

26. SPECIAL AIR RULES. (V 11.07.17)

26.A. FIGHTER CAPABILITIES.

Fighter units have special abilities as described below.

26.A.1. FIGHTERS ON BOMBING MISSIONS.

A type F (not FB) air unit flying a bombing mission has its air attack and defence strengths reduced by 2 (but never below 1) for the duration of the mission. Indicate this by turning the counter 180 degrees on the AIR COMBAT FLOW CHART. *For example, an Me 109E fighter (7F5) flying a bombing mission would have an air attack strength of 5 and an air defence strength of 3.*

A fighter flying a bombing mission may jettison its bomb load during air combat preparation, at the option of the owning player. Upon doing this, the fighter reverts to its printed air attack and defence strengths, but it may not complete the bombing mission. The fighter is still treated as if it were part of the mission force but is not fired at by AA.

26.A.2. SCRAMBLE.

If an airbase is in the target hex of an air operation, the reacting player's fighters at that airbase may scramble after the interceptor movement step of the operation when the mission is declared. Both operative and inoperative fighters at the base may scramble.

A scrambling fighter flies a 1-leg air transfer mission (per Rule ???). Only CAP missions may intercept air units that scramble.

Upon arriving at the destination airbase, the fighter increases its status by an additional +1.

26.B. EXTENDED RANGE.

Air units may fly at extended range on various missions.

- 1) Fighters may fly extended range escort and CAP missions during turns in 1943-45 at no cost. It costs ¼ SP per fighter during 1940-42 to fly extended range. A fighter flying at extended range has its mission range doubled, but its attack and defence strengths are each reduced by 2 (but never below 1).
- 2) Bomber and transport air units may fly most bombing missions at extended range by carrying reduced bomb loads. **Exception: DAS bombing missions, may not be flown at extended range by any air unit.** A bomber or transport flying an extended range bombing mission has its mission range doubled, but its bombing strengths are reduced by 2/3rds. *For example, a bomber with a bombing strength of 3-6 would have its TBF reduced to 1 and its SBF reduced to 2.*
- 3) Transports may fly extended-range transport missions. A transport flying an extended range regular transport, air drop, or aerial minelaying mission has its mission range doubled, but its cargo capacity is halved.
- 4) Alternatively, a transport may fly a one-way regular transport mission at extended range, with a range three times its printed movement rating, but its cargo capacity is halved.

An air unit with an asterisk after its movement rating has its range multiplied by 1.5, instead of doubling it, when flying at extended range. *For example, the British Lancaster, with a printed range of 40* would have an extended range of 60 hexes.*

An air unit flying at extended range may also return to base using its extended range.

Use "Extended Range" markers to indicate air units using this option..

26.C. NIGHT AIR OPERATIONS.

An air operation occurs either during daytime or at night. (All other rules describe daytime air operations.) At the start of an air operation, the initiating player declares whether it is a day or night operation.

For the purposes of this rule, a night air unit (Rule ???) is an air unit with an "N" prefix before its air unit type letter (such as NB or NHF); all other air units are day air units.

Day air units may participate in some night air operations, but suffer penalties when operating at night as described later.

Night air operations may only be flown from an airbase that was friendly-owned at the start of the player turn.

All air units flying night air operations may suffer damage due to difficult landings. Roll one die and consult the SUCCESS TABLE. *Note: This includes night air units.*

