

A GAME OF AERIAL COMBAT

8000

CRIMSON SKIES



FASA
CORPORATION

AIR ACTION Weekly

AUTUMN 1937 - SPECIAL EDITION

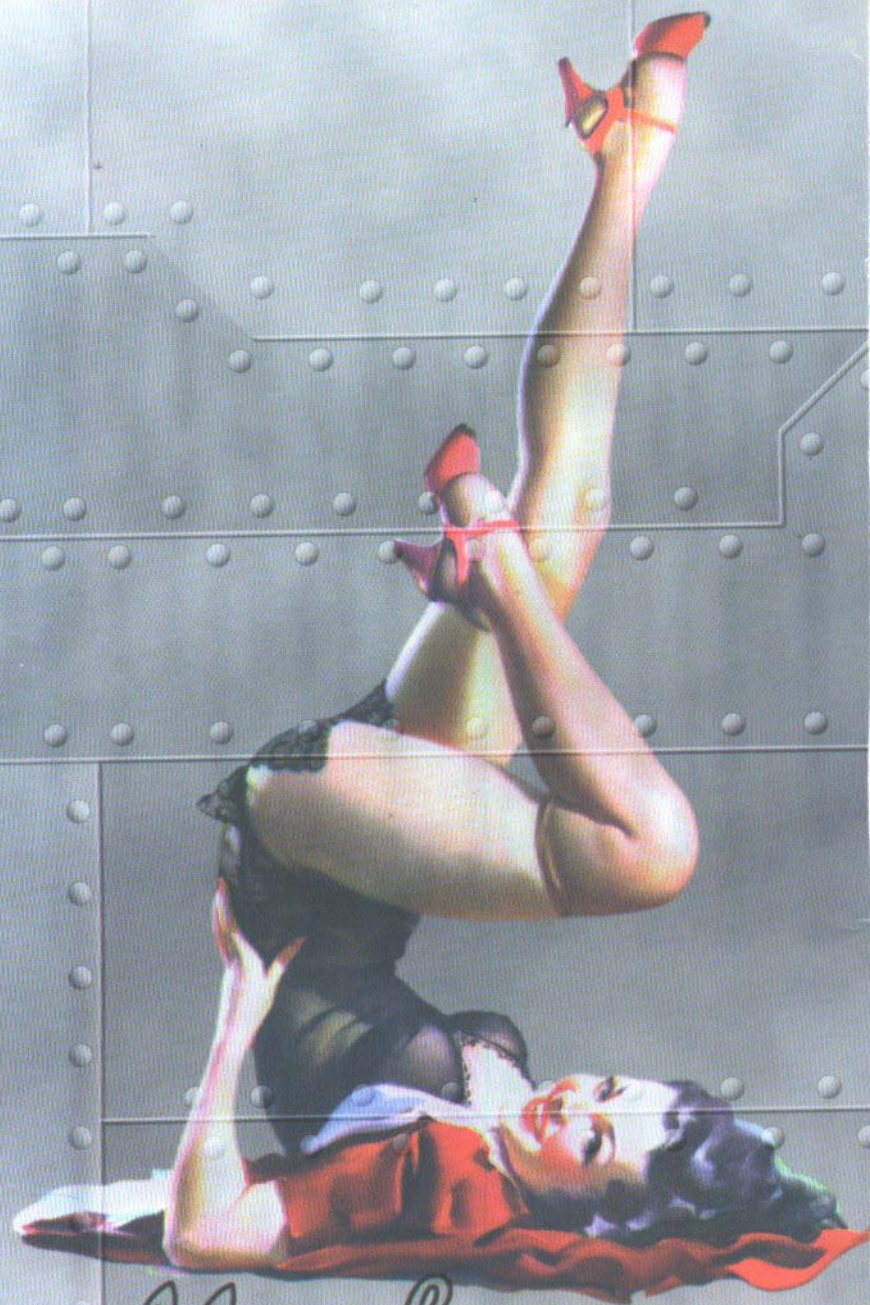
ES, DC, PC 45¢ / HW, TX, DX 30¢ / ISA 55¢ / CAN 75¢

