EAGLES IN THE SKY

CAMPAIGN GAME RULEBOOK

REVOLUTION GAMES

1.0 INTRODUCTION

The Campaign rules to *Eagles in the Sky* allow players to take the role of the commander of a Squadron, Jadgstaffel, or Escadrille. They perform five days worth of missions taking into account losses, pilot fatigue and the directives of higher headquarters.

GAME DESIGN BY MICHAEL LEMICK

2.0 ADDITIONAL COMPONENTS

Besides those described in the Engagement game rule book, the Campaign game uses the following components.

2.1 Campaign Cards

Eagles in the Sky contains four Campaigns. Two of them (Normal Activity and Quiet Sector) are generic and can be set at any time during the period of the war that the game covers. The other two Campaigns are based on actual WWI battles, Operation Michael and the Battle of Cambrai.

Each Campaign Card contains the following information:

- The Campaign's name plus a short description.
- Which side is on the Strategic Offensive
- The number of Missions to be conducted each day.
- Year/Month of the campaign (or as agreed upon by the players in Normal Activity or Quiet Sector campaigns)
- A list of aircraft types that can be used in the Campaign (historical Campaigns only). Normal Activity and Quiet Sector campaigns can use any available aircraft in the agreed upon year/month of the campaign.
- The starting experience levels for both side's pilots
- The Missions Table for the Campaign
- The Campaign Events and Engagement Special Events Tables for the Campaign

2.2 Campaign Log Sheets

At the beginning of a Campaign, each player takes a Campaign Log Sheet to track the following:

- Any Campaign Event drawn for that day (days 2-5 only)
- The weather at the start of each Morning and Afternoon Phase
- The Mission numbers assigned in the Morning and Afternoon Phases
- The pilots, squadron aircraft, and aircraft counter the player assigns to each mission
- Any Campaign or Glory Points earned on each mission

2.3 Squadron Log Sheets

This Log Sheet is used to keep track of squadron pilots and Aircraft status during the campaign. The Squadron Log tracks the following:

- The aircraft type in use by the squadron
- A separate box for all twelve pilots showing: Pilot ID, Pilot Quality, Accumulated Fatigue Points, exhaustion status, missions flown (for Green and Inexperienced pilots), and kills.
- Entries for all twelve Squadron aircraft showing Aircraft ID and damage (Engine, Wing, Control).

Note: Players should feel free to make copies of the Campaign

and Squadron Log Sheets as required.

2.4 Glossary

Besides those used in the Engagement Game, the following additional terms apply to the Campaign Game.

Campaign Points: The measure of victory in a campaign. The winner of an Engagement will earn one or more Campaign Points. Campaign Points can also be earned through Encounters and when an opponent fails to assign aircraft to a Mission.

Encounter: A combat between a player's squadron and an opposing non-player force. Encounters are resolved abstractly.

Exhaustion: The result of accumulating too many Fatigue Points. Exhausted pilots have degraded capabilities. Pilots may recover from Exhaustion.

Fatigue Points: Each time a pilot participates in a Mission, he will earn one or more Fatigue Points. If he accumulates too many he will become Exhausted and eventually be unable to fly any more Missions.

3.0 HOW TO SETUP AND PLAY A CAMPAIGN

3.1 Summary

- Choose a campaign, who will play which side, and the month/year in which the campaign takes place (if necessary).
- Each player selects the type of aircraft his Squadron will use.
- Each player randomly selects his squadron's three Flight Leaders.
- Each player fills out a Squadron Log Sheet with the squadron's initial aircraft and pilots.

3.2 Sides

Decide which player will take which side. One player is the Central Powers player and flies Central Powers aircraft. The other player is the Allied player and flies Allied aircraft.

3.3 Campaign Year and Month

The historical campaigns list the month and year in which they occur. When playing either of the generic campaigns, the players must decide this. The month and year chosen will affect the aircraft types that may be used and the column used on the Weather Table.

3.4 Aircraft

The two Historical Campaign cards list the possible aircraft that each player may use. Each player chooses **one** type randomly for all of the aircraft in each Squadron.

Normal Activity and Quiet Sector campaigns use the chart on the Aircraft In-Service Dates Player Aid Card and the year/month chosen for the campaign to see which aircraft are available. Each players chooses **one** aircraft type randomly to fill their squadron.

3.5 Flight Leaders

After choosing aircraft types, each player randomly selects three flight leaders from among those available for his side. These will be his squadron's starting Flight Leaders.

3.6 Filling out the Squadron Sheet

The Squadron Log Sheet contains spaces for each aircraft and pilot in the squadron. A squadron starts with 12 aircraft and 12 pilots (including the three Flight Leaders). Write the squadron's aircraft type at the top of the aircraft section and each pilot's experience rating plus the name of each Flight Leader or pilot quality in the pilot section.

3.7 Reshuffling Maneuver Cards

In addition to section 3.9 of the Engagement Rules, reshuffle Maneuver cards:

• After drawing for all of a day's Missions
• At the completion of each Mission.

4.0 CAMPAIGN GAME SEQUENCE OF PLAY

Campaign games are five days long. Each day is composed of several phases. At the end of the fifth day, the players determine victory according to Section 14.0.

4.1 Pre-dawn Phase

One of the players draws a card for each mission of that day and each player writes the mission numbers (in the order drawn) on his campaign mission log [5.1].

