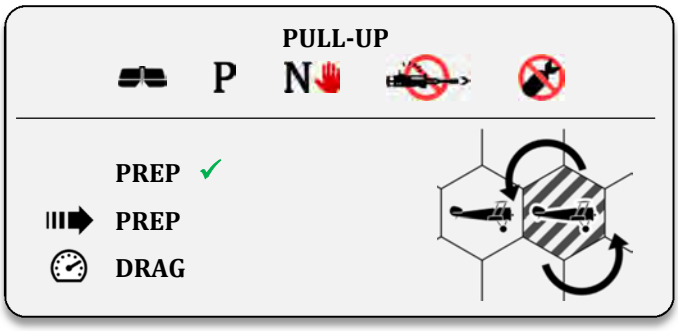
Recruits must take a Handling Test [see page 16] before attempting the maneuver.

No gunfire or bombing is allowed when pulling-up.

Movement allowance must be enough to perform at least Prep plus 1 MP.

When pulling-up, players perform Prep first, then rotate the aircraft counter consistently with the upper side of the plane, one hex side per step, until they deplete their movement allowance or they decide to exit from the maneuver: Each step requires 1 movement point. Players can exit from pull-ups anytime, as long as the following movement is allowed by the aforementioned attitude rules (e.g. you can't exit when in climbing attitude).

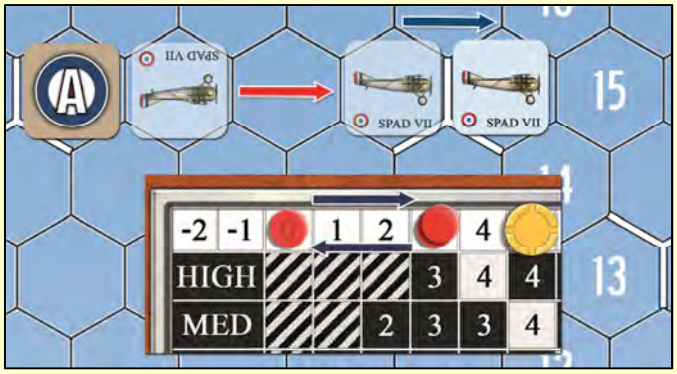
No matter the number of pull-ups (i.e. the number of steps) in a row, decrease the plane speed by the current speed drag value.



EXAMPLE OF PULL-UP

***ROUND 1**: A Spad VII is flying at altitude level 15, speed 5. The player intends to pull up, so he moves 2 preparation hexes then he rotates the counter upward. He cannot exit from this position because he would climb, so he keeps pulling up. Again, he cannot exit the maneuver because he would be climbing; neither can he rotate the plane counter in the other direction, because it would break the pull-up rule stating that the rotation must be in the direction of the plane's top side. His only option is to continue the maneuver.*
After 3 steps and having exhausted all his movement points, he can now exit from pulling up.
Speed drops from 5 to 1 and then it is updated to 3.

***ROUND 2**: Now the player can perform a roll. He moves his counter 2 preparatory hexes and then flips the plane face up. He uses the remaining 1 MP for a level flight. Speed drops to 0 and then it is adjusted to 3 once again.*



4.6 TURNING

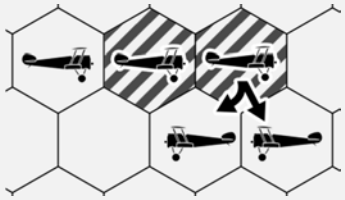
To perform a turn, ailerons, rudder and elevators must be all operative. Turns require 2 preparatory hexes forward..

4.6.1 Turning when flying Level

When flying level, follow the diagram below to turn: a fixed prep of 2 hexes is required; 3MPs are required to complete the maneuver. A player can decide to land on either of the possible hexes shown in the diagram.

BASIC TURNING

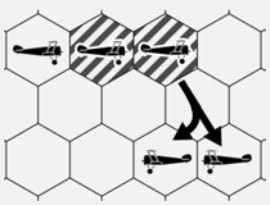
PREP 2 HEX
3 MP
DRAG



A player halves the drag if he descends one additional altitude level, performing an easy turn. A total of 4 MPs are required to complete a hard turn.
Follow the diagram below.

HARD TURNING

PREP 2 HEX
4 MP
DRAG/2



EXAMPLE OF TURNS

***ROUND 1**: A Spad VII is flying level at speed 5, altitude 11. The player intends to turn, so he moves the counter 2 hexes forward and performs a basic turn, landing on the inner hex. Speed now drops to 1, since the drag value at speed 5 is 4. He moves one more hex forward and performs another turn, this time a hard one, descending one additional level. At this time he already spent 3 of his 5 initial MPs, so he would run out of MPs before he could exit the maneuver. Thus, he halts his movement as soon as he runs out of MPs and to remember he must exit the hard turn on next round, he places the position marker on the final hex of the maneuver, pointing the direction he will have to assume to exit the turn. Nonetheless, he updates the final speed as he would have finished the hard turn. He reduces his speed by 3/2 = 1 additional point, being 3 the drag value for the low altitude zone: thus the speed is now 0. The round is over, and he updates his plane speed from 0 to 2. At the beginning of the new round he will have to exit the hard turn first and then he will be free to move.*

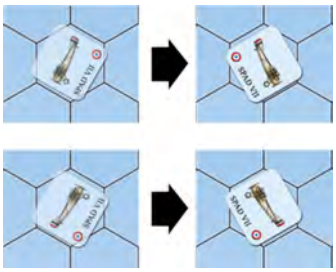
***ROUND 2**: The player now set the Throttle at 6 and spends all his 2 MP to exit the hard turn started the round before. He now updates his speed from 2 to 4.*

4.6.2 Turning while climb/diving

If a plane is climbing or diving, a player can just flip the plane counter horizontally, maintaining the same plane attitude. While climbing, a single turn is allowed for each level climbed. During a dive, players can turn with no limitations but the general movement guidelines [page 6].

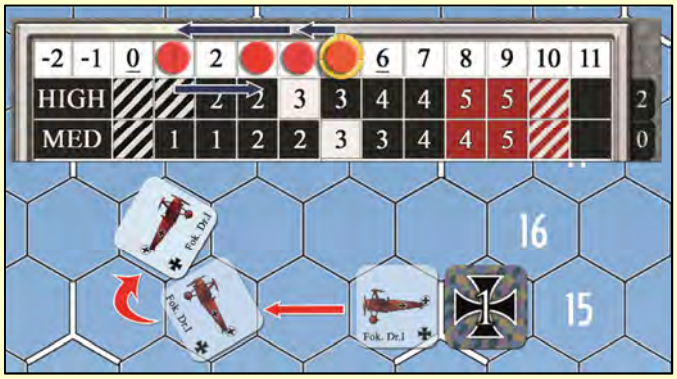
Speed reduction induced by climbing/diving must be added to the speed reduction related to turning.

The same conditions of fly level turning apply [page 11]

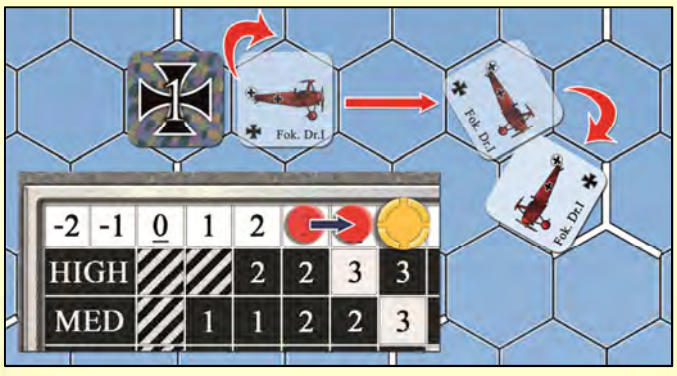


EXAMPLE OF TURNING WHEN CLIMBING/DIVING

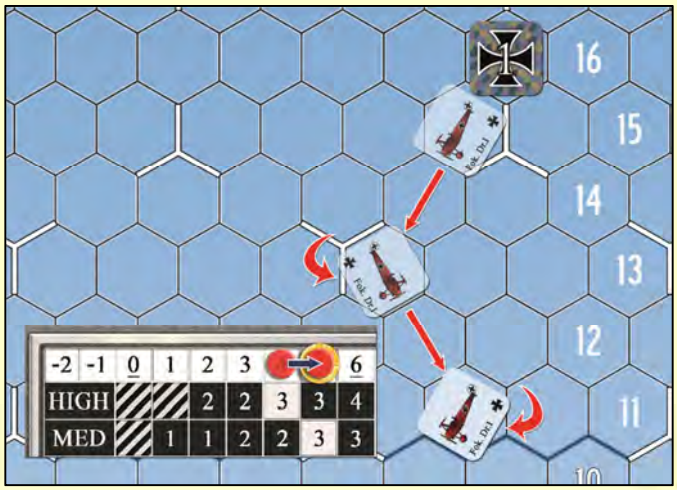
ROUND 1: *A Fokker Dr. I is flying level at speed 5, altitude 15. The player decides to climb and turn. To climb he wouldn't need any Prep (Prep = 0), but to perform a turn he needs 2 preparatory hexes. He flies 2 hexes level as prep before to climb, rotating his counter and moving it forward one hex above. Now he flips the counter to perform the turn. Speed drops by half the initial drag value due to the climb, rounded down (3/2 = 1) plus the entire drag value due to the turn (3). That sums up to 4, therefore he reduces his speed to 1. Final updated speed is 3.*