The Rules of Air Combat

What every pilot should know

PLUS!
Zeppelin Combat:
A Complete Guide





*Manhattan
Mistress*

LETTER FROM THE EDITOR	5	Collisions	27
		Damage from Collisions	27
INTRODUCTION	7	Tailing	28
The Setting	7	Bailing Out	29
The Game	7	Plane As A Projectile	29
What's in the Box	8	Combat Bailout	31
Playing Pieces	8	Landing	31
Record Sheets	8		
Reference Page	10	COMBAT	33
Maneuver Template	10	Making An Attack	33
Mapsheets	10	Determining A Hit	35
Rolling the Dice	11	Shock	36
		Doubling Down	36
PLAYING THE GAME	13	Determining Damage Location	36
Sequence of Play	13	Applying Damage	36
Movement Phase	13	Internal Damage Effects	39
Combat Phase	13	Weapons	40
Tailing Phase	14	Machine Gun Ammunition	40
End of Turn	14	Deployed Weapons	41
Missions	14	Rockets	42
Set-Up	14	Bombs	44
Rules of Engagement	14	Aerial Torpedo	45
Victory	15	Zeppelins	45
		Movement	45
PILOTS AND THEIR PLANES	17	Combat	46
Pilots	17		
Constitution	17		
Gunnery Skills	18		
Piloting Skills	18		
Skill Levels	19		
Creating A Character	19		
Aircraft Statistics	20		
MOVEMENT	23		
Plotting A Move	23		
Stalling the Plane	24		
Restricted Maneuvers	24		
Movement Resolution	24		
Pushing the Envelope	25		
Random Movement	26		



CREDITS

Universe Concepts

Jordan Weisman
Dave McCoy

Universe Creation

Jordan Weisman
Michael A. Stackpole
Loren Coleman
Chris Hartford

Game Design

Jordan Weisman

Game Developer

L. Ross Babcock III

Additional Game and Universe Development

John Howard
Derek Carroll
Tom Peters
Victor Bonilla

Warriors of the Air

Special Issue written by:

Loren Coleman
Michael A. Stackpole
Jordan Weisman
L. Ross Babcock III

Aircraft of North America

Special Issue written by:

Chris Hartford

Aircraft Design System

L. Ross Babcock III

Editors

Sharon Turner Mulvihill
Diane Piron-Gelman
Derek Carroll

Art Directors

Jordan Weisman
Dave McCoy
John Howard

Graphic Designer

John Howard

Aircraft Design and Modeling

Lex Story
Dave McCoy

Aircraft Computer-Generated Images and Maps

Dave McCoy

Pilot Photo Compositing and Retouching

Dave McCoy
Tom Peters

Aircraft Blueprints

Victor Bonilla

National Flags, Emblems and Pilot Insignia

Victor Bonilla

Pilot Photos

Producer:	Bob Fagan
Photographer:	Tamara Staples
Stylist:	Laura Holland
Make-up artist:	James Boehmer

Crimson Skies Web Site (www.CrimsonSkies.com)

Derek Carroll

PlayTesters

Bryan Nystul
Randall N. Bills
J.M. Albertson
David Abzug
Scott Janssens
Derek Carroll
John Howard
Victor Bonilla
Tom Peters
Sam Russell
The Singapore Longshoremen
Tom Evans
Scott Hopkins
John Kielman
Chris Smith
Christoffer "Bones" Trossen

A special thanks to J.M. Albertson for moving us from Europe to America and to Mitch Gitelman and Heinz Schuller for being there at the painful beginning.

On a personal note, I would like to thank all of the people who have worked at nights and on weekends to bring this common dream to life. A game may seem to be a small thing to be called a common dream, but it has indeed been a dream to work with such a talented group from around the world on a universe that has become an extension of all us. Thank you for what has been and I hope will continue to be a very rewarding experience.

Jordan Weisman

P.S. To all the wives, husbands, children, and significant others, (in my case Dawne, Zach, Nate, and Lucas) - thanks for not clipping our wings and letting us fly.

FASA Corporation
1100 W Cermak Rd. Suite B305
Chicago, IL 60608

© 1998 FASA Corporation, All Rights Reserved.
Crimson Skies is a Trademark of FASA
Interactive. Used Under License.



The world we live in is a dangerous place. For those of us who ply the skies, life or death hangs on the whim of a small gust of wind, the ballistic arc of a machine gun bullet, the cockeyed flight of a rocket. Whether we live or die often seems as random as a roll of the dice.

This special issue of Air Action Weekly explores what air combat is really about. Our hope is that in more closely examining the intricacies of aerial warfare, we can help dispel some of the mystery and remove some of the randomness. But be warned: even when they understand all the factors involved, the world's best pilots still attribute much of their success to luck.

So stay alert, check your six, and read on to learn more about the deadly art of sky dancing.

Nero L. MacLeon
Editor, Air Action Weekly



TO THE SKIES!

INTRODUCTION



In the world of *Crimson Skies*, the planes are faster, the engines are bigger, the guns are more powerful and the adventures more lethal. Things are different in this version of 1937.