The appropriate number of Engagement and Encounter chits are placed in a cup [7.12].

Finally, check to see if Exhausted pilots recover [8.25].

NOTE: It is possible to draw and fly the same mission more than once in a given day (see the exception in the note at 5.11).

4.2 Morning Phase

Draw a Maneuver Card and refer to the Weather Table to determine the weather condition that will be in effect for the morning phase. The players then resolve the first half of the missions drawn during the Pre-dawn Phase. After all pilots and aircraft are assigned by both players for a mission, draw a chit from the cup to see if the mission will be resolved as an Engagement or an Encounter. After each mission add Fatigue, check for Exhaustion, automatically repair structure hits, and conduct cannibalization if desired.

NOTE: Engagement and Encounter chits pulled in the Morning Phase remain out of the cup for missions in the Afternoon phase.

4.3 Afternoon Phase

Perform the same steps as in the Morning Phase, only resolving the other half of the day's missions.

4.4 Evening Phase

If this is the last day of the campaign, determine victory [14.0]. Otherwise, each player draws their own Maneuver Card for a possible Campaign Event, which is noted in the Event box at the top of the next day. The players then repair their aircraft, check to see how long wounded pilots and gunners will be out of action, and determine if replacement planes and aircrew (if necessary) are available. Replace all Engagement and Encounter chits into a draw cup. Finally, reduce Fatigue for all pilots.

5.0 MISSIONS

5.1 Mission Determination

5.11 During each Predawn Phase, one of the players draws a Maneuver card for each Mission that will occur that day (see the Campaign cards for the number of Missions per day). Locate the Maneuver card number on the Mission Chart and write the Mission number on the Campaign Log in the order in which it was drawn.

NOTE: In the Normal Campaign, Missions 21 and 22 can only occur one time each during the entire campaign. Additional draws that would result in Mission 21 or 22 are converted to Mission 20.

5.12 The first half of the missions drawn are resolved during the Morning Phase, and the second half during the Afternoon Phase.

5.2 The Mission Table

5.21 The Mission Table on each Campaign card contains the following information:

• A Mission Number, which is filled in on the Campaign Log Sheet.
• The Maneuver card numbers for that Mission.
• The Type of Mission.
• The attacking player.
• The Zone in which the mission occurs in.
• Starting altitude for the Mission.
• Any Mission aircraft that the players may receive.

5.3 The Campaign Log Sheet

5.31 The Campaign Log Sheet has one column for each day of the Campaign. In each column is a row for each mission of that day. Fill in the Mission number in the appropriate space.

5.32 The Ground Support Campaign Event converts all Patrol Missions to Trench Strafing Missions. If that event is in effect and one or more Patrol Missions are drawn, write "TS" in the space instead of a Mission number.

5.33 The Fog Weather condition converts all non-Patrol Missions to Patrol. If Fog is drawn for a phase, erase all non-Patrol Mission numbers and write "P" in those spaces instead.

PLAY NOTE: It is possible that a Patrol Mission could be converted to Trench Strafing by the Ground Support Campaign Event and then back to a Patrol Mission by weather draw resulting in Fog. If that happens, use the mission parameters listed for Fog, not those of the originally drawn Patrol Mission.

5.4 Mission Resolution

5.41 Before resolving each Mission, the players secretly assign aircraft and pilots to the Mission. Any available pilots and aircraft may be assigned, even if they were used in the immediately preceding Mission (but remember the effects of Fatigue [8.0]).

Unlike the Engagement game, a Flight Leader does not have to be assigned to a Mission. However, if the Flight does not include a Flight Leader then it must include at least one Experienced Pilot if available.

PLAY NOTE: While a Flight Leader is not required, a Flight lacking one will obviously be at a disadvantage in terms of hand size.

If a player assigns two or more Flight Leaders to a mission, they must designate which one will be the lead for the mission. If that Flight Leader is shot down, escapes, or must perform a safe return check, the other Flight Leader may take over, with hand size determined by either his Leadership or Flying rating. This is an exception to 7.13 in the Engagement Rules.

5.42 Mission Aircraft. In the Normal Campaign, when Mission aircraft are used put one of each type listed in the Engagement rules for that mission in a cup and draw one at random. In the Operation Michael and Cambrai campaigns, specific Mission aircraft types are pre-assigned to missions. No Mission aircraft are used in the Quiet Sector campaign.

5.43 Each Pilot on the squadron Log Sheet has a capital letter associated with him. Each aircraft has a number associated, and each aircraft counter has a lower case ID letter. Write in each pilot and plane combination assigned to the Mission in one of the six available boxes using the form *Pilot Letter Aircraft Number Counter ID*.

EXAMPLE: Pilot D is assigned to a Mission. He will be flying aircraft 7, represented by counter e. In one of the spaces for that Mission the player will write in D7e.

5.44 After both players have assigned pilots and aircraft, draw a chit to see if the Mission is resolved as an Engagement or an Encounter. Resolve Engagements using the Engagement Game rules. Encounters are resolved as per Campaign Rule Section 7.0.

5.45 A player may elect not to assign any aircraft to a Mission with the following effects:

• If the Mission is resolved as an Encounter, the player does not draw on the Encounter Table.
• If the Mission is resolved as an Engagement and the player has Mission aircraft, play out the Engagement. Score Victory and Campaign Points normally. In addition to the above, see 14.16.
• If the Mission is resolved as an Engagement and the player does not have Mission aircraft, do not play the Engagement. Instead, the other player automatically gains 3 Campaign Points. (Exception: if the opposing player did not assign any aircraft to the Mission either, neither of the players receives any Campaign Points).

