Rulebook summary

The game board is the **Combat Zone**, where all battles take place. Board extensions are placed along the edges of the board (two for each player), which have **Patrol Zones** in the middle and **Access Points** on the edges.

All aircraft that are in the Combat Zone must be moved in each round, and all those on Access Points must be brought into the Combat Zone.

In one **round**, a player moves all of their aircraft that can be moved, followed by offensive firing if given the opportunity, then the other player repeats the same.

At the beginning, the sliders for each Control Panel are placed on their starting positions. Each player attaches four aircraft on desired altitude stands and places them on Access Points. Other participating aircraft tokens are placed in Patrol Zones. After that, one or two aircraft may be moved from Patrol Zones to Access Points in each round.

Each player may have maximum 6 fighter planes in the Combat Zone at any time. If a player has no aircraft in the Combat Zone, they must bring in at least one plane from the Patrol Zone in the next round (if there are any).

Aircraft may only leave the Combat Zone if they are either damaged or have run out of ammunition. Once an aircraft leaves the Combat Zone, it cannot re-enter.

Aircraft Movement

Each **step** of aircraft movement must be to a neighboring point either directly ahead or 60° to left or right. At each point, the aircraft's rear end must be facing towards the point it just came from.

The number of steps an aircraft will move is calculated by adding the number rolled on the **blue die** to its **speed** number, together with any other modifiers (it must move the maximum number of steps). If an aircraft moves directly forwards in a straight line for the entire round, it must be moved by one extra step.

Fighters can choose to roll the **green die** (full throttle) instead of blue. Each time they do so, the small slider on the Control Panel is moved one place to the right.

Movement must never end directly in front of another aircraft (at the same altitude, or one level above/below if the other aircraft is tilted). Aircraft collisions are not permitted.

Movement may not end in the **border zone** (bounded by the edges of the board and the nearest white dashed lines) on two consecutive rounds.

Changing Direction (Agility)

During movement, aircraft may change direction a limited number of times. The basic characteristic of **Agility** shows how many times an aircraft can change direction in one round.

Aircraft with **gyroscopic effect** can make one/two extra turns if turning exclusively to the right, or less if turning to the left (or the opposite - according to the symbols: ⇦I⇨, ⇦II⇨, ⇦I⇨). If turning both left and right during movement, the gyroscopic effect is ignored.

If an aircraft moves 10 or more steps (or any speed if its agility number is written within a square - II), it cannot make consecutive turns.

Flight Altitude

Altitude is represented by stands of six different heights (L1–L6). To change altitude, an aircraft must first tilt its nose up or down at the end of its last movement step. Once tilted, the aircraft must change altitude in the next round.

An aircraft can climb one, or descend up to three levels in a round. The total number of steps is reduced when climbing, or increased when descending, according to the number of changed altitude levels (1–3).

Aircraft with **fast climbing** special characteristic can climb up to two ( ) or three ( ) levels per round. Aircraft with **slow descending** ( ) can descend no more than two levels at once.

Altitude level changes occur in the first, third and fifth movement step (therefore, an aircraft must move at least 5 steps to change three levels).

After changing altitude, in its last movement step, an aircraft can remain horizontal, or again tilt its nose up or down. Exception: if an aircraft has just descended 3 levels at once, it cannot tilt its nose up.

Each aircraft type has a **service ceiling** - the maximum altitude stand height it can use. At its service ceiling, an aircraft cannot tilt up.

Even fast climbing aircraft with ' ' can only reach altitude L6 starting from L5. Aircraft with ' ' can reach it from L4, but not from L3.

Aerobatics (optional)

Only aircraft with ' ' can perform these special maneuvers. Aerobatics may not be performed if tail or wings are damaged.

Each maneuver must be fully completed within a single game round. Even though aerobatic maneuvers 'spend' a certain number of direction changes, it does not restrict an aircraft from completing it, but only restricts it from changing direction before or after (in the same round).

Immelmann turn: Aircraft must start from nose-up position. It climbs to a point either 1, 2 or 3 levels directly above, facing in the opposite direction, and thus spending 2/4/6 steps (according to the number of climbed levels). Then it must move at least 2 more steps straight.