ROUND 2: *Now the player wants to descend and turn. He needs to level off first, and then he needs 2 preparatory hexes to turn. He levels off, moves 2 hexes as prep and then he rotates his counter downward to dive. He moves one hex forward and turns, flipping the plane counter. He has lost 2 speed points due to the initial drag (drag = 2 at speed 3), but he recovers 2 speed points having dived from level 16 to 14, so the speed doesn't change. At the end of the round, it is updated to 4.*



ROUND 3: *The Fokker keeps on diving. The player turns again, so he spends 2 preparatory hexes forward and flips the counter. He moves 2 hex forward as prep, and then he turns again flipping the counter. At the end of his movement, the player has performed 2 turns (speed lost due to drag = 2 + 2 = 4) and dived 4 levels: therefore the difference in speed is 0. The speed is updated to 5 at the end of the turn.*



CAUTION

BEFORE PROCEEDING, BE SURE TO BE FAMILIAR WITH ALL THE GAME MECHANICS SO FAR

5.0 OTHER MANEUVERS

5.1 HALF LOOP

This maneuver allows you to change direction making a climbing half circle.

To perform a Half loop, ailerons and elevators must be operative.

The pilot must not be wounded.

Recruits must take a Handling Test [see page 16] before attempting the maneuver.

No fire or bombing is allowed while performing the Half Loop.

Sluggish planes can't perform Half Loops.

Prep is required.

A defending plane that performs a Half Loop breaks the tailing.

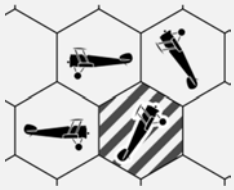
HALF LOOP

PREP ✓

PREP + 2

DRAG

TAILING ✗



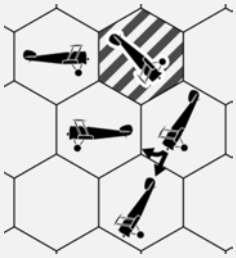
WINGOVER

PREP ✓

PREP + 2

DRAG – 4 (MIN = 0)

TAILING ✗



EXAMPLE OF HALF LOOP

ROUND 1: *A Spad VII is flying at altitude level 15, speed 5. The player moves the plane 2 hexes as a preparatory move, then he rotates the counter upward and follows the entire diagram. 1 MP is still available, thus he moves the counter ahead, level flying. Final speed is 1, updated to 3.*

EXAMPLE OF WINGOVER

ROUND 1: *A Spad VII is flying at altitude level 15, speed 5. Player intends to Wingover, so he starts the roll moving 2 preparation hexes and flips the counter upside down. Player select the diving exit, thus he follows the diagram, spending 4 MPs. He spends his last MP leveling up and level flying. At the end of the round, speed didn't changed (Drag = 4 – 4 = 0).*

5.2 WINGOVER

Very similar to the Half Loop, the Wingover allows you to change direction with a diving half circle.

To perform a Wingover, ailerons and elevators must be operative.

The pilot must not be wounded.

No bombing is allowed while performing the Wingover.

Sluggish planes can't perform Wingover.

Prep is required.

A player can decide to land on either of the possible hexes shown in the diagram.

A defending plane that performs a Wingover breaks the tailing.

5.3 BARREL ROLL

The Barrel roll is a sequence of 2 consecutive rolls. The example for a roll (page 10) describes a Barrel Roll.

5.4 JINK

Pilots can avoid an attack by yawing left and right, therefore their rudder must be operative.

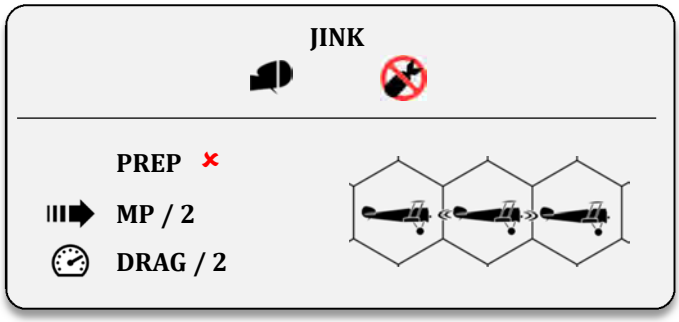
Jinks can be performed only when a plane is flying level or diving, face-up.

To execute a jink move forward half the movement allowance (round down, never below 1).

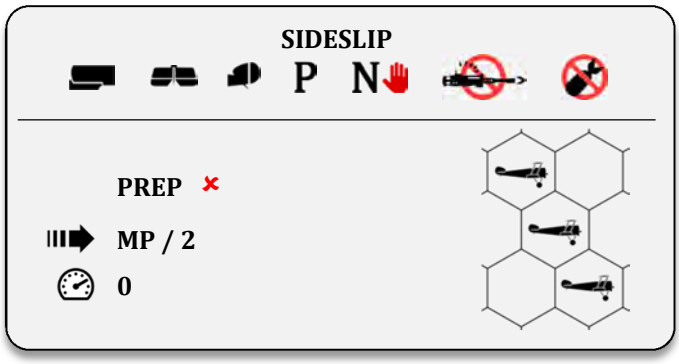
No Prep is needed.

Speed is reduced by half the drag value for the initial speed.

Bombing is not allowed while jinking.



To Sideslip, move the counter diagonally downward half the movement allowance (round down, never below 1). No Prep or speed change is required.

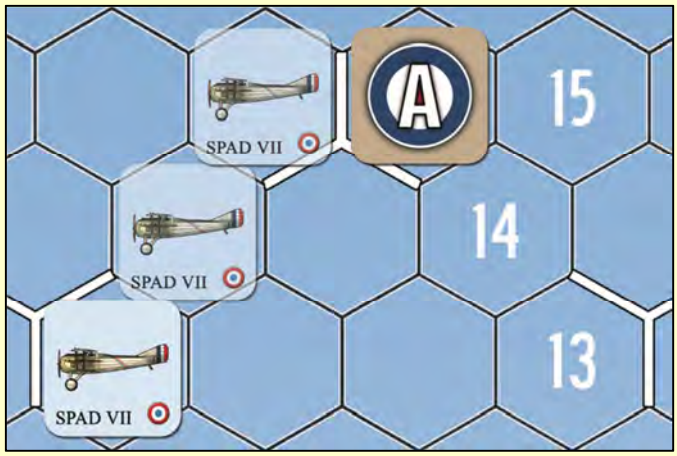


EXAMPLE OF JINK

ROUND 1: *A Spad VII, under attack, is flying level at medium altitude, speed 5. The player jinks and moves the counter 2 hexes (5/2 = 2,5 rounded down to 2) forward. Speed decreases from 5 to 3 and then it is updated to 4.*

EXAMPLE OF SIDESLIP

ROUND 1: *A Spad VII is flying level at speed 5, altitude 15. Player Sideslips and descends 2 hexes (5/2 = 2,5 rounded down to 2) to level 13. The final speed is 5.*



5.5 SIDESLIP

It allows losing altitude without gaining speed because the plane skids on a side while descending.

Sideslips can be performed only when a plane is level flying, face-up.

To perform a Sideslip, ailerons, rudder and elevators must be all operative and the pilot must not be wounded.

Recruits must take a Handling Test [see page 16] before attempting the maneuver.

No fire or bombing is allowed while performing the Sideslip

5.6 IMMELMANN

Created by Max Immelmann, the "Eagle of Lille" as the German ace was called, allows you to change direction and attack an opponent.

Immelmann can be performed only when a plane is flying level, face-up.

To perform an Immelmann rudder and elevators must be all operative and the pilot must not be wounded.

Recruits must take a Handling Test [see page 16] before attempting the maneuver.

No bombing is allowed during an Immelmann.

Sluggish planes can't perform this maneuver.

A defending plane that performs an Immelmann breaks the tailing.

There is no speed change at the end of the maneuver.

The movement allowance must be sufficient to perform Prep plus 3 additional MPs.