Table 1 Difficult/Night Landings at Airbases Results and Modifiers

DIFFICULT/NIGHT LANDINGS AT AIRBASES	
Results:	
D:	Disaster: Air unit gets a +4 status increase upon landing. Transported ground unit, SP, or SRP is eliminated.
F*:	Complete Failure: Air unit gets +3 status increase upon landing. Transported ground unit disrupted in target airbase, SP or SRP are eliminated.
F:	Failure: Air unit gets +2 status increase upon landing. Transported unit gets "+5 MP" marker on it, one half of the transported SP/SRP is eliminated.
S:	Success: Air unit gets +1 status increase upon landing. Cargo landed safely.
S*	Great Success: Air unit and cargo lands safely.
Modifiers (Cumulative):	
-2	Day air unit landing after a night air operation.
-2	Airbase captured in the current phase.
-1	Airbase captured in the preceding friendly movement phase.
-1	Air unit lands at a temporary airbase.
-1	Strategic air mission.
-1	Bad weather (Rule 42.A.2).
+1	Raid Mission (Surprise Rule ???).
+1	Air unit landing at strategic airbase.
+1	Assault transport landing at airbase with friendly HQ or engineer in hex.
+2	Assault transport mission landing at airbase captured in any previous turn.
+2	Night air unit landing after a night air operation.
<i>Note: 1) Glider units must remain in the hex unless eliminated. 2) If an airbase has a "Collateral Damage" marker on it, only assault transport air missions may land at it (Rule 23.G.2.c). 3) Each airbase landed at is rolled for separately.</i>	

26.C.1. POSSIBLE NIGHT MISSIONS.

The following missions may be flown at night:

- a) Air units may fly any or all legs of a transfer mission at night. *Note: A roll on the DIFFICULT LANDINGS AT AIRBASES TABLE must be made after each leg flown at night.*
- b) Air units may fly regular transport (including air drop) missions at night. When flying the airdrop mission, the owning player may specify that the air drop itself will occur during the daytime. In this case the mission is only subject to daytime (not night) interception in the target hex.
- c) Air units may fly strategic bombing missions at night. When flying a strategic mission, the owning player may specify that the attack itself will occur during the daytime. In this case

the mission is only subject to daytime (not night) interception

- d) Night harassment and night assault bomber air units (only) may fly missions at night if the mission requires the use of the BOMBING/NAVAL GUNNERY TABLE. All TBF are halved at night.
- e) Night fighters (only) may fly interception missions at night.
- f) Night fighters (only) may fly CAP missions at night. Air units flying night CAP missions do not interact with air units on day air operations. Similarly, air units flying day CAP may not interact with air units on night air operations.
- g) Night harassment and night assault bombers (only) may fly harassment missions at night.
- h) *Note: No fighters may fly escort missions at night.*

26.C.2. PENALTIES FOR DAY AIR UNITS.

The following penalties apply to day air units flying night air missions:

- a) A day air unit has its air attack strength reduced to 0 (and thus cannot fire in air combat) at night.
- b) A day air unit has its air defence strength halved (round fractions down).
- c) A day air unit has its bombing strength halved when flying a night bombing mission.

26.D. SPECIAL AIR UNIT TYPES.

Certain types of air units have special abilities and die roll modifications when performing certain air missions. These are identified below.

26.D.1. BOMBERS.

Bomber (type B) air units flying tactical ground support missions, use ½ their TBF as harassment points in the target hex and ½ as ground support during the phase they are flying. They use their entire TBF as ground support factors only when flying a pinpoint bombing mission.

26.D.2. DIVE BOMBERS.

When using the BOMBING TABLE, type D air units have their bombing die rolls ??? modified by -1. This die roll modification is not used if any other air unit type combines its bombing strength with a dive bomber to make a bombing attack.

On and after the Jan 1 43 turn, modify the AA fire resolution dice roll by -1 when firing on a type D air unit.

26.D.3. DIVE BOMBER FIGHTERS.

Type DF air units are dive bomber-fighters. Treat a type DF air unit as a dive bomber when bombing targets. For all other purposes treat a type DF air unit as a fighter.

26.D.4. GLIDERS.

Type GT and GHT air units are glider transports, with the same cargo capacities as types T and HT (respectively). Gliders have a printed movement rating of “T”; they cannot fly by themselves but must be towed. One non-glider transport (type T or HT) air unit or a bomber (type B or HB) usable as a transport (Rule ?) may tow one glider air unit; the transport or bomber may carry a normal load of cargo when doing so. Stack the glider with its towing air unit. These two air units are treated as one for all purposes. Subtract the air defence

strength of the glider from the air defence strength of its towing air unit. *For example, a Ju 52 (TT2) towing a DFS 240 (OGT1) has an air defence strength of 1. Any combat result from air combat or AA fire) affects both the towing air unit and the glider equally.*

An aborted glider may be repaired per the standard air unit repair rules.