5.5 Post-Mission Activity

5.51 Whether the Mission was an Engagement or an Encounter, conduct the Safe Return [5.6] procedure for each damaged aircraft.

5.52 After conducting any Safe Returns, all surviving pilots accumulate Fatigue Points [8.1] and draw for Exhaustion [8.2].

5.53 Wounded pilots may not fly additional missions on that day and check for how long they are out of action in the Evening Phase [10.22]

5.54 Damaged aircraft may be repaired or cannibalized [10.11, 10.12].

5.55 Green or Inexperienced pilots who have flown the requisite number of missions [9.11, 9.12] are advanced to Inexperienced or Experienced status respectively.

5.6 Safe Return

At the end of each Mission, aircraft with damage must undergo the Safe Return procedure to see if it makes it safely back to its base.

5.61 Aircraft with only a single structure hit and no other damage do not have to make Safe Return checks.

5.62 An aircraft with a wounded pilot must make a Safe Return check but an aircraft whose gunner has been killed or wounded but has taken no other damage (exception: 5.61 above) does not have to make a Safe Return check.

5.63 When playing a Campaign game (and using the optional rule), any Camel flown by a Green or Inexperienced pilot must undertake the Safe Return procedure.

5.64 A damaged aircraft [5.61] checks for Safe Return *immediately* when it successfully Escapes or suffers a second Engine hit (this is an exception to Engagement rule 10.86). All other damaged aircraft check for Safe Return at the end of the Engagement.

5.65 To make a Safe Return check, draw one Maneuver card for each damaged aircraft and look at the card number on the card. Check the Safe Return Table to determine any modifiers to the number. After adding all modifiers to the card number, consult the column corresponding to the Zone in which the Engagement took place and the nationality of the damaged aircraft to determine the plane's fate. A result of Aircraft Returns Safely means that the aircraft made it back to its base. A result of Aircraft Lost means that the aircraft has been shot down and the opponent gains additional VP for it (but not Glory Points).

DESIGN NOTE: Players will see that the German player has a better chance of returning safely when over No Man's Land or enemy lines than does the Allied player. This reflects the fact that the prevailing winds on the Western Front blew from west to east, hindering Allied pilots trying to nurse a damaged aircraft home.

5.66 If the aircraft is lost, make a second draw for Aircrew Survival. Compare the card number on the card with the range of numbers on the column for that side and zone. If the number is within the range, the crew has survived and are available for further Missions. If the number is outside the range, they have been killed or captured and are out of the Campaign. The Aircrew survival draw is not modified.

Exception: Beginning in July 1918, Central Powers aircrew have parachutes. Any time the Central Powers player has to conduct a Safe Return procedure, he may elect to use them. If he does so, he does not draw on the main Safe Return table (the aircraft is automatically lost). However, he subtracts 20 from the draw for Aircrew Survival.

HISTORICAL NOTE: Parachutes were first used in WWI for the crews of balloons, so that they could escape the burning gas bags. In the summer of 1918 the Germans and Austro-Hungarians began issuing them to aircrew. The Allies could have done so as well, but a number of top commanders, most notably Hugh Trenchard of the RFC, were opposed to the idea. They felt that having a means to escape would cause pilots to prematurely abandon a damaged aircraft. As you can imagine, this decision was NOT popular with the Allied pilots.

6.0 WEATHER

6.1 Weather Draw

6.11 At the Beginning of each Morning and Afternoon Phase, one of the players draws a Maneuver card and checks its card number against the Weather Table. The Weather result is applied to all Missions during that Phase.

6.12 The Weather Table has three columns. Use the column for the month in which the Campaign is taking place.

6.13 Some Weather conditions automatically cause other conditions in the following Morning or Afternoon Phase. In these cases there is (obviously) no need to draw for Weather in that Phase.

6.2 Weather Effects

6.21 The effects of each Weather condition are listed below the Weather Table.

7.0 ENCOUNTERS

DESIGN NOTE: The Encounter rules have two purposes. First, they help reflect historical reality. Even with the type of static front that prevailed in the west during WWI, two opposing squadrons would not meet on every mission. Second, since Encounters play out much more quickly than Engagements, their inclusion helps keep down the playing time of a Campaign.

7.1 Encounter and Engagement chits

7.11 The *Eagles in the Sky* counter mix includes a number of chits labeled "Engagement" and "Encounter". During each Pre-Dawn Phase, some or all of these chits are placed in an opaque container.

7.12 The number and type of chits placed in the cup is based on the number of Missions to be resolved that day, as follows:

2 Missions	2 Engagement, 1 Encounter
4 Missions	3 Engagement, 3 Encounter
6 or 8 Missions	4 Engagement, 5 Encounter

7.2 Encounter Resolution

7.21 After assigning aircraft and aircrew to a Mission, one of the players draws a chit from the cup. If the chit says "Engagement", the Mission is played out using the Engagement Game rules. If the chit says "Encounter", each player's Flight is being opposed by a different enemy squadron in their sector. Resolve combat against this non-player force using the procedure below.