IMMALMANN

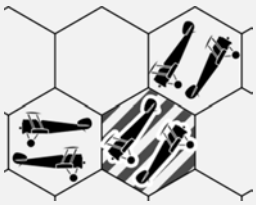
P N

PREP ✓

PREP + 3

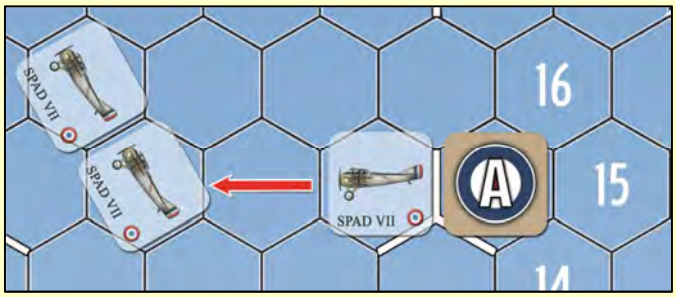
0

TAILING ✗

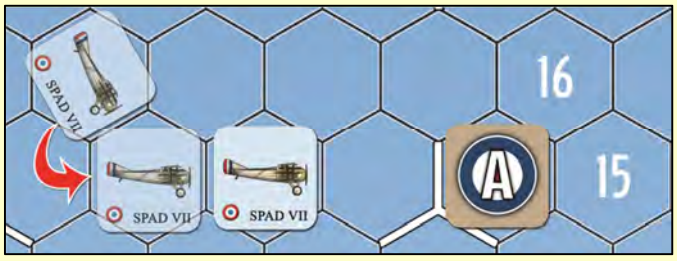


EXAMPLE OF IMMELMANN

***Round 1**: A Spad VII is flying level at speed 5, altitude 15. The player starts an Immelmann: moves 2 preparatory hexes to rotate his counter 1 side hex and moves the counter one hex forward.*



Then, he flips his counter in the opposite direction and proceeds spending the last 2 MPs.
For clarity purposes the Immelmann is shown in this example as split in 2 parts, but players will execute the entire maneuver in a single stage.



5.6 FALLING LEAF

In the desperate attempt to avoid an attack, a pilot may choose to voluntarily stall one wing. As a result, the plane will start a spinning descent like a leaf falling from a tree.

Falling leaf can be performed only when a plane is climbing or is level flying not inverted.

To perform a Falling leaf, rudder and elevators must be all operative and the pilot must not be wounded.

Recruits must take a Handling Test [see page 16] before attempting the maneuver.

Sluggish aircraft cannot carry out this maneuver.

The crew cannot fire or release bombs while performing a Falling Leaf.

This maneuver requires the entire movement allowance of the plane for the round.

A defending plane that performs a Falling Leaf breaks the tailing.

Fly the prep and then move the counter 2 levels below, change plane heading and set the Speed Cue to 0 as the final speed for the round. From now on, the plane is considered to have stalled (see page 16).

FALLING LEAF

P N

PREP ✓

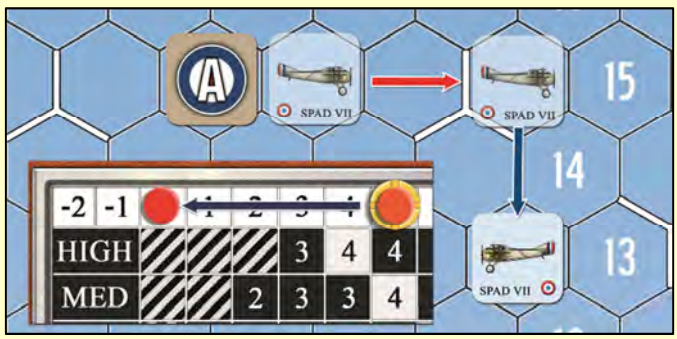
ALL MPS

STALL

TAILING ✗

EXAMPLE OF FALLING LEAF

***ROUND 1:** A Spad VII is flying level at speed 5, altitude 15, and it is being tailed by an opponent. The player opts for a Falling leaf: it moves the plane 2 hexes ahead as a prep and then it shifts the counter 2 hexes below, flipping the counter. The final speed is 0 and from now on the plane is considered as stalled until it is recovered.*



6.0 SPECIAL FLIGHT CONDITIONS

6.1 CRACK-UP

A plane can suffer a crack up for several reasons: as a result of a Structural Test, when all the structural points are exhausted [ ] or due to a collision. A plane that suffers a crack-up plunges vertically to the ground: the plane is destroyed, and anyone on board is killed by the forces of the impact. If a crack-up is the result of combat fire, score the kill, if appropriate (see additional rules on the Squadron Career Booklet available to download).

Anytime a crack-up occurs, immediately move the plane counter vertically to the ground.

6.1 OVERSPEED

When at the end of a round the Speed Cue is in a red and white box, the plane is overspeeding, and it must take a Structural Test.

Check the Sturdiness Test Die color to roll on the Dashboard (ignore the number inside for now) and modify it by the pilot skill value. Referring to the small icons in the left corner only, possible results are:

STRUCTURAL TEST

= Crack-up.

= Assign 5 damage points to the plane structure (see page 20).

= No damage.

6.2 HANDLING TEST

Players must attempt a Handling Test if required by a given maneuver or anytime their plane is in stall.

Check the Test Die color to roll on the Dashboard and modify it by the pilot skill value.

Referring to the small icons in the corner only, possible results are:

HANDLING TEST

= Stall.

= Control retained / regained.

= Structural Test.

6.3 STALL

When the Speed Cue is in a black and white box at the beginning of a round, the plane is stalling. This may also occur as a result of a failed Handling Test or when exceeding the maximum plane altitude (ceiling).

At the beginning of a new round (see page 18) move the plane vertically 2 levels down, then make a Handling Test (see above).

If the control is regained, move the Speed Cue on the first black box available. Otherwise, the plane will keep descending until either control is regained or it crashes to the ground.

Planes can't fire while stalled.

7.0 SEQUENCE OF PLAY

Winged Victory is played in rounds, each one representing approximately 17 seconds of real flight.

You can keep track of the rounds using the Game Turn marker on the altitude scale printed on each game map. Each round is made of several phases to be taken step-by-step by each player.

- **FLAK MARKER PLACEMENT**
- **SPOTTING**
- **ORDER OF MOVEMENT DETERMINATION**
- **MOVEMENT**
- **COMBAT**
- **ROUND COUNTER UPDATE**

7.1 FLAK MARKER PLACEMENT

If a faction owns at least one Flak emplacement, its players can place one Flak Marker per emplacement in this phase. See page 22 for additional details.

7.2 SPOTTING

Spotting is used to determine the order of movement, during the next phase of the round.

Pilot spotting range is 5 MHx, excluding the one the plane is in. Mind that any token shared between two MegaHexes must always be assumed as "inside" the MHx you refer to.

Anything beyond the spotting range is invisible, whereas anything in the same MHx is automatically in sight.

In any other occurrence, a Spotting Test is required.

Check the test die color to roll on the Dashboard and apply any pilot skill modifier.

Referring to the small icons in the left corner only, possible results are:

SPOTTING TEST

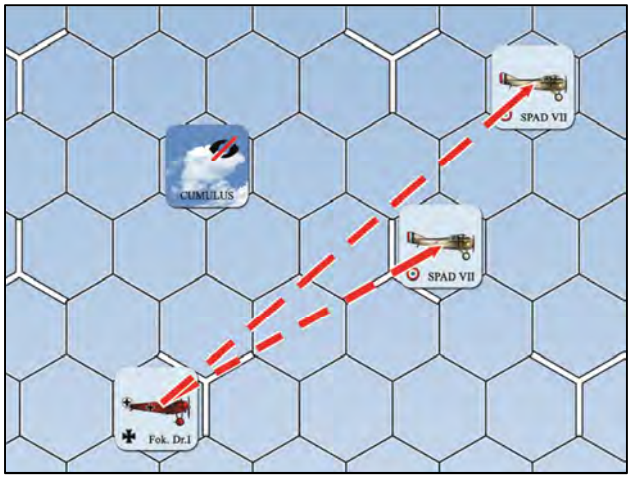
= Target unseen.

= Target spotted within 4 MHx.

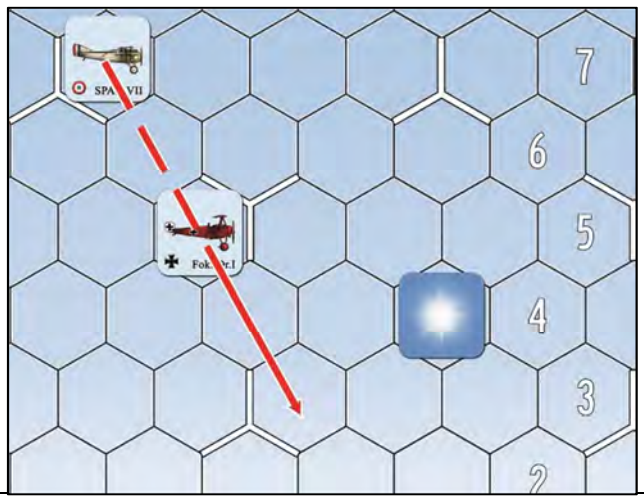
= Target spotted.

Once spotted, a plane remains spotted unless on of the following situations intervene, forcing the player to take a new Spotting test:

- The line linking the spotter to the target (Line of sight or LoS) is interrupted by a MHx with a weather marker showing a icon, or by any ground element.