A transport may not fly at extended range when towing a glider.

A glider never counts against the capacity of an airbase.

A glider air unit is eliminated (removed from play and placed in the appropriate fronts ELIMINATED BOX on its AIR CHART) immediately following its use in an air drop mission (Rule [23.G.2.b](#)).

When a glider is used in a regular transport mission, roll one dice whenever the glider lands at an airbase and consult the SUCCESS TABLE using the modifiers on the DIFFICULT/NIGHT LANDINGS AT AIRBASES TABLE. *Note: A glider only has to roll for damage on a transport mission; it may fly a transfer mission without risk of damage.*

26.D.5. HARASSMENT BOMBERS.

A type H air unit has its tactical bombing strength doubled when flying a harassment bombing mission.

A type NH air unit (only) may fly a harassment mission at night at its printed TBF. *Note: In effect, it is doubled but then halved for the night mission.*

26.D.6. HEAVY BOMBERS.

Type HB (heavy bomber) air units may not operate (land or take off from) temporary airfields. They may not perform stage and fly or ground support missions.

Type HB air units count as 2 air units when counting against the operational capacity of a permanent airfield but only 1 against the capacity of a strategic airfield.

OGS and DAS mission may **not** be flown by type HB units.

26.D.7. HEAVY FIGHTERS.

Type HF air units represent heavy fighters. While effective when in combat with B, HB, T, or HT air units they do not perform as well against normal fighters (Type F) as per the AIR COMBAT TABLE modifiers.

26.D.8. HEAVY TRANSPORTS.

A type HT or GHT air unit may carry certain ground units which have heavy equipment:

- a) Any airborne, air landing, or mountain division HQ.
- b) Any non-divisional, non-motorized combat unit with heavy equipment except cavalry or siege artillery.

Note: A unit with HE counts double RE size for air transport.

26.D.9. NIGHT AIR UNITS.

All air units with a prefix of “N” are night air units. Unless specifically stated, the presence of the N prefix does not change the usual abilities of the air unit. *For example, a type NB unit is treated the same as a type B air unit for air combat and AA fire.* Night air units are not restricted to night operations and may participate in day operations.

NF and NHF air units may not be reallocated (Rule ???) if they have fired. They return to base in the return to base step.

26.D.10. ROCKET AND JET AIRCRAFT.

Air units with the "R" prefix are rocket-propelled aircraft; those with the "J" prefix are jet propelled. Rocket and jet air units may not land at or take off from temporary airbases.

The interception range of a rocket fighter (type R) is its printed movement rating.

A rocket air unit may not fly a stage and fly mission.

When resolving air combat involving rocket or jet air units, use the rocket and jet air unit dice roll modifiers on the AIR COMBAT RESULTS TABLE. The presence of the J or R prefix does not change the usual abilities of the air unit. *For example, a type JF air unit is a fighter unit.*

26.E. AIR UNIT CODES.

Air units may have one or more codes, as listed on the UNIT DESCRIPTION CHART. Codes define certain specific or special capabilities of air units, and these capabilities often modify the bombing or AA fire die rolls, as listed on the appropriate table. In addition, air units with codes have the following abilities:

26.E.1. NAVAL AIR UNITS.

Code "S", "M", and "V" type units are naval air units. They subtract one from their TBF when flying non-naval air missions (Rule ???).

26.E.2. *: CARRIER TRANSPORTABLE.

Code * air units are carrier transportable. During friendly movement and exploitation phases, code * air units at airbases in the same hex (or off-map holding box) as a friendly CG may be loaded on that CG up to the limit of the CGs unused airbase capacity. *Note: The CG must spend 5 MPs to load each such air unit.* Code * air units loaded on a CG may fly off the CG to perform any mission except naval patrol/strike; however, they may never land at a CG. (CGs are covered in Rule ???)