THE SETTING

The world of *Crimson Skies* is dominated by all sizes of aircraft, from the little autogyro taxis careening between the towering skyscrapers of Manhattan to the majestic monoliths of the air, the giant transport zeppelins. It is a time of gunship diplomacy and airship piracy, an era of amazing aeronautical advances—it is the age of the fighter pilot.

Only seventy years after fighting a bloody civil war to maintain the union, the United States has shattered under the weight of the Great Depression, regional Prohibition and mounting isolationism. The transcontinental railroad and the budding highway system have become useless as they now cross hostile borders.

Commerce and trade have left the ground. Air travel and combat, once a national obsession, now becomes a life line connecting allied countries.

Giant zeppelins crisscross the skies, carrying both passengers and cargo.

Where money goes, evil follows. Squadrons of pirates prey on the behemoths of the air from their zeppelin headquarters, stealing cargoes and sometimes even the huge ships themselves. Privateers hunt the shipping lanes under the authority of Letters of Marque that define the split between the raiders and the governments they defy.

Militias have formed in every nation to fight the pirates—and each other. The Empire States Broadway Bombers and The Hollywood Knights are famous for their prowess as pirate hunters, and for their rivalry with each other. Units such as the Texas Air Rangers, the Dervish Air Unit of the French Foreign Legion, The Wind Warriors of the Navajo Nation and the Dusters of the People's Collective rise to the air each day to do battle above a constantly changing political landscape.

THE GAME

Crimson Skies is a character-based board game of dogfighting and divebombing in an avia-

tion-dominated world; a simple, fast-playing game of pulp-fiction-style air combat. It is a game about the men and women who pilot flying nightmares, the metal-sheathed birds of prey that spit death from the sky.

In *Crimson Skies*, you are at the top of the aviation food chain—a fighter pilot, one of the fearless men and women who take to the skies each day for honor or profit. Each player generates a minimum of two characters, a pilot and his or her wingman. If your characters survive from mission to mission, they gain experience that can translate into better skills, and thus even better chances for future survival and success. While this is a combat board game, not a roleplaying game, telling tales about your characters will invest the game with action, drama and humor, making the game-playing experience even more enjoyable.

To keep the action fast and furious, the game mechanics have been kept simple. To be a successful fighter pilot, you must predict your enemy's location, and so the game features a simultaneous movement system that rewards good planning. When the lead starts flying, combat becomes very graphic. Each of the weapon types uses a different damage profile that literally eats into the enemy plane, tearing holes in armor and then destroying vital internal components. If the pilot has a steady hand and is able to keep his or her shots in a tight grouping, the damage profiles build on each other to dig even deeper into the plane's interior. Death comes in many forms; from wings being ripped off by weapons fire, to gas tanks exploding from a magnesium round, to mid-air collisions.

In no time at all, the sky can turn crimson with the blood of the vanquished.

WHAT'S IN THE BOX

The *Crimson Skies* boxed set contains everything needed to play the game. A description of each of the contents follows this list.

- Three issues of Air Action Weekly, the authority on the *Crimson Skies*.

Issue 1: The Rules of Air Combat

Issue 2: AAW's 1937 Aircraft Review

Issue 3: Warriors of the Air

- 1 sheet of 24 Aircraft Fuselage playing pieces
- 2 sheets of 12 Aircraft Wings playing pieces
- Filled-out record sheets for 14 planes and 1 zep-pelin, four blank record sheets, 2 copies of the reference sheet and a pilot's campaign log
- Three full-color mapsheets
- 1 plastic damage template
- 14 aircraft stands
- 1 10-sided die

Playing Pieces

Crimson Skies playing pieces consist of an airplane's fuselage and wings, plus a stand. Some aircraft may have additional parts.

Record Sheets

The *Crimson Skies* record sheet contains information needed to fly the plane on a mission. Players use the record sheets to record damage, track changes to the plane's performance capabilities and record the move they plan for each turn.

Pilot Information

This section lists the name, skills, history and affiliation of the pilot or wingman. See *Pilots and their Planes*, p. 17 for more information.

Weapon Loadout

This section notes the caliber and type of ammunition for each machine gun and the ordnance loadout of rockets and/or other munitions. This section also indicates if a gun is jammed. There is a slot for each possible gun position and for each ordnance hardpoint. Some munitions can be loaded on a single hardpoint. Others, such as large bombs, require multiple hardpoints, while non-lethal rockets load two to a hardpoint. See *Weapons*, p. 40.