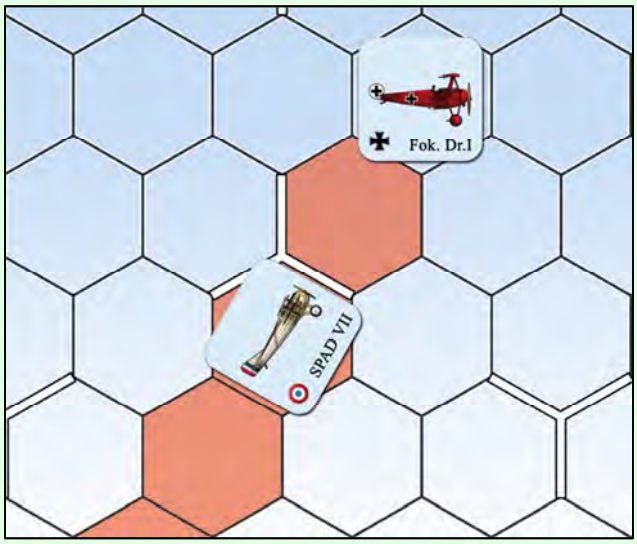
- The target is between the MHx where the Sun marker is located and the spotter. This condition is checked at the beginning of each round and does not change during a round. The example below shows a spotting attempt at dawn.



- The spotter is tailing or being tailed (see page 18). In this case, he can see only the plane he is tailing or being tailed by.

- **OPTIONAL**: the target is lower behind the spotter.

If any of these conditions occur, you need to take the Spotting Test once again during the round's spotting phase.



EXAMPLE OF SPOTTING

ROUND 1: *A French Spad VII is flying 2 MHx apart from an Albatros D.III, 4 MHx from an Aviatik and 5 MHx from a German Flak emplacement on the ground. The Spad should roll a grey test die, but since its pilot is an ace, he rolls the green die instead.*
He rolls once for the Albatros [: target spotted], once for the Aviatik [: target unseen] and, if interested in it (i.e. to attack it), he should roll for the Flak emplacement, but he opts not to. The other planes' and flak's owners will do the same on their own spotting phase.

ROUND 5: *After some combat maneuvers, the Albatros ends between the sun and the Spad, thus at the beginning of round 5 the French pilot has to roll again for the Spotting test. This time he rolls a* ■ *, losing the sight of the Albatros. For his part, the Albatros pilot may lose sight of the Spad if the optional rule is in use, being the French scout lower and behind him.*

DESIGNER'S NOTE

In order to let the players focus on the game instead of the rules, spotting in Winged Victory is simplified and its only goal is to determine the order of movement.
However, it features a hidden simulation element: the spotting value printed on a plane Dashboard reflects how tricky the spotting was from that plane. Cabanes, structures and low wings made spotting a particularly hard task, like on a SPAD, for example. Other aircrafts allowed a much more free view from the cockpit (a D.VIII was a good example of that) and for sure having another couple of eyes was a nice feature of two-seaters, that's why they usually sport a quite good spotting die.

7.3 ORDER OF MOVEMENT

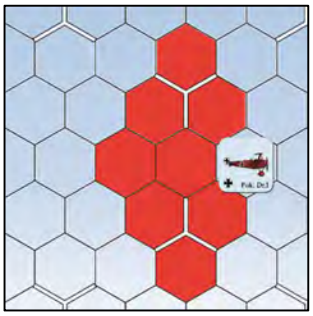
Each player activates his own plane, following the order of movement below and applying any tie-breaking condition, if needed.

In order, move first:

1. **Planes out of control**
2. **Tailed and tailing planes, together, with the one being tailed moving first**
3. **Engaged planes**
4. **Not engaged planes with none in sight**
5. **Not engaged planes, with a target in sight**

Definitions and notes:

Out of control: any plane in stall, Falling leaf or suffering a crack-up.



Tailing: a plane is tailing another one if it starts its round within 2 hexes inside the tail sectors of the target. Often this rule can initiate a chain of movements if one plane tails another.

Engaged: two or more opposing planes are engaged if they start their round occupying the same MHx or if located in adjacent MHx.

Not engaged planes with none in sight: these planes can just level fly or keep their own mission, until off the map.

Not engaged planes, with a target in sight: no restrictions.

7.4 TIE-BRAKING PROCEDURE

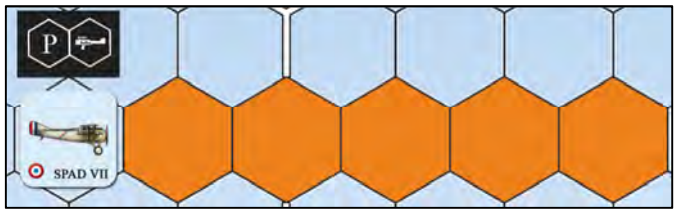
If 2 or more planes are in the same moving pool, go down the following list to determine **who moves first**:

1. **The least skilled pilot.**
2. **The plane at the lowest altitude.**
3. **The plane with the lowest speed.**
4. **The player who rolls lowest (1d6, reroll ties).**

8.0 COMBAT

Every plane in this game is equipped with at least one machinegun.

Most of them have a forward-pointing gun with a range of 5 hexes.



Some others are equipped with flexible mounted guns operated by observers or gunners.

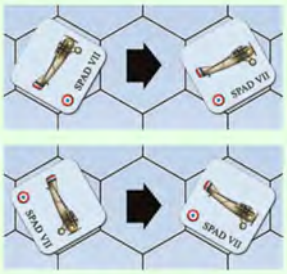
Gunners' skill is always Expert.

For any gunner-operated machinegun you must refer to the related firing template indicated on the plane dashboard. Ticks on the plane counters help you to correctly place the firing template.

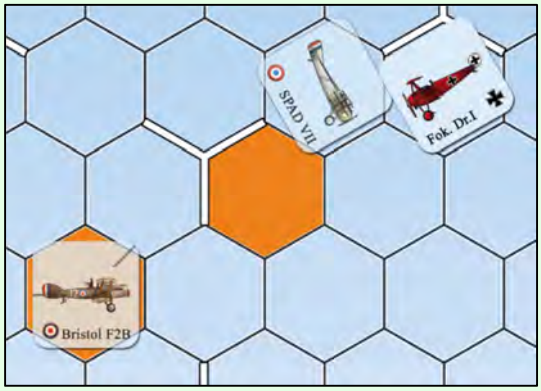
You can open fire against any target even partially inside the template.

Other planes carry both configurations.

OPTIONAL: planes not level flying can aim to a target briefly rotating the counter to the spine of the hex.



However, the line of fire involves the full hexes only. In the example below, when the Dr.I opens fire, the Spad VII cannot be targeted, however the Bristol F2B is included in the line of fire.



8.1 BASIC AIR-TO-AIR COMBAT

Combat is resolved only after all the planes have moved (see the advanced and more realistic combat option on page 21 – *Time Freezing*).

The combat group on the upper right of the dashboard contains all the info needed for combat.

Dice keep track of the ammo for each firing position: anytime you open fire, reduce the die value by one. When it drops below 1, move the die on the next number below, updating the upper side accordingly.

If a dashed line separates the two numbers the weapon is fed continuously; otherwise, you have to reload before restarting to fire: To **reload** you have to level fly for one round.

When the die drops below 1 again, the firing position is out of ammo.

If a plane features one single number, you have one ammo magazine only.

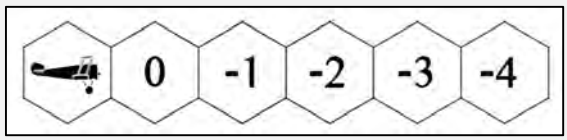
The strip on the metal plate indicates the base colored die to roll when you open fire. This die color must be modified moving left or right on the color shades scale, depending on whether the modifier is positive (shift right) or negative (shift left) [see page **Errore. Il segnalibro non è definito.**].

A player can decide to fire a **long burst** to increase hit chances on target. In this case, he has to reduce the ammo die by 2 points.

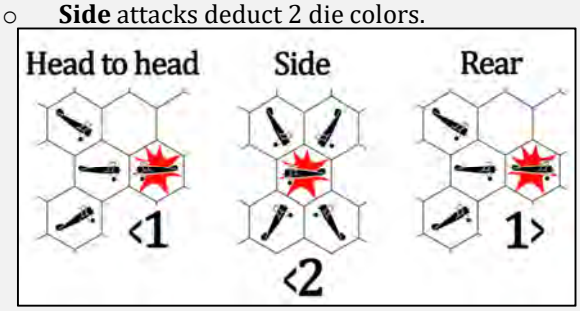
8.1.1 Combat dice modifiers

- **Pilot skill**: Recruits deducts one die color; Aces add one die color.

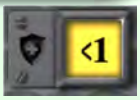
- **Range**: depending on the distance from the target apply the specific modifier.