26.E.3. B: HIGH-PRECISION BOMBING.

The code B air unit (the British Lanc, 3HB5 2-18/B/40*) is highly trained for precision bombing. When flying any tactical bombing mission that uses the BOMBING TABLE, it uses its strategic bombing strength instead of its tactical bombing strength. *For example, when flying the coast defences bombing mission, it has a bombing strength of 18, not 2.*

26.E.4. C: CARRIER CAPABLE.

Code C air units are equipped and trained to operate from aircraft carriers. Code C air units (only) may base at and fly missions from carrier groups (carrier groups are covered in Rule ???). A code C air unit is not required to base at a carrier group; it may use any airbase.

26.E.5. F: FLOAT PLANE/FLYING BOAT.

Code F air units are composed of float planes or flying boats. A code F air unit must base at an airbase in a partial-sea or partial-lake hex; it may not use any other airbase.

A code F air unit flying a regular transport mission (Rule ???) may land its cargo in any friendly-owned partial-sea or

partial-lake hex. It may not, however, fly a one-way transport mission in this manner.

26.E.6. L: LOW ALTITUDE.

Code L air units operate almost exclusively at low altitudes no matter what mission is flown and the effects of this are shown by the modifiers on the AA FIRE TABLE.

26.E.7. M: ANTI-SHIPPING MISSILES (Naval Air).

Code M air units carry anti-shipping missiles to attack naval units. When a code M air unit flies the naval-units-in-port or naval patrol bombing mission, its tactical bombing strength is doubled, and the bombing attack uses the code M modifier on the BOMBING TABLE.

26.E.8. S: ANTI-SHIPPING CAPABLE (Naval Air).

Code S air units are trained and specialized to attack naval units as shown in the modifiers to the BOMBING TABLE.

26.E.9. T: ANTI-TANK CAPABLE.

Code T air units are equipped with special anti-tank weaponry. When flying the defensive air support mission in a hex, a code T air unit is counted as 3 REs of full ATEC. These REs are counted towards the total ATEC in the hex (including for required losses) but may not convert any unit types to ATEC. *Note: The REs of ATEC are modified in the same manner as the air units TBF by terrain, weather, etc.*

Example: In late 1943, in the initial phase, one Ju 87G (a code T air unit) is flying defensive support (FDAS) in a hex containing one 7-6 Infantry Division and 4 regiments of motorized infantry. The total ATEC in the hex is calculated as follows: the air unit is worth 3 REs of ATEC, the infantry division is worth 1 RE of intrinsic ATEC by this date, and none of the motorized regiments would be converted to ATEC by the air unit. Thus, the ATEC total for the hex is 4 REs.

When flying the GS mission in a hex, a code T air unit negates 3 REs of enemy AECD (but not ATEC).

26.E.10. V: ANTI-SHIPPING TORPEDOES (Naval Air).

Code V air units are torpedo bombers and are specially trained to attack naval units. When a code V air unit flies a naval patrol bombing mission (including Malta), it may:

- Carry a normal bomb load and operate as a code S air unit.
- Carry torpedoes and double its TBF. *Note: This makes it more vulnerable to AAAs per the AA Fire Table.*

Due to port defences (such as anti-torpedo nets), a code V air unit flying the naval-units-in-port bombing mission against units in ports does not carry torpedoes. Instead it carries a standard bomb load, operating as a code S air unit.

26.E.11. X: FRAGILE AIR UNITS.

Code X air units are especially fragile (for example, the German "Mistel" piggy-back combination bomber). A code X air unit which flies a mission automatically receives an additional "X" marker upon returning to base.

26.E.12. Z: V1 EQUIPPED BOMBERS.

Code Z air units are equipped with V1 flying bombs and are the only units that can fly the V1 bombing mission (Rule ???).

26.F. BOMBERS AS TRANSPORTS.