Damage Diagram

The damage diagram shows the arrangement of armor and critical components for the aircraft. There are four possible layouts: front- and rear-engine fighters, and front- and rear-engine fighters with turrets.

record their planned moves and note any temporary effects, such as pilot shock, smoke from the plane, jammed guns and persistent damage such as burning magnesium rounds or a drill rocket.

Reference Page

The reference page provides the tables and rules summaries most often needed to play the game, including the maneuver template, the to-hit calculation table, the target deflection diagram/hit location table, and the firing/tailing arcs diagram.

Maneuver Template

All aircraft use the same maneuver template. To determine the limits and relative risks of a specific maneuver for any plane, simply compare the current stats on the plane's performance diagram to the desired move on the maneuver template.

Each possible maneuver is indicated by an arrow pointing to a hex side and a number-letter

designation. The first number is the speed required to make the maneuver. The letter indicates whether the plane is turning left or right or going straight. The second number designates the hexrow of the movement. The Gs required to make the maneuver are shown by the number of bars behind the facing arrow. For example, an arrow with no bars is a 0 G maneuver, while an arrow with 6 bars is a 6 G maneuver.

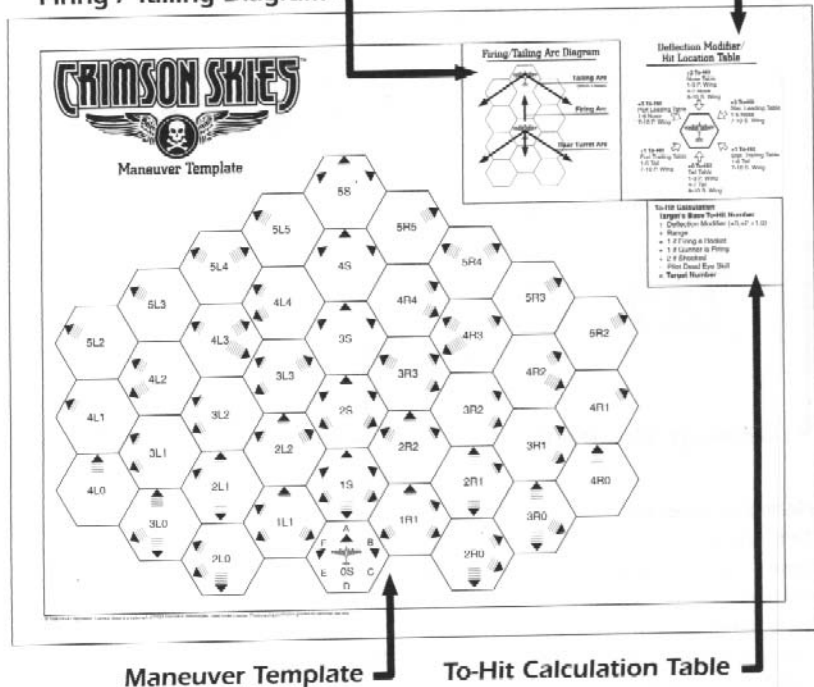
Mapsheets

The 22 x 34 inch mapsheets used in *Crimson Skies* are divided into six-sided areas called hexes (short for hexagons). Each hex represents an abstract area of the sky above the illustrated ground terrain. The hexes are used to indicate relative distances and to regulate movement. A hex and the surrounding six hexes are called a mega-hex.

The three mapsheets represent three distinct

Deflection Modifier / Hit Location Table

Firing / Tailing Diagram



Reference sheet with call-outs

types of terrain for different types of battles. One mapsheet is enough room for most fighter engagements to take place. A battle with or between two zeppelins, however, requires more space. The reverse side of two of the mapsheets are zeppelin maps, and the third contains blank hexes. For a battle between a zeppelin and fighters, position the blank mapsheet and one of the zeppelin maps with their long sides together so that the hexes continue uninterrupted across both sheets. For a battle between two zeppelins, add the second zeppelin mapsheet to the opposite side of the blank mapsheet.

The terrain on the mapsheets does not affect the movement or combat of any aircraft except for those hexes marked as impassable with a red or black dot in the center of the hex. Impassable hexes also block line of sight and weapons fire.