- **Target aspect**:
  - **Head-to-head** attacks deduct one die color.
  - Attacks from the **rear** add one die color.
  - **Side** attacks deduct 2 die colors.



- **Target maneuvers**:
  - If the target is **jinking**, deduct 1 die color
  - If the target is performing a **Barrel Roll** or a **Falling Leaf** deduct 2 die colors.
- **Tailing** adds one die color.
- **Long burst** adds one die color.
- **OPTIONAL**. Target dimensions assign the modifier printed on the Dashboard.



ALL MODIFIERS ARE CUMULATIVE.

8.1.2 Opening fire

Once all the modifiers are applied, roll the die of the resulting color.

Possible combat dice results:

COMBAT RESULTS

= Missed. No effect.

= 1 Hit. Guns Jammed in case of long burst.

= 2 Hits.

= 3 Hits.

= Component destroyed.

8.1.3 Jammed machine guns

A jammed machine gun cannot fire, but its operator can attempt to fix it during his combat phase of the round, rolling a Grey Test Die modified by the operator's skill. Unjam you need a if level flying or a if turning or maneuvering.

8.1.4 Damage assessment

Once the number of hits has been defined, roll a 20-sided die (1d20) and check the damage table on the Dashboard of the target plane.

Assign the appropriate damage to the rolled part: if a part suffers the first hit, place a red wooden token on the first box of the appropriate gauge. Assess subsequent hits moving the damage token on a given part gauge.

On next paragraph you will instructed on how assign damage on each part of the plane

OPTIONAL: add 1 to the 1d20 die roll of the attack was from the rear and subtract 1 if it was head-to-head.

EXAMPLE OF COMBAT

ROUND 1: *A Dr.1 aims to a SPAD VII. The German opts for a long burst, depleting 2 ammo points from his ammo die. Fokker's weapons base die is Yellow. Pilot is an Ace (Mod +1), distance is 2 hex (Mod -1), target aspect is side (Mod-2), SPAD dimension modifier is -1. Modifiers sum up to -1 considering the long burst (Mod+2). The German player will roll the Green die instead. He rolls , 2 hits. He now tosses the d20 die, rolling a 12. Since he is resolving a side attack, this roll is not modified. The result is 2 hits at the SPAD's structure.*

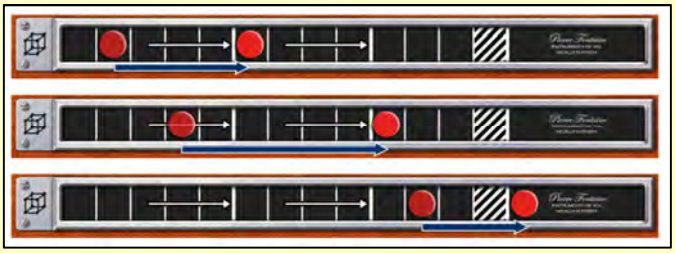
8.1.5 Damaged components effects

Structure

Planes can absorb several structural damage points. For each damage point assigned, move the wooden red disc one box to the right. In case the combat result is "destroyed component" [ ], move the red token on the first box to the left of the next thick line. However, if the disc starts from a box with an arrow, move it beyond the second next thick line, instead of the first one.

Whenever the damage equals or exceeds the zebra box, the plane suffers a crack-up.

Example*: see a structural "destroyed component" effect on a Spad VII, depending on the damage token starting position.*



Ailerons, elevators and rudder

For each damage point caused to these components, move the relevant wooden disc one box to the right AND assign one structural damage point for each damage point assessed on these components.

In case a "destroyed component" [ ] is rolled, move the disc all the way to the striped box, indicating the component is permanently inoperable.

In case of inoperable ailerons, elevators or rudder, some maneuvers may not be performed.

Engine

For each damage point assigned, move the wooden disc one box to the right. When it reaches the -1 or -2 box, permanently reduce the maximum speed value (white boxes on the energy group of the Dashboard) respectively by 1 and 2 points.

For example, a SPAD VII with a disc on the -2 box of its engine, cannot exceed the speed of 4 at low altitude, instead of the usual 6.

If the disc reaches the box with a drop, the plane suffers a leakage (see below).

If it reaches the box with flames, the plane catches fire (see below).

In case of "destroyed component" [💀] roll, move the disc all the way to the striped box, indicating that the engine is permanently seized. Anytime the disc reaches this box, the only allowed position for the Throttle is 0.

Gas Tank

There are no particular elements to keep track of gas tank damage, as it can only be intact or punctured. In the latter case, a plane suffers a leakage (see below).

Leakage

When leakage occurs, place a leakage marker behind the plane.

Roll 1d6: the result indicates the number of rounds before the engine stops. Place a white d6 on the plane dashboard to keep track of this number: at the end of each round, reduce the die by one. When it drops below 1, move the engine damage token to the zebra box, as it has run out of fluids.

Until the plane lands, it is shot down or exits the map, at the end of each round, roll the blue die: if the result is [💀] the plane catches fire (see below).

OPTIONAL: on the first available round after suffering a leakage, a pilot can't change the attitude of the plane, and he can only keep flying straight ahead with the current attitude, while he cleans his goggles from the spilt fluid, as indicated by the goggle icon on the leakage marker. Do the same for any plane that crosses the hex containing the leakage marker.

Fire

When a plane catches fire, place a fire marker behind the plane.

A pilot may attempt to extinguish fire performing a Sideslip. At the end of the round, roll a Grey test die modified by the pilot's skill:

EXTINGUISH FIRE TEST [GREY DIE]

= Fire continues to burn.

= Fire extinguished.

= Plane explodes: crew is killed.

At the end of each game turn, assess fire damage resolving a head-to-head attack to the plane, rolling the Red combat die.

Fire keeps burning until the plane is destroyed, it lands, or the fire is extinguished.

Crew

"The crew is definitely the frailest component on board" Manfred von Richtofen, the Red Baron.

P Pilot
G Gunner

Crew members can be either healthy or wounded. With the exclusion of ▫ = missed and 💀 = killed, any other combat result wounds a crewmember.

A second wound kills the aviator.

Remove the Ammo die from a wounded gunner since he can't fire anymore and place a red disc on his Skill marker.

With a wounded pilot, place a red disc on his Skill marker: For the rest of the flight, his skill will be reduced to Recruit.

Wounded pilots can select only a limited range of maneuvers.

If a pilot is killed in flight, his plane controls are frozen, and it keeps flying with that attitude.

If it was level flying, put the plane in a dive.

Keep flying the plane as usual without changing its controls until it stalls or crashes.

The Impact point with the ground is very important for victory conditions, especially in the game's Career mode.

8.1.6 OPTIONAL: TIME FREEZING

Although time freezing introduces some additional complexity, it also allows resolving combat during movement, instead of waiting to fire after everyone has moved (a quite unrealistic occurrence, you'll agree with me!).

If two or more planes are engaged, one of the engaged pilots may declare a time freeze (i.e. to freeze the action at a given point). Time freezing can be declared only once per round for a given group of engaged planes, during the movement of the first plane of this pool.

ALL the engaged planes have to follow the time freezing rules, even if they didn't declare it.

Time freezing can be declared anytime during the movement of the first moving engaged planes.

As soon as time freezing is declared, count the number of hexes moved by the first plane of the pool and note its starting speed.

On the Time Freeze Table cross-index the hex moved (on the last column) with its starting speed (topmost row): The obtained value is the time spent from the beginning of its action (for simulation sake is the number x 1,55 seconds of real time).

Once the time spent is known, all the others planes move for the same amount of time: to calculate the number of hexes to move, identify the given plane starting speed on the first row and then move down until you find the time spent by the first plane, or the next lower, if the exact value is not available in the column. Once you identified the exact cell, check on the last column the corresponding moved hex, and move your plane accordingly.

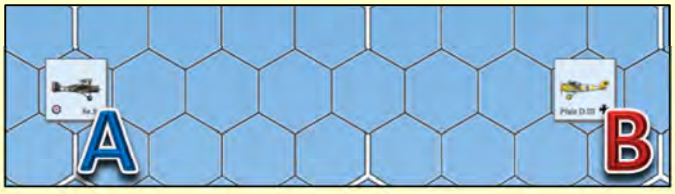
Any firing chance that may arise can be solved once all the involved planes have moved.

Once the Time Freezing is over, planes finish their own residual movements following the usual rules.