At the owning player's option the following type B and HB air units are usable as transport air units:

German: He 111B, He 111E, He 111F, He 111P, any He 111Hx (all subtypes), He 177A, Ju 52g4e, Ju 86E, Ju 86G, Ju 86K, He 59, and He 115

Italian: BR.20M, Ca133, SM.79x, SM.81, Z.1007b, and Z.506B

Soviet: Li-2T, TB-3, and Pe-8

Allied: Any B-25x, and B-26x, Sunderland, Well 1C, and all type HB

French (or Vichy): Am.143M and Leo.451

Minors: Po.540, any SM.79x

Note: All bombers or heavy bombers useable as transports are marked with a dot (as shown on the UNIT DESCRIPTION CHART).

In later games such as Total War, these units are marked with a lower case "t" as a code.

When used as a transport, the air unit has its air attack and air defences strengths each reduced by 2 (but never below 1), and is considered to be a type T for air combat and AA fire. In addition, bombers used as transports:

- 1) May not air drop units but may air drop SPs (Rule 23.G.2.b).
- 2) Have a transport capacity of ½ RE of ground units and 1 RE for SPs and SRPs (Rule ???).

26.G. SPECIAL AXIS AIR RULES.

26.G.1. FIGHTER PILOT SUPERIORITY.

When a German, Finnish, or Italian fighter fires on a low quality air unit or a Soviet non-Guards air unit in air combat, modify the die roll by -1. Use this modification in addition to all other air combat modifications. *For example, a German fighter firing on a Soviet type B air unit would have its die roll modified by -2.*

26.H. SPECIAL SOVIET AIR RULES.

See the Soviet country specific rules (Rule ???).

26.I. SPECIAL ALLIED AIR RULES.

26.I.1. HOLDING BOXES. (Allies)

Due to the large numbers of Allied air units typically based in Britain and some reconquered areas, the Allied player may use holding boxes in place of specific airbases in these areas.

For game purposes, a holding box has an unlimited airbase capacity. Air units based in a holding box may use the appropriately numbered holding box as their airbase. A holding box is created by having airbases capable of flying 50 air units in an area.

An air unit in a holding box may take off from any airbase or all-land clear terrain hex in the box's area. A box's area is defined as any hex within the same geographic feature (such as an island) and country as the box.

An air unit may land at a holding box by landing at any airbase or all-land clear terrain hex in the boxes area.

26.I.2. GARRISON BOXES. (Allies)

The Allied player is required to maintain garrisons of various areas (per Rule ???), including some air unit garrisons. When an air unit is in garrison, place it in the appropriate GARRISON BOX on its AIR CHART.

When entering or leaving an on-map air garrison, the owning player simply moves the air units between the garrison and holding box or airbase as appropriate. *For example, when the Allied player decides to add an air unit to the Britain Home Defence garrison, he selects the air unit from the BRITAIN HOLDING BOX and places it in the BRITAIN HOME DEFENCE GARRISON BOX.*

When entering or leaving an off-map air garrison, the owning player simply flies a transfer mission for the air units so they could land at the Off-map Garrison Box.

While in garrison, an air unit may not fly any mission.

26.I.3. ANTI-SHIPING FORCES. (Allies)

Air units listed on the ALLIED ANTI-SHIP AIR OBS are dedicated anti-shiping forces. These air units may base only in the ANTI-SHIPING SUB BOX of the BRITAIN OR NORTH AFRICA HOLDING BOXES. They may not stage to any airbase outside of Britain or North Africa. They may only fly naval patrol bombing missions.

Each initial phase, the Allied player may call up half (round fractions down) of the air units in the anti-shiping holding boxes. Before air units are made operative in the initial phase, place these air units at any Allied-owned airbases within 7 hexes of the applicable sea. These air units, if they become operative, may fly any naval bombing missions during the player turn; they may not fly any other mission. At the end of the player turn, return these air units to the ANTI-SHIPING AIRCRAFT HOLDING BOX regardless of where they are at that time; if the air unit is affected by air combat, the Allied player must spend ARPs sufficient to keep them on-map (see Rule ???).

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