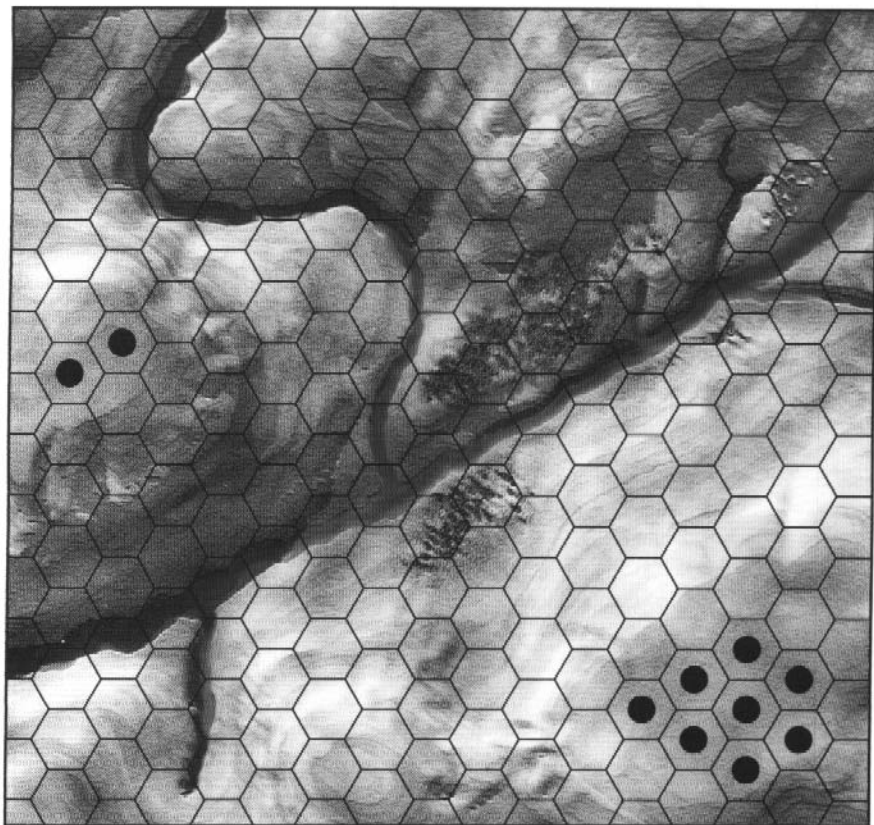
See *What Is A Valid Target?*, p. 33.

Certain terrain objects may be part of a specific mission's objectives.

ROLLING THE DICE

In *Crimson Skies*, as in all dogfights, higher is better. When rolling dice to resolve any actions or situations, you always want to get the highest number possible. All die rolls are compared to a target number, calculated by adding and subtracting modifiers to a base number. To succeed in a task, the player must roll a number equal to or greater than the modified target number.

To reflect the fact that there is no such thing as a "sure thing", a die roll of 10 is always a success and a 1 is always a failure, regardless of the actual target number required for the roll.



The black dots (red on color maps) represent impassable terrain.



CLEAR PROP

PLAYING THE GAME



To begin a game, simply choose or create a mission. This can be a published mission from the *Warriors of the Air* book, a scenario from another product, a mission posted at CrimsonSkies.com or a mission created by the players. Lay out the mapsheets as required by the mission and fill out the appropriate aircraft record sheets. Place the appropriate aircraft counters in their starting positions on the map, and you're ready to begin.

SEQUENCE OF PLAY

A *Crimson Skies* game consists of a series of turns. Each turn consists of several smaller segments of time called phases. During each phase, players will take a specific type of action, such as moving or attacking. Players perform the phases of every turn in a specific order, described below. The specific rules used in each of the phases appear in the following sections.

Each phase of a turn may include multiple steps, depending on the game situation. Every turn may not require players to complete all phases; for example, there may be no combat or tailing opportunities in a turn.

Movement Phase

1. Choose and secretly record moves for the planes of pilot and wingman.
The pilot may bail out during the Movement Phase. See *Bailing Out*, p. 29.
2. Reveal and resolve movement choices.
Roll the dice for any "pushes" (see *Pushing the Envelope*, p. 25) and move the planes accordingly. Resolve any collisions. Rotate all turrets, including plane, zeppelin and ground turrets. Flak rounds placed last turn explode, inflicting damage. Resolve the attacks of any planes aimed at their targets in a last-ditch effort to inflict damage (see *Plane As A Projectile*, p. 29).

Combat Phase

3. Determine the order in which attacks occur using the pilots' Quick Draw skill.
If the Quick Draw skill is the same for both opponents, roll a die. The pilot with highest result resolves his attacks first. In order of Quick Draw skill, pilots fire weapons first, then all aircraft turrets fire. All zeppelin turrets fire

next, ground turrets fire last.

4. Resolve attacker's weapon fire.

Choose target within arc and range. Announce which weapons will fire. Place delayed-effect weapon counters (flare, flak and sonic missiles) on the map for later resolution. Roll the to-hit dice for each weapon firing.