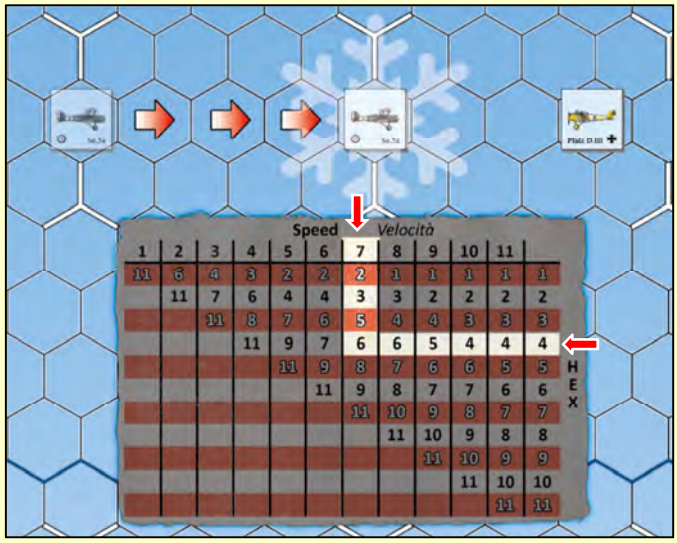
The following example will dispel any doubt.

EXAMPLE OF TIME FREEZING

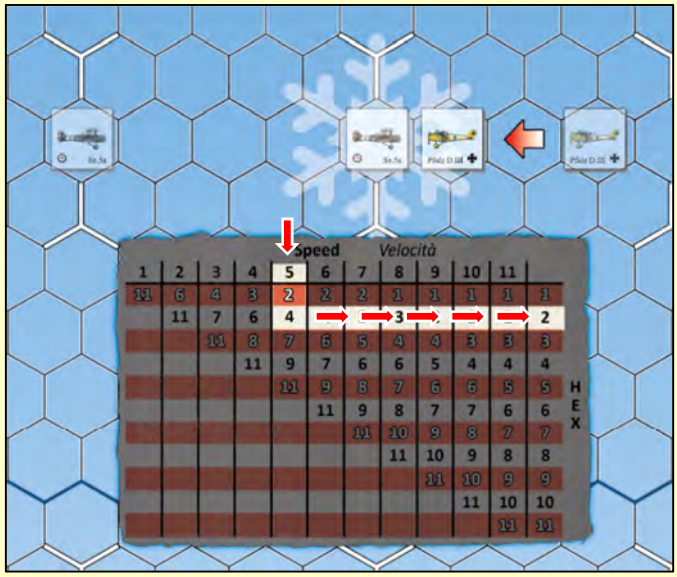
ROUND 1: *Two planes are flying head-to-head, 6 hexes apart. The S.e.5a is flying with a speed of 7, while the Pfalz is flying with a speed of 5. According to the basic rules, the Se.5a moves first, followed by the Pfalz and no combat occurs.*



However, the Pfalz pilot realizes he could have a chance to fire during the merge, and once the Se.5a has moved 4 hexes, he calls out for a Time Freezing, and the Se.5a immediately halts its movement. He checks on the Time Freeze Table the moved hexes by the Se.5a (4) and cross-indexes it with the British plane starting speed (7). The result is 6.



Now the Pfalz pilot checks the table once again, this time starting from his own starting speed (5) and moving down along the column to find the elapsed time of 6. He finds out that only 4 or 7 are available, so he selects the next lower value 4. Now he scrolls to the right to identify the number of hexes to move: 2.
He can now move his plane by 2 hexes: he opts to move level flying.



A firing chance arises for both the planes and they resolve it simultaneously.
Time freezing is over.
Now the Se.5a completes the residual 3-hex movement and the Pfalz its own 3-hex movement.

8.2 AIR-TO-GROUND COMBAT

Air-to-ground combat follows the same general rules for air-to-air combat, spotting included.

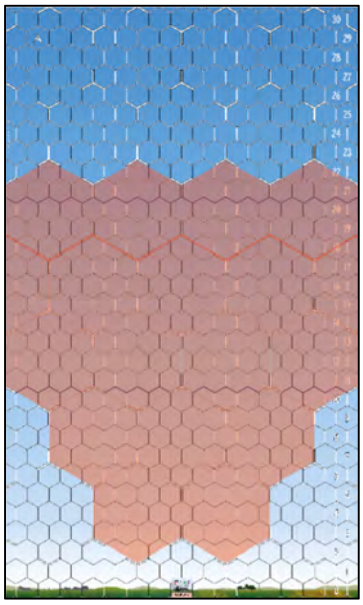
Instead of planes that come with specific Dashboard cards, all information about ground targets is printed directly on their markers.

The number inside the silhouette indicate the number of hits the target can sustain before being destroyed;

Fire capability is indicated on the marker with a colored stripe, indicating the combat die to roll, with the range printed inside.

Ground units can attack anytime (even while the opponent is playing, calling a Time Freezing) a single enemy aircraft within range, per game round.

Usual distance modifiers apply: beyond the fifth hex away from the target, apply a -5 modifier on the die color.



Flak are the most powerful yet the less accurate anti-air weapon of the game. Their range varies from 2 to 5 MHx (they can't fire within their own MHx), as indicated by the diagram alongside.

During the Flak marker placement phase [page 16], players of the side owning flak emplacements can place a flak marker within a flak emplacement marker range. If two or more flak markers of any faction are placed in the same MHx, flip the flak marker to its Heavy Flak side: any combat die roll will be modified by +1 on the die color.

Anytime a plane of any faction enters or flies within a MHx affected by flak, roll the appropriate die to check whether it has been hit:

FLAK ATTACK TEST

= Missed.

= Near miss: roll the green die for a side attack.

= Direct hit: roll the purple die for a side attack.

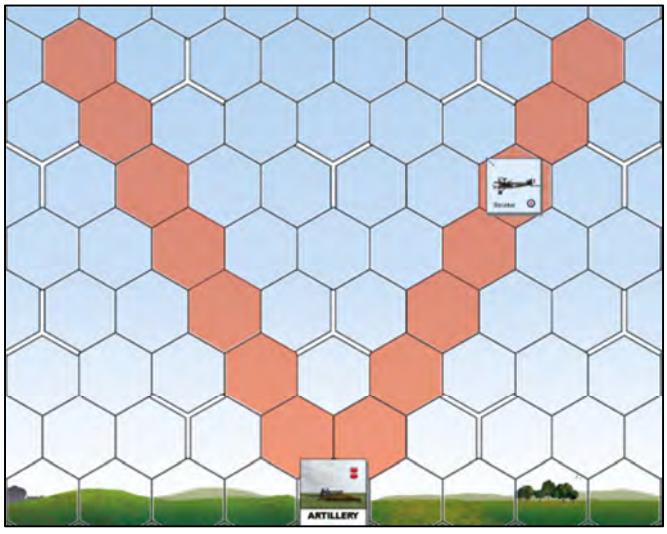
EXAMPLE OF FLAK USAGE

Round 1. *The Allies control 2 flak emplacements with an Albatros D.V tailed by a Camel in sight. The Allied player targets the MHx occupied by the Albatros with both emplacements; thus, he marks the MHx with a Heavy Flak marker (+1 on any attack roll). As soon as one of the planes moves, the Albatros for instance, flak attack occurs: the Allied player rolls the flak emplacement Pink die + 1 = Grey die and scores a , missing the Albatros. Once the Camel itself moves, another flak attack takes place; once again the Allied player rolls the Grey die against his own plane: direct hit! He now shoot the Purple die , then 1d20: 8 . The Pilot is killed, and the plane is sadly shot down by friendly fire.*

DESIGNER'S NOTE

Many of you may get upset, sick or even collapse by watching the ground targets counters depicting non-WWI icons as the tank on the left of this page. Once healed up, mind that the same counters will be used for a later WWII game of this series and, most of all, that many items, like the tank itself, were very different at that time from those many casual gamers may have in their modern minds. For this reason we opted for widespread known shapes for certain objects to make the counters.

Only bombers (code B on the Dashboard, under the name) can carry bombs. To release their load, bombers must level fly for their entire round (bomb run) and cross the 60° line on target (see diagram).



During the bomb run, the foremost observer cannot fire, since he is busy releasing the bombs.

To assess damage, roll a Yellow die and subtract one die color for each 5 flight levels from the ground. Bombing results are:

BOMBING TEST [YELLOW DIE]

= Target missed.

= Near miss: assign 1 damage point to the target.

= Direct hit: target destroyed.

OPTIONAL: bombers' dashboards show a red circle on the tachometer strip. That is the maximum speed of the plane while loaded. Once the bomber releases its load, you can refer to the tachometer's usual maximum speed (white box).

8.2.3 Strafing

Planes can engage ground targets with their machineguns. Combat works exactly as against air targets, with ground targets not featuring any size modifier [see page 19] and combat results being assessed simultaneously.

Any [ ] result scores a hit: place a red token on the marker for each hit scored. With [ ] the target is destroyed, no matter the target damage tolerance.

EXAMPLE OF STRAFING

Round 1. *An Albatros D.V strafes an infantry target point-blank. The plane rolls the Yellow die and scores a , thus one hit to the Infantry marker, that throws the Green die, rolling a and a 7 on the D20, killing the German pilot.*

8.2.4 Balloons

Balloons are a mix between aerial and ground targets. Like ground targets they don't have a dashboard card and all their main information are printed on the counter.

They don't have inherent firing capabilities but a +3 size modifier [see page 19] as printed on the top-left of the counter.