NOTE: If a player has only 2-seaters and no Scouts assigned to a mission, they do not have to draw on the encounter table.

7.22 To resolve an Encounter, each player draws one Maneuver card and compares the card number to the Encounter Table. There are three columns on the Table. Use the one corresponding to the number of Scouts in that player's Flight. Modify the card number if any Mission aircraft are present on the player's side as noted below the table.

7.23 Results on the Encounter are three numbers separated by slashes. The first number is the number of Campaign Points the player earns for the Encounter, the second is the number of

Glory Points he receives and the third number is the number of Damage draws he must make.

7.24 Each Damage draw is assigned to an aircraft before actually drawing any cards. Draws may be assigned as the player wishes with exceptions:

- No aircraft may be assigned a second draw until all aircraft have at least one.
- Draws must be assigned to aircraft flown by Green pilots before any other aircraft.
- An aircraft takes a maximum of two damage draws; any remaining draws are disregarded if all aircraft have drawn twice.

7.25 For each Damage draw, draw a Maneuver Card as if a Fire Value 3 attack were being made. If a "hit" is scored, apply the results in the 1-gun column of the card's Damage Section using the row corresponding to the aircraft's Defensive Class (a Guns Jammed card has no effect). Apply any results.

7.26 Some Encounter Table results have an asterisk next to the Campaign Points number. This indicates the Flight Leader (if one was assigned) has shot down an enemy aircraft during the Encounter. Such aircraft count towards the Flight Leader becoming an Ace [9.3].

7.27 Since both squadrons in an encounter are fighting non-player squadrons, neither player scores kills for the other player's aircraft that take damage and are lost for failing their Safe Return check.

8.0 FATIGUE

Pilots may participate in as many Missions as the player desires. However, each Mission flown will cause the pilot to accumulate one or more Fatigue Points. Too much Fatigue can lead to the pilot becoming Exhausted.

HISTORICAL NOTE: WWI pilots were ordered to fly when injured or exhausted far more often than they are today. This was true even of top aces. The great British ace Albert Ball once applied for leave after having flown at least once a day for a solid month. His group commander – who did not fly – not only turned down the request, but put Ball in 2-seaters for a week to "teach him a lesson."

8.1 Fatigue Points

8.11 Fatigue is measured in Fatigue Points. As a pilot gains Fatigue Points, they are marked on the Squadron Log Sheet. As he recovers Fatigue Points, erase them off of the sheet.

8.12 Each time a pilot is assigned to a Mission, he gains one Fatigue Point. An additional Fatigue Point is accrued for each of the following:

- The Mission's starting altitude is High.
- The pilot has to undergo the Safe Return procedure.
- Weather is Extreme Cold.
- Rain – For missions that start at Low or Treetop level.
- Snow – For mission that start at Low or Treetop level.
- Sopwith Camels flown by a Green or Inexperienced Pilot (optional, see 13.71 in the Engagement rules).

Example: A pilot is assigned to a Mission that starts at High Altitude. The Weather condition is Extreme Cold. The pilot's aircraft

suffers a Control hit during the Mission, forcing him to draw on the Safe Return Table. Assuming he survives, he will have accumulated four Fatigue Points for the Mission.

8.13 During each Evening Phase, all pilots recover two (2) Fatigue Points. In addition, if the pilot has not been assigned to any Missions during that day, he recovers two (2) additional Fatigue Points.

8.14 The "Leave" and "Party" Campaign Events also allow pilots to recover Fatigue Points which are in addition to those listed in 8.13.

8.2 Exhaustion

8.21 At the end of each Mission and after Fatigue Points have been added, draw one card for every pilot who participated in the Mission and has four or more Fatigue Points. Add the Fire Value of the card to the pilot's Fatigue Points (Guns Jammed cards are considered to have a Fire Value of zero for this purpose). If the total of the card and the Fatigue Points is ten (10) or higher, the pilot has become Exhausted, and this should be noted in that pilot's entry on the Squadron Log.

8.22 The effects of Exhaustion are as follows:

- A Green pilot must draw on the Safe Return Table after **every** Mission, regardless of damage.
- An Inexperienced pilot is treated as a Green pilot (except for the requirement listed above).
- An Experienced pilot is treated as an Inexperienced pilot.
- A Flight Leader or Ace has both his Flying and Leadership Ratings reduced by one (but no lower than zero).
- An Ace loses all asterisked special abilities.

8.23 An Exhausted pilot can continue to fly Missions (but see 8.24). He does not have to draw for Exhaustion again. However, he does continue to accumulate Fatigue Points.

8.24 No pilot may have more than 15 Fatigue Points. Once he ends a Mission with 15 or more Points (ignore any excess over 15), he may not fly again until he recovers from Exhaustion.

8.25 During each Pre-Dawn Phase, draw a card for each Exhausted pilot. Read the Fire Value as in 8.21. If the total of Fatigue Points and the Fire Value is eight (8) or less, the pilot is no longer Exhausted. However, the pilot still retains all Fatigue Points.

8.3 Gunners and Fatigue

8.31 If the squadron's aircraft has gunners (i.e., the Bristol Fighter), players do not have to track Fatigue for them.

DESIGN NOTE: This is obviously a simplification. However, it does cut down on record keeping.

8.32 If a pilot becomes Exhausted, his gunner is also Exhausted. An Exhausted gunner attacks with a Fire Value one (1) less than normal.