5. Record damage to target.

The attacker makes a single die roll to determine the damage table to be used for all hits from the attacker's guns. Make this roll individually for each rocket fired. Roll the damage column for each weapon that hits. The target player marks off damage using the damage template. All damage to internal systems takes effect immediately. If the attack hits the canopy, the pilot must immediately make a Constitution roll (see *Shock*, p. 36).

Continue to roll the damage column and mark off damage until all weapon hits are resolved.

Apply the widow damage effects to any unconnected armor or internal locations (see *Widowing Armor and Internal Components*, p. 38).

6. Repeat steps 4 and 5 until all combat is resolved.

7. Resolve non-lethal weapons fire.

All pilots or gunners subject to flare or sonic attacks must make Constitution rolls to avoid shock.

8. Mark off continuing damage.

Mark off damage from magnesium rockets, drill rockets and other weapons that cause continuing damage.

Tailing Phase

9. Establish tailing for next turn.

Use location and facing of plane to determine if tailing situation exists. Compare the Sixth Sense skills of both pilots and account for the target plane smoking to determine how much information the tailing pilot receives about the target pilot's next move.

End of Turn

10. The turn ends.

Begin a new turn at step 1. Repeat the sequence

of play until all enemy aircraft are destroyed or driven from the board or until the mission objectives have been met.

MISSIONS

For most games of *Crimson Skies*, players will simply choose their forces, lay out a mapsheet and start playing. Players who want to add a little more complexity or excitement to the game, however, may agree upon certain conditions or goals that must be met in order to win the game.

Missions can be created to simulate any type of situation, and the missions recounted in *Warriors of the Air* can be used as the basis for any number of variations. Certain conventions and rules of engagement, however, apply to all missions, especially the standard dogfight.

Set-Up

Players choose their forces, pilots and a map. Each team places their planes on opposite sides of the map. This becomes their home side. For maximum playing area, players should set up on the short sides (the "ends") of the map. Pilots may start at any speed equal to or lower than their plane's maximum speed.

Rules of Engagement

These rules are designed to encourage players to save their planes and return them home. The player who gets a kill or two and then bails out or flees is penalized for such a cowardly action. Of course, there are times when fleeing or bailing may be the smart thing to do—but in the eyes of the readers of *Air Action Weekly*, these are not the actions of knights of the air.

Pilots are honor-bound to fly within the engagement area. Leaving the map from any side but their home side is considered fleeing. The fleeing pilot suffers the negative Experience Point award of -20 points to his mission total.

The opposing pilot who gets the last hit on a fleeing aircraft will get credit for half a kill. Half kills are always considered the last kill for pilots with multiple kills per mission. For example, if the pilot has one mission kill under his belt for the engagement and is the last one to inflict damage

on a fleeing plane, and then the engagement ends before he earns any more kills, the fleeing plane is considered to be that pilot's last (second) kill. The attacking pilot would earn half the Experience Points for a second kill, or 20.

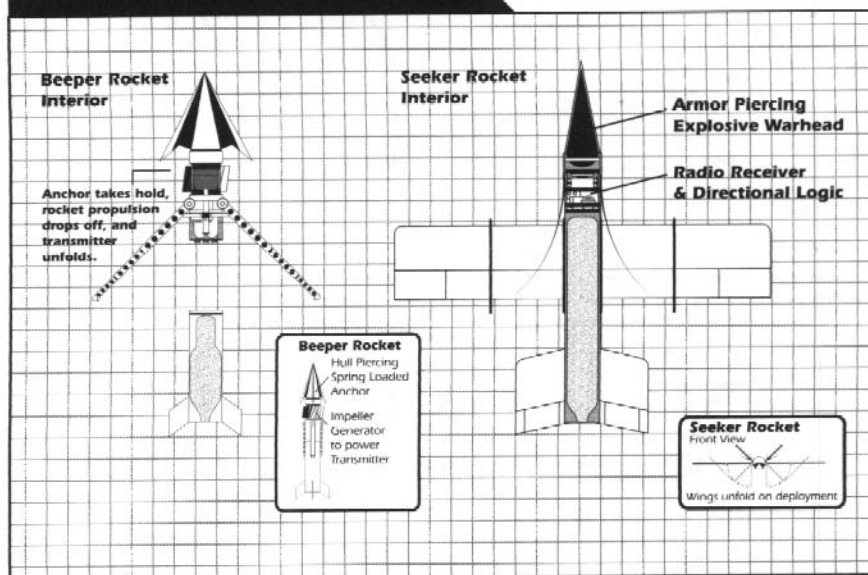
Pilots performing non-combat bailouts also receive a negative Experience Point award of -20 points. Pilots forced into a combat bailout do not suffer this penalty.