As with regular climbing, each climbed altitude level also decreases speed by one step. In order to tilt its nose up or down at the end, the aircraft must move one more step, otherwise it must stay horizontal.

If climbing more than one level, the points located 1d in front of the initial position on each intermediate altitude level must be unoccupied.

Performing this maneuver counts as one, two or three direction changes, according to the number of climbed altitude levels.

Split S: Aircraft must start from level flight. It moves at least 2 steps straight, then dives 1, 2 or 3 levels to a point directly below this position, facing in the opposite direction (spending 2/4/6 more steps), and then moves at least once more straight.

Each descended altitude level also increases speed by one step. At the end of the maneuver, the aircraft may be tilted in any orientation.

As with an Immelmann turn, the points located 1d in front of the point at which it starts descending, on intermediate levels, must be unoccupied by other aircraft. The maneuver counts as one, two or three direction changes, according to the number of changed altitude levels.

Inside Loop: Aircraft must start from climb position. It loops vertically, returning to the initial position, spending 4 (small loop) or 8 (large loop) movement steps, and moves at least one more step forward.

At the end of the maneuver, the aircraft may be tilted in any orientation.

Small loop counts as one direction change. The point one level above the initial position must be unoccupied by other aircraft.

Large loop counts as two direction changes. The point two levels exactly above, together with all points in front and behind one level above the initial position, must be unoccupied by other aircraft.

Wingover: Aircraft must start from nose-up position. It moves 1d forwards, turns by 120° and then by 60°, which counts as 5 movement steps and 3 direction changes.

At the end of the maneuver, the aircraft may be tilted in any orientation.

The two points that the aircraft passes during the maneuver must be unoccupied by other aircraft, both on the altitude level the aircraft started from and one level above.

Armament - Firing

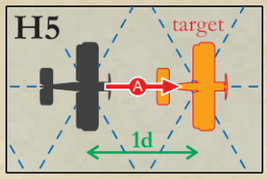
To fire offensively, an aircraft must be in a **firing position** at the end of its movement path. To resolve offensive fire, roll the two standard (red) dice, add the numbers together, then consult the Firing Outcome Chart.

As soon as an aircraft reaches its desired firing position, the firing procedure is immediately carried out. Other aircraft are then moved, and the process is repeated.

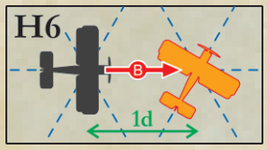
Fixed Machine Guns

Fixed machine guns fire straight ahead. If the aircraft is tilted, the machine guns then fire at the adjacent altitude level. These can fire from the following firing positions:

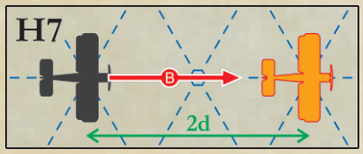
Strictly from behind - The target may be at the same altitude or at the adjacent level. When at adjacent levels, the firing aircraft must be tilted towards the target, while the target may be in level flight or tilted. Consult Column A in the Firing Outcome Chart.



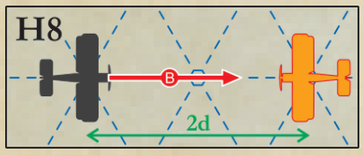
Angled from behind - All conditions are the same as above, apart from the horizontal direction of the target (the firing aircraft attacks the target from 60° angle). Firing outcome: Column B.



Far from behind - The distance is 2d, strictly behind. Both aircraft must be at the same altitude. The target may be horizontal or tilted. Firing outcome: Column B.



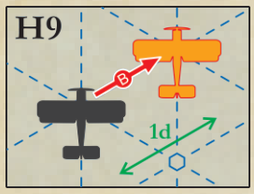
Frontal - Both aircraft are flying directly towards each other, at a distance of 2d. They must be at the same altitude, in horizontal flight. Firing outcome: Column B.



Flexible Nose Machine Guns

All the positions above (H5–H8) apply equally for flexible nose machine guns.