9.0 ADVANCEMENT AND PROMOTION

The Experience levels of Green and Inexperienced pilots may change during the course of a Campaign. Experienced pilots may be promoted to replace Flight Leaders who are lost. Finally, Flight Leaders may become Aces.

9.1 Advancement

9.11 A Green pilot who goes on two Missions (and survives) is promoted to Inexperienced quality in the Post-Mission Phase [5.55].

- A Green pilot who scores a kill on their first mission and survives is advanced to Inexperienced quality at the end of the mission [5.55]. In this case, the mission just completed counts towards those required to be considered Experienced.

9.12 An Inexperienced pilot who goes on three Missions (and survives) is promoted to Experienced quality in the Post-Mission Phase [5.55].

- An Inexperienced pilot who scores a kill on their first or second mission and survives is advanced to Experienced quality at the end of the mission [5.55].

9.13 Record any changes in pilot quality on the Squadron Log Sheet.

9.2 Promotion

9.21 During the Evening Phase of each day, players may promote any Experienced pilot in their squadron to replace a Flight Leader who has been lost. Any accumulated Fatigue Points or Kills are retained by the pilot.

9.22 When Promoting, place all of the Flight Leader counters for that side not in use (including the one for the lost Flight Leader) into a cup and draw for the newly promoted pilot.

DESIGN NOTE: Yes, you can end up getting the same Flight Leader you just lost.

9.3 Becoming an Ace

9.31 When Flight Leader shoots down three (3) enemy aircraft during the course of a Campaign or any other pilot shoots down five (5), he becomes an Ace and receives the +1 to his Fire Value on Tailing Attacks during the next mission *after* he becomes an ace. Flight Leader counters use their back side, which has a +1 for Ace status on it. All other pilots who may become aces will have to be tracked by the player.

DESIGN NOTE: The traditional number of kills needed to make Ace is five. The game assumes that any Flight Leader already has gotten two before the start of the Campaign.

9.32 An aircraft that is lost due to a draw on the Safe Return Table (regardless of the survival of the crew) counts as being shot down. In this case, the victorious pilot is the last one who caused damage to the aircraft (players will have to keep track of this).

9.33 Flight Leaders may also shoot down an enemy aircraft during an Encounter (see 7.26).

10.0 REPAIR, REPLACEMENTS AND RECOVERY

10.1 Repair

Repair may take place at two times during the day: after each mission, and during the Evening Phase. More extensive repairs take place during the Evening Phase. Aircraft may be cannibalized at either time.

10.11 At the end of each Mission, all Structure hits on aircraft are automatically repaired. No other types of hits may be repaired after a Mission (Exception: see 10.12).

10.12 After repairing Structure hits, any aircraft with a Wing, Control, or one or two Engine hits may transfer those hits to another damaged aircraft that does not have any of that type of hit. This process is known as cannibalization.

NOTE: Once a cannibalized plane has one wing, one control and two engine hits, it cannot be further cannibalized. The plane will remain in this state unless allocated Repair Points.

Example: After the end of the mission, one aircraft has a Wing hit, another has a Control hit. The player may transfer the Wing hit to the second aircraft, leaving him with one undamaged aircraft and one with both a Wing and a Control hit.

10.13 During the Evening Phase, each player receives six (6) Repair points. Each Repair Point will remove one Wing, Control or Engine hit.

10.14 Aircraft may also be cannibalized during the Evening Phase.

10.15 Certain Campaign Events will increase or decrease the number of Repair Points a player received during a particular Evening Phase.

10.16 Aircraft with any unrepaired damage may **not** be assigned to Missions.

10.2 Recovery from Wounds

10.21 Any pilots wounded during a Mission may not be assigned to any other Missions that day. If the aircraft has a gunner and the gunner is wounded or killed, he is automatically replaced at the start of the next mission.

10.22 During the Evening Phase, draw one Maneuver card for each wounded pilot and check the Fire Value. If the card is a Guns Jammed, the pilot is available for Missions the next day. Otherwise, the Fire Value number on the card is the number of days that the pilot is out of action.

10.23 If the pilot will be out beyond the end of the campaign, he may be replaced per 10.31. If not, the squadron will be under strength until he recovers.

10.24 Pilots out of action due to wounds remove fatigue as per 8.13.

10.3 Replacements

10.31 During the Evening Phase of days 1-4, each player draws one Maneuver card for each pilot that has been lost (including those whose wounds put them out of action beyond the end of the campaign) and each aircraft that has been destroyed. Check the card number on the card and, if the number is within the range listed on the Replacement Table, the player receives a new pilot or aircraft.

Aircraft replacement draws are modified as follows:

- The Allied player subtracts five (5) from the number.
- The German player adds five (5) to the number in any campaign set in June 1918 or later.
- Both players subtract two (2) from the number for each Glory Point the squadron has accumulated.

10.32 New aircraft are of the same type as the player chose for the squadron at the beginning of the campaign. New Allied pilots are always Green. New German pilots are Inexperienced up until May 1918; after that they are Green.

Exception: In the Quiet Sector Campaign, all replacements are Green for both sides regardless of when the Campaign takes place.

10.33 If the squadron's aircraft have gunners, each successful pilot draw also includes a new gunner. If a gunner is wounded or killed but the pilot is still available, the gunner is replaced automatically with no need for a card draw.