Aircraft with internal damage may attempt to withdraw from their home side with no penalty.

Victory

Winning a dogfight mission is a simple matter of shooting down all of the enemy planes or forcing them from the board. If all teams are so shot up that none can continue to pursue the fight, they can declare a draw and honorably withdraw from the engagement area on their home sides.

WEAPON: Beeper & Seeker Rockets





'SCRAMBLE! SCRAMBLE! SCRAMBLE!'

PILOTS AND THEIR PLANES



In *Crimson Skies*, you play a pilot who is part of a militia or a pirate gang. Each pilot has a trusty wingman and a favorite plane. A single player runs a pilot/wingman pair; these two characters are so attuned to each other that they effectively function as one unit, always aware of the other's position and always in position to offer whatever assistance the other needs in flight or combat. A player may run more than one pilot/wingman pair in a game, or several players might each run pilot/wingman pairs belonging to the same militia or pirate group, but a pilot/wingman pair is never separated (each player always plays a pair of planes). The pilot and wingman both stand ready to take a hit for their partner. A wingman who dies can never be replaced, but there are plenty of less-experienced pilots waiting to take their place at the side of an ace. A wingman who loses his lead pilot must step up to the challenge of becoming the hero himself, and take on a wingman of his own.

A pilot's plane is a big part of how he is identified by others and how he sees himself—a slow, steady character with lots of staying power, or a get-in-quick, achieve-the-mission, get-out-quick kind of guy or gal.

PILOTS

A character's skills play an important role in determining the success or failure of specific actions. Each pilot and wingman has five skills, plus Constitution: Quick Draw, Dead Eye, Steady Hand, Natural Touch and Sixth Sense. Players will customize their pilots and wingmen by assigning skill levels to each of these skills. Turret gunners' skill levels depend on the skill levels of the pilot.

In addition to skills, each character should have a name, physical description and personal history. Players should also feel free to create the unit to which their characters belong, whether it is a militia unit or a pirate gang.

Constitution

Constitution is the measure of the character's health and vitality. All characters start with a base Constitution of 3. Pilots/wingmen may increase their Constitution during character creation or a campaign. A pilot suffers the loss of 1 Constitution Point for each wound suffered. A pilot wound is indicated by marking off a Pilot box on the damage diagram (see *Applying Damage*, p. 36). When a character's Constitution drops to 0, he is dead.

A gunner begins the game with a Constitution of 3. This cannot be increased during Character Creation.

Constitution also helps a character resist shock. Any time a character might suffer shock (as a result of a flare rocket, for example), the player must make a Constitution roll against a target number of 10 – the character's current Constitution.

Gunnery Skills

The Gunnery skills are Quick Draw, Dead Eye and Steady Hand. These skills represent how good a character is at aiming and firing a weapon, if he can keep his head under fire and the speed of his reflexes.

Quick Draw

Quick Draw is the measure of the character's quickness and reflexes. This skill determines who shoots first in combat and increases the character's chance of successfully bailing out. This skill represents the reality that a pilot could line up the perfect shot, only to be destroyed by an enemy pilot with a quicker trigger finger before he has the chance to fire. A character with quick reflexes also has a better chance of bailing out of a damaged plane in time to make good his escape.

Optional rule: In order to reduce the number of Quick Draw ties during combat, characters may purchase fractional levels of the Quick Draw skill. In other words, a character can apply Experience Points toward increasing the Quick Draw skill even if he doesn't have enough points to increase the skill by a level.

For example, Joe Condor currently has a Quick Draw of 4 and 25 Experience Points. He needs 40 points to increase the skill to 5, but still chooses to allocate his current 25 points to Quick Draw. His skill is now written as Quick Draw 4/25. In combat, Pilot Condor will fire before anyone with Quick Draw 4 and before anyone with a fractional skill less than his own.

Dead Eye

Dead Eye is the measure of a character's combat accuracy. It is used to positively modify the character's chance to hit his target.

Steady Hand

Steady Hand is the measure of the character's steadiness under pressure. This skill is used to clear jammed guns (see *Clearing A Jammed Gun*, p. 36) and to group hits (see *Determining Column Hit*, p. 37).

Characters with Steady Hand skill levels 6 or above can group their hits by shifting weapon damage by one or two columns in order to concentrate damage in one area. Characters with a skill level of 6 to 8 can shift damage one column. Characters with skill levels of 9 or 10 can shift damage two columns. Steady Hand skill cannot be used to modify the damage of rocket hits.