Combat against balloons are resolved like against ground targets [see page 22], with balloons capable of sustaining 2 hits as indicated by the number on the top-right corner.

Balloons float in the air starting at altitude level 10.

Once they have spotted an enemy plane, they descend one flight level at the beginning of each new game round until they reach safety at level 0 and they are removed from the game.

Balloons spotters roll a Yellow die.

9.0 WEATHER

9.1 SUN

The effect of sun position is checked at the beginning of each round. In Winged Victory, the sun may assume 5 positions depending the time of the day and involves the entire MHx where the sun marker is located. Any time a plane is between the sun's MHx and the spotter, he becomes invisible to the latter for the entire round [see page 17].

MISSION TIME

1D6	TIME	SUN POSITION ON THE MAP
1	Before dawn	No Sun
2	Dawn	Right side; Altitude 4
3	Morning	Upper right corner; Alt.28
4	Noon	Middle of the upper side; Alt 28
5	Evening	Upper left corner; Alt.28
6	Sunset	Left side; Altitude 4

9.2 MOON

The only purpose of the Moon counter is to remind the players they are flying during the nighttime. Follow the special rules dictated by each scenario. Moon can be located anywhere on top of the playing mat.

9.3 HAZE

Place the Haze marker at the altitude level indicated by the mission briefing, on the altitude scale printed on the right of each game mat. The small arrow on the counter indicates that from that level and below, the sky is hazy. Any spotting test from and to haze suffers a -1 modifier on die color. Haze involves all the mats in the game.

9.4 THUNDERSTORM

Storms works the opposite of haze, with a base altitude indicated by the small arrow on the counter. Storms reach the top of the mat. Place the Storm counter as indicated by the briefing. You are not allowed to fly into a storm and, if forced to, resolve a side attack with the Red die for each game round spent inside the storm area. Storms completely block the line of sight. As for haze, storms involve any game mat in the game.

9.5 HIGH STRATUS

Made of thin ice crystals, they involve the entire upper level of any game mat in the game. For this reason, place the High Stratus counter somewhere on the upper level on the altitude scale. Any Spotting test from and to high strati suffer a -1 modifier to the die color. However, if a plane is in between a high stratus and the spotter, he will be automatically spotted since he is silhouetted on the white clouds background, as noted on the counter by the plane silhouette.

9.6 MEDIUM STRATUS

Grey and blue layered clouds that involves the entire medium level of any game mat in the game. Place the Medium Stratus token anywhere at medium level on the altitude scale. Any Spotting test from, to and through medium strati suffers a -2 modifier to the die color. However, if a plane is in between the clouds and the spotter, it will be automatically spotted since it is silhouetted on the thick clouds background.

9.7 LOW STRATUS

Low-level patches of cloud varying from bright white to dark grey. They involve one MHx only. Place the Low Stratus counter in the middle of the affected MHx, according to the mission briefing. Any Spotting test from, to and through a Low Stratus suffers a -2 modifier to the die color.

9.8 CUMULUS

Isolated, very dense high-rise clouds, they involve one MHx only. Place the Cumulus counter in the middle of the affected MHx, as instructed by the mission briefing. Cumuli completely block the line of sight; hence if a cumulus is in between a spotter and his target, this latter will be invisible to him.

10 SINGLE MISSIONS

10.1 SOLITAIRE SCENARIOS

1. Frank Luke's last stand

Several famous pilots of both sides made their reputation for their peculiar ability for balloon busting and the American Frank Luke was the most successful of them. On the evening of September 29th 1918, confronted by his Commander for having spent the night before in another aerodrome after the loss of his comrade and friend J.F. Wehner, Lieutenant Luke jumped into his plane heading to the Verdun frontline for more balloon busting. In a few minutes, 3 balloons were falling in flames, but Luke himself was severely wounded in the side by an anti-air round. He landed behind enemy lines, but when a group of German soldiers approached to capture him, he drew his revolver to shoot his last rounds.

SETUP: Use mat A. Place a balloon 4 Hexes from the right side at level 10, and another balloon 10 Hexes from the right side, level 9. Luke (Ace) is flying a Spad XIII, starts on the left side of the mat, heading right at speed 7 and level 13. Place an AA-MG immediately below each balloon. Luke moves first and the Anti-air units open fire at any possible opportunity, after they have spotted Luke. The time is Sundown with the sun on the left side of the map, level 5. No clouds.

VICTORY CONDITIONS: Luke wins if he can shoot down both the balloons and safely exit the mat from the left side, rewriting the History. Germans win if they can shoot down Luke before he destroys both the balloons, or if they can retrieve the balloons to safety. Any other result is a draw.

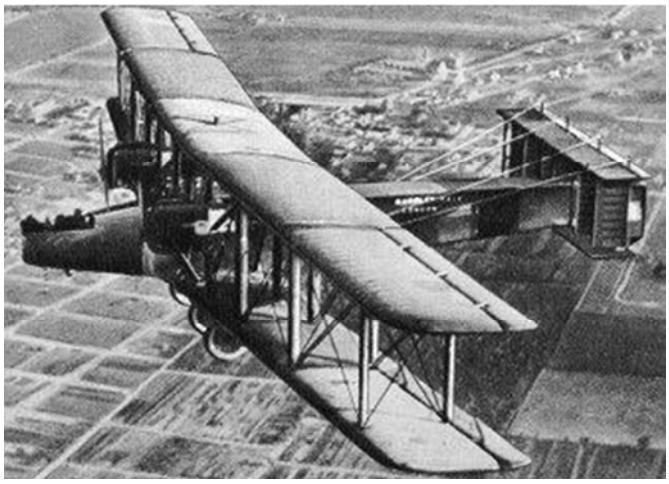
2.Tom's Revenge

In his *Winged Victory* novel, which inspired the name of this game, V.M. Yeates remembers his own air war experience through Tom Cundall's eyes, the main character. In his last mission before discharge, Tom and his Commander, Bill Williamson, take off for another strafing mission in their Sopwith Camels after their S.E.5a performed well enough to gain air superiority. As they crossed the enemy lines, the two pilots were engaged by a couple of Anti-air emplacements and Bill is immediately shot down. Mad for the loss of his last friend, Tom seeks revenge against the two AA gun nests.

SETUP: Use mat A. Tom (expert) flies a Sopwith Camel, speed 6, level 5, starting in contact with the left side of the mat, heading right. Place 2 AA-MGs at 9 and 11 complete Hexes from the left side of the mat, respectively. Tom moves first and then AAs open fire at any possible opportunity, after spotting Tom. The time is Midday: sun in the middle of top side of the mat, level 30. Clouds: 1 Low Stratus in the first complete MHx from the left side and 1 Low Stratus in the first complete MHx from the right side of the map, both at level 8.

VICTORY CONDITIONS: Tom wins if he can destroy both the AA-MGs and safely exit the left side of the mat. Germans win if Tom is shot down. Any other outcome is a draw.

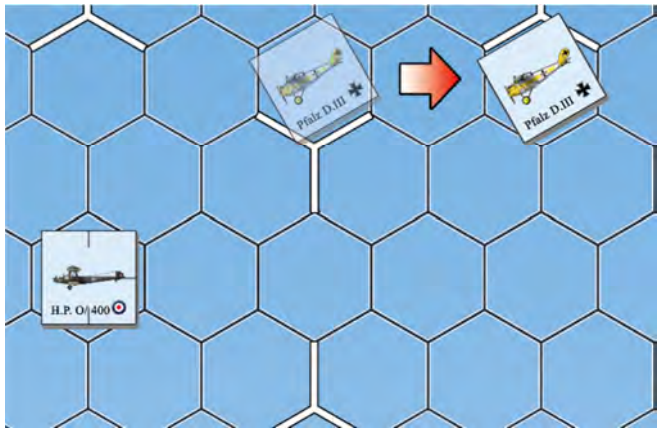
3.Bombing run



A lonely bomber is flying the bomb run and is close to the target. A fearless fighter pilot at-tempts to shoot it down before it can drop the bombs over friendly in-stallations. This scenario is a very useful way to learn the game, in spite of its peculiar movement mechanic. The proposed setup is introductory, but you can play it many times changing the involved planes or placing the scout on the other side of the map, with opposite heading. Beware that faster bombers make the scenario more difficult to win.

SETUP: use mat C. Bomber H.P.400 or Gotha (Ace), level 16, speed circled in red, heading left. Scout (player): Pfalz D.III or Nieuport 17 (expert), level 20, speed 4, heading left. Bomber starts in the middle of the mat and will keep a level flight for the entire duration of the game. Note the bomber will be never moved from its starting position, nor change its speed. When the bomber should move, the scout will shift right from his current position by a number of Hexes equal to the bomber speed, keeping its current attitude: this simulates the progress of the bomber to his target.

Player is free to move the scout as he wishes. The fighter moves first, then bomber's gunners will open fire at any possible opportunity, after spotting the scout.