10.34 Certain Campaign Events will provide a player with a free pilot or aircraft. The player may still draw for additional pilots/aircraft as needed but may never have more than twelve pilots or aircraft.

11.0 EVENTS

Besides the normal Random Events that occur during Engagements, the Campaign Game includes two other specific kinds of Events. Special Events happen on certain Random Event draws. Campaign Events are drawn for during each Evening Phase.

11.1 Engagement Special Events

11.11 When playing an Engagement during a Campaign a Random Events draw of 101-110 is no longer treated as a No Event. Instead, draw one card and check the Fire Value against the Special Events table located on the Campaign card.

11.12 See 12.0 for a description of all Engagement Special Events.

11.2 Campaign Events

11.21 During the Evening Phase of each day (except the last day of the Campaign), each player draws a card and checks the card number against the Campaign Event Table located on the Campaign card. Unless the Event states otherwise, it takes effect during that Evening Phase.

11.22 Some Campaign Events affect only the player who draws them; others will affect both players. Certain Campaign Events apply to only one side (Allies or Central Powers). If the other player draws one of these events they treat it as a No Event.

See 13.0 for a listing of all Campaign Events.

11.23 The Big Push and Lull events increase or decrease the number of Missions that will be conducted on the following day. These events only take effect if drawn by the player on the strategic offensive. If drawn by the other player, they are treated as a No Event.

12.0 ENGAGEMENT SPECIAL EVENTS

12.1 Ace

Add a named Ace to the Engagement. Draw one card and check for the side that gets the Ace using the procedure in the Add Aircraft Random Event. The side that gets the Ace chooses one Ace that was available during the month the Campaign occurs. (See the list of Ace Abilities.) The Ace flies the aircraft type listed on the Table. If all aircraft of that type are already in play, use any other aircraft for him, but use the values for his listed type. As

soon as an aircraft of the proper type becomes available, swap it for the plane he has.

The owning player may use the Ace's Leadership rating to determine hand size even if the original Flight Leader is still in play (and even if the Flight Leader was using his Flying Rating for hand size). If the Ace is shot down or escapes, go back to the original Flight Leader's Rating.

Note: This event may only occur once per Engagement. If it occurs again, treat it as a Lucky Shot event [12.6].

12.2 Clearing Skies

Remove the Cloud marker from the display if it is present. If the Cloud marker is associated with additional Weather effects (i.e., Rain), those effects cease as well. The Cloud marker can be placed again via the normal Cloud Random Event, but without the additional Weather effects.

12.3 "Engine Trouble"

The Unengaged aircraft that has the pilot with the most Fatigue Points automatically Escapes. If one side has two or more pilots that qualify, the owning player chooses which one Escapes. If both players have a pilot(s) who qualifies, **both** of them Escape.

Historical Note: At times, pilots would develop "engine trouble" as a way to avoid combat. A pilot who is Fatigued would be more likely to do that.

12.4 56 Squadron

Three Se5a's are added to the Engagement using the procedure in the Add Aircraft Event. One of the aircraft is piloted by James McCudden; the other two have Experienced pilots. McCudden's Leadership Rating is used to determine hand size from that point on. If McCudden is shot down or escapes, go back to the original Flight Leader's Rating (assuming he is still in play). Note: This event may only occur once per Engagement. If it occurs again, treat it as a Lucky Shot event [12.6].

12.5 Jasta 11

Three Fokker DrI's are added to the Engagement using the procedure in the Add Aircraft Event. One of the aircraft is piloted by Manfred von Richthofen; the other two have Experienced pilots. Richthofen's Leadership Rating is used to determine hand size from that point on. If Richthofen is shot down or escapes, go back to the original Flight Leader's Rating (assuming he is still in play). Note: This event may only occur once per Engagement. If it occurs again treat it as a Lucky Shot event [12.6].

12.6 Lucky Shot

The first attack of any kind made by either player during the turn automatically hits. Draw a card and check the Damage Table. If the card drawn is a Guns Jammed, ignore the jam and continue drawing cards until one with a Damage Table is drawn.

If the first attack of the turn is a Head-on Attack, the target aircraft must still draw normally to see if its attack hits.

12.7 Out of the Sun

During the upcoming turn, any one Unengaged aircraft may make a Targeted Activation without the Target being able to Respond. If the Engagement is taking place during the Morning Phase, the German player has this option. If it is taking place during the Afternoon Phase, the Allied player has the option.

12.8 Thunderstorm

If there is currently a Cloud marker on the display, a thunderstorm occurs. All aircraft at the same or lower altitude than the marker immediately and automatically Escape. Perform the Safe Return procedure as required. If there are no remaining aircraft on the display, the Engagement ends; determine victory normally. If there are still aircraft on the display, continue the Engagement. However, any aircraft that dives to the altitude of the marker or below suffers a Fire Value 4 2-gun attack, after which it immediately and automatically Escapes.

If there is no Cloud marker on the display, treat as a No Event.

12.9 Wind Change

If the current weather condition is Strong Prevailing Winds, change it to Contrary Winds. If the current weather condition is Contrary Winds or Strong Contrary Winds, change it to Strong Prevailing Winds. The change stays in effect until the end of the current Phase (Morning or Afternoon), unless the event is drawn again. However, this event may only occur once per Engagement. If drawn again during the Engagement or if the current weather is something other than those listed, treat as a No Event.