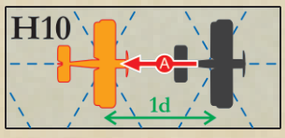
These machine guns can also fire sideways or upwards (at one level above) if flying horizontally in the same direction and parallel with the target. Firing outcome: Column B.



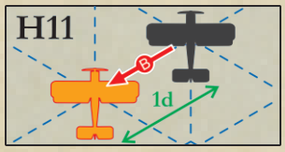
Dorsal Machine Guns

These can fire in three backward directions and upwards.

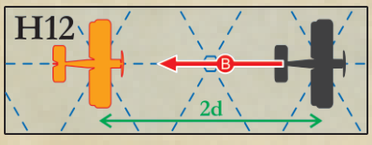
Straight backwards/upwards - Both aircraft must fly horizontally in the same direction. The target is one level above. Firing outcome: Column A.



Angled backwards - Both aircraft must fly horizontally in parallel. The target may be at the same altitude or one level higher. Firing outcome: Column B.



Far backwards - Both aircraft must fly horizontally at the same altitude. The target must be strictly behind at a distance of 2d. Firing outcome: Column B.



Ventral Machine Guns

Like dorsal, these can fire in three backward directions, but only downwards. Ventral machine guns can be used only in defensive fire.

Firing Outcome Chart

= **Jammed** = **Missed**

= **Damaged** = **Destroyed**

The chart shows the firing outcome from a single machine gun. If multiple coupled machine guns are firing, increase the dice result (2 mg: +1 , 3 mg: +2).

If the attack results in **damage**, the multicolor die is rolled to determine the type of damage:

-1 **wings** (blue marker) = speed: -1

-1 **tail** (orange marker) = agility: -1

machine guns (red marker) = cannot fire

-2 **engine** (green marker) = speed: -2

	A	B	LONG BURST
2	jammed	jammed	jammed
3	missed	missed	
4	missed	missed	jammed
5	missed	missed	
6	damaged	missed	jammed
7	damaged	missed	
8	damaged	missed	jammed
9	damaged	damaged	
10	destroyed	damaged	
11	destroyed	destroyed	
12	destroyed	destroyed	

When the small slider is on the far-right green square (*?) and the green die is rolled once again, resulting in 0* or +1*, the **engine** is damaged.

If an aircraft receives damage a second time, it is immediately destroyed.

Each time an aircraft fires, the appropriate large slider on the Control Panel is moved one place to the right, even if the firing result is jammed.

If **jammed**, the large slider is rotated into the horizontal position. To unjam the gun, the aircraft must complete one game round without changing altitude and making no more than one turn (or without restrictions if the jammed machine gun is not operated by the pilot).

If the target is not destroyed, the firing aircraft can roll the red dice a second time and move the large slider one more place to the right. A **long burst** may only be used if both aircraft are flying in parallel and in the same direction. As well as Column A/B, also refer to the 'long burst' column, due to the higher chance of the gun jamming.

Defensive Firing

If an attack does not result in a destruction or machine gun damage, the other player has the right to fire defensively, by interrupting the opponent's turn to play a **break action**. A break action can be played between the first and the second part of attacker's long burst.

In all cases of defensive firing, consult Column B in the chart.

In any situation when an aircraft is under attack, it can fire back, provided it has machine guns that can fire in that direction. This applies to any firing position, even if the 'attacker' did not fire (for any reason).

Each machine gun (or pair of coupled machine guns) can only fire defensively once during the opponent's turn.

Bombers can only use their machine guns defensively - their machine gun icons are printed in gray. (For a more realistic optional rule, see Difference in Speeds When Firing on page 12 in the main rulebook.)

Game Modes

Dogfight - Only fighter planes. The winner is the player with remaining aircraft in the Combat Zone, or determined by counting the total number of destroyed (1 point) and damaged aircraft (0.5 point).

Reconnaissance - Scouts have a task to photograph the Task Zones (A, B and C) and return. Each photographed zone is worth 3 points, and if all three zones are photographed, a bonus of 5 points is obtained.

Bombing - Bombers have a task to reach Task Zones and drop bombs (only one bomb can be dropped at a time). Each dropped bomb is worth 5 points, and if all three zones are bombed, a bonus of 10 points is obtained.