VICTORY CONDITIONS: to win, player must shoot down the bomber by the end of the 10th game turn. If the scout is shot down or the bomber survives 10 game turns, the attacking bomber drops the bombs and wins the scenario.

10.2 TWO AIRCRAFT SCENARIOS

4. The fall of the Red Baron

This scenario reenacts the last few seconds of the most analyzed dogfight in history. The Red Baron has been tailing Lt. Wilfred May well beyond Allied lines for minutes, without finding the right chance for the decisive burst. Richtofen has been just shot at by Capt. Roy Brown who leaves the fight with his gun jammed and with no identifiable damage to the red Fokker. 30 seconds later, the triplane suddenly makes a Retournment over two enemy AA gun emplacements that engaged him, crashing to the ground. The mystery around the death of the Red Baron started right then…

SETUP: use map A + C. May (Recruit) flies a Sopwith Camel, speed 6, level 2 and starts 3 Hexes to the left of the printed 2, on mat C, heading left. Von Richtofen (ace) flies his red Fokker Dr.I, speed 6, level 3, heading left. He starts in the Hex with the printed 3, on mat C. The Fokker starts with 4 structural damage and 2 additional damage both to the Rudder and the Elevator; moreover, Richtofen has already spent half of his ammo and is suffering a gun jam. Place an AA-MG in the middle of the lower side of mat C and another one just right the small wood on mat A. The time is Midday: place the sun in the middle of the top side of the map, level 30. Clouds: 1 Low Stratus in the first complete MHx both from the left and from the right side of each mat, level 8.

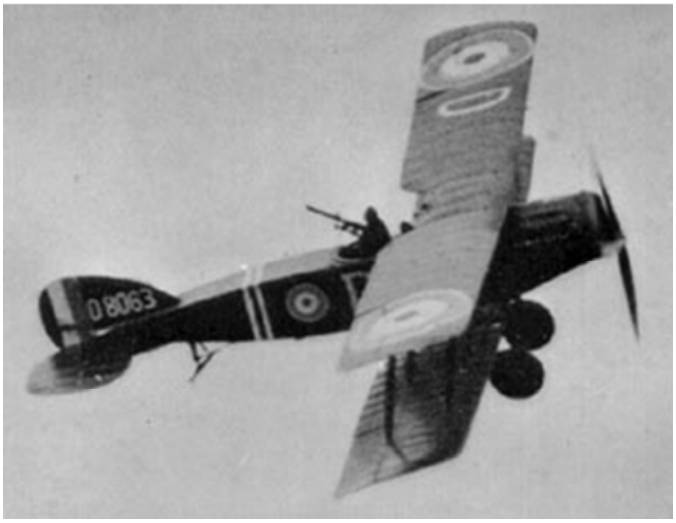
VICTORY CONDITIONS: Richtofen wins if he can shoot down May and safely exit the right side of mat C. Allies win if the Red Baron is shot down. Any other outcome is a draw.

5.Recon mission

Experts agree the versatile Bristol Fighter was one of the best planes of WWI. Many German pilots wouldn't engage in a dogfight with this plane, but a fearless Albatros D.Va pilot tries his luck with a Brisfit busy on a recon mission.

SETUP: use mat B only. The Brisfit (Expert) flies at speed 5, level 13, starting in the Hex just on the left of the mat centerline, heading left. The Albatros (Expert) is flying at speed 5, level 20, heading right from the Hex with the printed 20. Place an Artillery counter 3 Hexes to the left of the Hex with the printed 0. The time is Morning: sun in the upper right corner of the mat, level 30. Clouds: 1 Cumulus at level 8 in the first complete MHx from the left and High Stratus with the base at level 21.

VICTORY CONDITIONS: The Brisfit must cross for 3 times the vertical line from the Artillery counter with a level flight at level 15. During that game round, the Brisfit gunner cannot fire. If Brisfit completes its recon run, exits the left side of the mat and lands rolling a "hard landing" at worst (see the Squadron Career booklet), then Allies win the scenario. If the German can shoot down the Brisfit, he wins the scenario. Any other result is a draw.



6.Over the top

Many advanced fighters developed at the end of the war, never had the chance to fight each other to establish the best design. In this scenario, a Sopwith Snipe confronts a Fokker D.VIII in a high altitude duel.

SETUP: use mat B. The Snipe (Ace) flies at speed 5, level 25 and starts adjacent to left side, heading right. The Fokker (ace) starts at same altitude, speed 4, adjacent to right side of the mat. The time is Midday: sun in the middle of the top side of the mat, level 30. Clouds: Medium stratus from level 11 to 20. You can substitute the Fokker with a Pfalz D.XII or a Siemens Schuckert.

VICTORY CONDITIONS: The pilot who shoots down or forces the opponent to land is the winner. Any other result is a draw.

10.3 MULTI-AIRCRAFT SCENARIOS

7. Dogfight

This scenario allows to play several dogfights in different years of WWI. It provides a general setup and specific notes depending the number of planes involved.

GENERAL SETUP: Roll 1d6 per faction (reroll ties). The player who rolls lower place his planes first and sets the sun at his own discretion in one of the allowed positions. Planes must be placed at any level in the medium altitude range of the map.

Allies: 1 plane in contact with the left side of the map, all the others adjacent to it.

Germans: 1 plane in contact with the right side of the map, all the others adjacent to it.

Each faction can place 1 cumulus at its own discretion in the Low altitude range of the map. Instead of placing a Cumulus, the player may place a Medium or High Stratus counter in a legal location.

Up to 4 planes (total): Use mat B.

More than 4 planes: use mats A + B if Allies place first, or mat B + C if Germans place first.

Planes selection:

Sopwith Pup, Nieuport 11 vs. Fokker E.III, Halberstadt D.II

Spad VII, Nieuport 17 vs. Albatros D.II, Albatros D.III

Sopwith Triplane, Hanriot HD1, Sopwith Camel vs. Albatros D.V, Fokker Dr.I, Pfalz D.III

S.E.5a, Sopwith Camel, Nieuport 28 vs. Fokker D.VII, Pfalz D.XII, Fokker Dr.I

Sopwith Snipe, SPAD XIII vs. Fokker D.VIII, Siemens Schuckert

VICTORY CONDITIONS: The side who shot down more enemy planes wins the dogfight. Unconfirmed kills are not entered in a Squadron Log but do count as a half victory for this scenario.

8. The prancing horse

Francesco Baracca was Italy's top fighter ace of World War I, being credited with 34 aerial victories. As many of his contemporary fellow knights of noble heritage, Baracca was promptly bewitched by the newborn war in the air.
At the last lights of June 19, 1918 Baracca and Osnago took off from their aerodrome for a last patrol on the near Montello Mount close to the Piave river, an area still in Austrian control.
After just 15 minutes from the take off a plane returned. Osnago was upset: he had lost the sight of Baracca while strafing some Austrian position on the Montello.
Years later, Francesco's mother asked a young car constructor, a certain Enzo Ferrari, to honor the memory of his son decorating his racing cars with the emblem of the fallen Italian ace: a prancing horse.

SETUP: Use mat B + C. Allies: Plane A, Baracca, Spad XIII (Ace) speed 7, level 10, heading right; Plane B, Osnago, Spad VII (Recruit) speed 7, level 9, heading right. Germans: DFV C.V (Expert) speed 5, level 5, heading right. All planes start in the first complete Hex of their own side of Map B (left side for the Allies and right side for the Germans)at the given altitude. Ground units: Italian artillery 5 hexes from the left side of Map B. German units are placed each other adjacent starting with MG-AA 5 hexes from right side of Map C, then artillery, infantry, infantry, MG-AA. Time of the day: Sunset. Sun is on the left side of the map, level 5.

VICTORY CONDITIONS: Italians have to destroy at least 2 Austrian ground units. Austrians must conduct a successful recon mission on the Italian artillery unit. Baracca can never disengage to avoid combat. If Baracca is shot down Austrians immediately win. Consider any other outcome as a draw.

9.The last raid

The war is almost over and the Germans launch the last strategic bombing raid on Paris. Several Allied scouts attempt to stop the Gothas and their escort.

SETUP: use mat A + C. Allies: Hanriot HD1 (Expert) speed 5, level 11, heading right; Sopwith Camel (Ace) speed 6, level 9, heading right; S.E.5a (Expert) speed 7, level 13, heading right. Germans: Gotha 1 (Ace) speed 2, Level 10,

heading left; Gotha 2 (Ace) speed 2 level 11, heading right; Fokker D.VII (Ace) speed 2, level 14, heading left. All planes start in the first complete Hex of their own side at the given altitude, left for the Allies and right for the German. The time is Sundown: sun on the left size of the map, level 5. Haze with ceiling at level 4.

VICTORY CONDITIONS: The Allies have to shoot down both the Gothas before they can exit the map from the left side. The Germans win if at least one Gotha can safely exit the left side of the map, with the plane in full control, with no leakage or fire. Consider any other outcome as a draw.