12.10 Withdrawal

The side with fewer scouts in the Engagement has the option to withdraw. All of his aircraft automatically Escape – calculate Victory Points and perform Safe Return as necessary. If both sides have the same number of scouts, the player who is in an enemy zone has the option; if the Engagement is in No Man's Land, the German player has the option.

NOTE: If the withdrawal event occurs during the first three turns of a Patrol Engagement, there is no 3 VP penalty for not having Scouts on the Play Mat. This is an exception to Engagement Rules 16.41.

13.0 CAMPAIGN EVENTS

13.1 Aircraft Production Increase

Industry is turning out more aircraft than expected. The player receives one Replacement aircraft without having to draw for it. He may still draw for additional Replacement aircraft if necessary.

13.2 Big Push

Higher Headquarters demands a more intense effort. Draw for two (2) additional Missions during the next Pre-dawn Phase. This Event only takes effect if drawn by the player on the Strategic Offensive, as listed on the Campaign Card. If drawn by the other player, treat as a No Event.

13.3 Dolphins (Allied Player only)

The Allied high command assigns additional ground support aircraft. All Trench Strafing Missions drawn in the next Pre-dawn Phase in which the Allied player is the Attacker automatically include three Sopwith Dolphins as mission aircraft.

13.4 Fuel Shortage

The squadron's Fuel allocation has been cut. No more than three (3) squadron aircraft may be assigned to any Mission on the following day. If the squadron has five or more Glory Points, treat as a No Event.

13.5 Ground Support

Ground commanders want more direct air support for their operations. All Patrol Missions drawn during the next Pre-Dawn Phase are converted to Trench Strafing Missions at Treetop altitude in the enemy Front Line Zone (based on who the attacking player was in the Patrol Mission).

13.6 Leave

Headquarters allows 24 hour passes. The player may elect to hold out up to three pilots from the next day's Missions. Pilots held out remove **all** Fatigue Points during the Evening Phase.

13.7 Lull

Huge numbers of casualties cause ground operations to grind to a halt. Draw for two (2) fewer Missions during the next Pre-dawn Phase. This Event only takes effect if drawn by the player on the Strategic Offensive, as listed on the Campaign Card. If drawn by the other player, treat as a No Event.

13.8 Parts Shortage

Interruptions in the supply chain lead to a lack of replacement aircraft parts. The squadron gets two fewer Repair Points during this Evening Phase.

13.9 Party

The Group Commander throws a party for the squadron at a local chateau. All pilots in the squadron remove three additional Fatigue Points.

13.10 Schlachtstas (German player only)

The German command assigns additional ground support aircraft to the sector. All Trench strafing Missions drawn during the next Pre-dawn Phase automatically include two German CL-type aircraft as Mission aircraft, regardless of which player is the attacker. The German player may choose which type to use. If the Mission already includes CL aircraft, add two more.

13.11 Scrounging

The squadron's crew chief is able to acquire additional parts and supplies. The squadron receives three additional Repair Points during this Evening Phase.

13.12 Training Schools

The training establishment turns out additional pilots. The player receives one Replacement pilot without having to draw for it. He may still draw for additional Replacement pilots if necessary. The "free" pilot is Green, even if the Event is drawn by the German player at a time when he would normally receive Inexperienced Replacements.

14.0 CAMPAIGN GAME VICTORY

Victory in the Campaign game is measured in Campaign Points. Players receive Campaign Points by winning Engagements and, occasionally, through Encounters.

14.1 Campaign Points

14.11 The player who wins an Engagement (as per the Engagement rules) will receive one or more Campaign Points.

14.12 If the player who wins the Engagement has more Victory Points (including the effect of Glory Points) but less than twice as many as his opponent, he receives one (1) Campaign Point.

14.13 If the player who wins the Engagement has twice as many Victory Point as his opponent but less than three times as many, he receives two (2) Campaign Points.

14.14 If the winning player has three times (or more) as many Victory Points as his opponent, he receives three (3) Campaign Points.

14.15 Players may also receive a Campaign Point (but never more than one) through draws on the Encounter Table.

DESIGN NOTE: The number of Campaign Points via Encounters has been kept low to avoid having the Campaign decided by Encounters.

14.16 If one player does not assign any squadron aircraft to a Mission and the other player did, the other player receives one (1) bonus Campaign Point for the Mission. This bonus point is awarded even if the Mission is played out as an Encounter or Engagement [5.45, 2nd bullet] and the player who did assign squadron aircraft loses the Engagement.

14.2 Victory

14.21 At the end of the last day of the Campaign, the player with the most Campaign Points has won. If both players have the same number of Campaign Points, the campaign is a draw.

Credits

Game Design: Michael Lemick

Developer: David Stiffler

Playtesters: Stanley Buck, Dave Creager, Jack Polonka, Jim Quiniff, Dave Scheuler, Terry Simo, Jack Stalica, Tom Zombeck

Copyright Revolution Games, 2023

Extended example of play

It is the first day of a "Normal Activity" campaign. The players have decided to set the campaign in October of 1917 and to use the point selection method of choosing their aircraft. The Allied player has a squadron of SPAD VIIs, the German player a squadron of Albatros DVs.

The day begins with the Pre-dawn Phase. One of the players draws cards for the missions that will occur during the day. In the Normal Activity campaign there are four missions each day. In this case the ones drawn are:

Mission 12: an Allied Photo-recon mission at Medium altitude over the German Front Lines.

Mission 2: an Allied Patrol mission at Medium altitude over No Man's Land.

Mission 14: an Allied Bombing mission at Medium altitude over the German Rear Area.

Mission 21: a German Photo-recon mission at High altitude over the Allied Rear Area. Note that this Mission can only occur once per Campaign, and that the German player may not allocate any of his squadron aircraft to the Mission.

The missions will be resolved in that order, with the first two occurring during the Morning Phase and the second two during the Afternoon Phase. Both player write in the mission numbers on their Campaign Logs.

A card is then drawn for the weather during the Morning Phase. The weather will be Clear, so it will have no effect on the morning Missions.

Since the first Mission includes Mission aircraft and this is not an historical campaign, the Allied player randomly chooses the Photo-recon plane. It's a D.H. 4.

One of the players then draws a chit to determine if the first Mission will be resolved as an Engagement or an Encounter. An Encounter chit is drawn, so each side will face a abstractly resolved non-player force.

The Allied player draws a card to learn the result of the Encounter. He draws Card number 28. Normally with 3-4 Scouts this would be a result of 0/0/4 (no Campaign Points, no Glory Points and four damage draws). However, the presence of the Mission aircraft adds five to the number drawn, making it 33, a result of 0/0/2. He then makes the 2 damage draws. Per rule 7.24 the first damage draw must be assigned to the Green pilot. The result is a miss. The second draw is assigned to one of the Experienced pilots and inflicts a Structure hit. As a result, none of the Allied aircraft will have to undergo the Safe Return procedure. All four Allied pilots are given a single Fatigue point and the Green pilot has now completed one of the two missions needed to advance to Inexperienced status. The Structure hit will be repaired before the next mission, so the aircraft will be available for it.

The German player now draws Card number 95, a result of 1/1/4*. The German gets one Campaign Point, 1 Glory Point and has to make 4 damage draws. In addition, the German Flight Leader gets a kill. Three of the four damage draws result in either a miss or superficial damage. However, one of the Experienced Pilots suffers a Wing hit, and will thus have to draw on the Safe Return Table. Even adding +5 to the draw for the hit the plane

returns safely. However, that pilot accumulates a second Fatigue point. In addition, his plane will be unusable for the rest of the day.

For the second Mission the Allied player decides to use only a Flight Leader and two Experienced pilots. (He wants to save some fresh pilots for the afternoon Bombing Mission.) The German, however, goes all out with six aircraft: A Flight Leader and five Experienced pilots, one of whom flew the first mission and will thus accumulate at least one more Fatigue Point.

Despite the difference in numbers, both sides end the Engagement with one aircraft shot down and two others damaged. All of the damaged aircraft survive the Safe Return draw, but all four pilots pick up another Fatigue Point. Since the Allies get 2 Glory Points for being outnumbered and the Germans got none, the Glory Points convert direct to Victory Points. As a result, the Allies win the Engagement and gain 1 Campaign Point.

The Afternoon Phase now begins with another weather draw. This time the result is an Ice Storm, which grounds all aircraft for this phase. Note that because the Afternoon Missions were canceled Mission 21 did not occur and thus CAN be drawn later in the campaign. Play proceeds to the Evening Phase.

In the Evening Phase each player draws a Campaign Event. The Allies get Ground Support, which means that during the next day all Patrol Missions will automatically become Trench Strafing Missions over the defender's Front Lines. The German Event is Fuel Shortage. This will limit him to no more than three Squadron aircraft in any mission during the next day. If the German player had 5 or more Glory Points he could ignore the event, but he only has 1.

Next, the players repair their aircraft. Since only two Missions were performed, the 6 Repair Points that each side gets are more than enough to fix all damaged aircraft.

Now both players attempt to replace the aircraft and pilot that they lost. The Allied player subtracts 9 from the card number he draws for a new aircraft (5 for being the Allies plus 4 for his two Glory Points) and 4 from the card number for a new pilot (the Glory Points). He gets the pilot, but, surprisingly, not the plane. So he'll start the second day of the campaign with 12 pilots but only 11 aircraft.

The German player subtracts 2 from both of his draws due to his Glory Point. He succeeds on both draws, bringing him up to full strength for day 2.

Finally, the players reduce Fatigue on all of their pilots by 2. As it happens, no pilot on either side had more than 2 Fatigue Points, so all will start the second day of the campaign without any Fatigue.

The players then begin day two. The illustration below shows the two campaign log sheets as they are at the beginning of the day.

Eagles in the Sky Campaign Log

	Day 1	Day 2	Day 3	Day 4	Day 5
Event		Ground Support			
Weather (Morning)	Clear				

Morning

Mission	Flight		CP	GP
12	A1a D4b / E5c K10d		0	0
2	B2a F6b / G7c		1	2

Afternoon

Weather	Ice Storm
14	
21	

Eagles in the Sky Campaign Log

	Day 1	Day 2	Day 3	Day 4	Day 5
Event		Fuel Shortage			
Weather (Morning)	Clear				

Morning

Mission	Flight		CP	GP
12	A1a D4b / E5c K10d		1	1
2	B2a F6b / G7c E5d / H8e J9f		0	0

Afternoon

Weather	Ice Storm
14	
21	

Table of Contents