Piloting Skills

The piloting skills are Natural Touch and Sixth Sense. These skills represent a pilot's affinity for and attunement to his plane, and his ability to guess what will happen next.

Natural Touch

Natural Touch is a measure of the pilot's ability to fly his plane and coax maximum performance from it. Every good pilot sometimes wants to attempt maneuvers the plane was not designed to safely perform. The Natural Touch skill improves the pilot's chances of successfully completing exceptional maneuvers such as exceeding the plane's G-rating or safe speed.

Sixth Sense

Sixth Sense is a measure of the pilot's awareness of his situation. The higher the skill level, the more information a tailing character is able to learn about his opponent's movement, and the less information a tailing opponent will learn about the character's movement. Sixth Sense may also give a character just enough extra information or luck to know just when or how to bail out during combat.

Skill Levels

Each skill is rated from 0 to 10. As the character gains Experience Points by flying missions and earning kills, he or she can spend those points to increase their skills. As a character advances in skill levels, each level is more difficult to achieve than the last.

Creating A Character

A starting character in *Crimson Skies* is considered to be an accomplished pilot and a worthy gunner (otherwise what fun is he or she to play?). The character's wingman is slightly less skilled and less experienced. Your hero receives a total of 450 Experience Points to divide among the five skill categories, and your wingman receives a total of 350 points for his or her skills. Players do not play gunners. The Skill Cost Table shows the Experience Points cost for each level of skill. All characters begin the game with a Constitution of 3. Players may increase pilot or wingman Constitution at character creation by paying the cost for the increase according to the *Improving Skill Levels Table*, p. 20.

Players may choose to have their characters specialize in certain skills to improve certain abilities. In order to increase one skill, for example, you may choose to dramatically lower another skill. You may even choose to assign 0 Experience Points to a skill, but all skills are important and your character might not live to regret that choice.

Any points not used during character creation are saved and can be used for future skill improvements.

You might also choose to create your character as a jack of all trades and master of none. Because your lead pilot and wingman work together as a team, however, you should try to balance their skills to complement each other's strengths and weaknesses.

A gunner only has three skills and Constitution. To create statistics for a gunner, simply subtract one level from the pilot's skill level in Quick Draw, Dead Eye and Steady Hand. A gunner has a Constitution of 3.

SKILL COST TABLE

Skill Level	Experience Points
0	0
1	10
2	20
3	40
4	70
5	110
6	160
7	220
8	290
9	370
10	460

EXPERIENCE POINTS TABLE

Action	Experience Points
For surviving the engagement; pilot must inflict damage on the enemy to earn these points	20
For the first kill in the engagement	20
For the second kill in the engagement	40
For the third kill in the engagement	60
For every kill over three in the engagement	80
For landing successfully or returning to zeppelin	10
For rescuing a memento from the cockpit when bailing out (Combat bail-out only)	5
For rescuing the cargo when bailing out (Combat bail-out only)	10
For performing a non-combat bailout	-20
For fleeing the engagement	-20

Character Advancement

One of the goals of *Crimson Skies*, of course, is to live through your missions so that you can learn from them and do even better in your next dogfight. Pilots earn Experience Points for various actions during a mission, as shown in the Experience Points Table, p. 19. These points are awarded at the completion of a mission, usually considered to be achieving (or failing to achieve) the objective and landing the plane. The Experience Points can be spent at once, and any skill level increase takes effect immediately and is available for the next mission. The Improving Skill Levels Table shows the Experience Points cost for increasing skill levels. To increase your skill by one level, pay the number of Experience Points for your current skill level. For example, to increase your Dead Eye skill from 3 to 4 costs 30 Experience Points.

IMPROVING SKILL LEVELS TABLE

Skill Level	Experience Points to increase 1 level
0	10
1	10
2	20
3	30
4	40
5	50
6	60
7	70
8	80
9	90
10	—

Pilot Heather "Ivy" Iverian has returned from a successful mission. She managed to get two kills and return safely. She earns 20 points for surviving the engagement and inflicting damage to the enemy. She earns 20 points for the first kill and 40 more for the second. Pilot Iverian also earns 10 points for returning the aircraft home. This totals 90 points, which can now be spent on skill improvement. Ivy Iverian chooses to increase her Steady Hand skill from 5 to 6 at a cost of 50 points, and her Sixth Sense skill from 4 to 5 at a cost of 40 points.

AIRCRAFT STATISTICS

While the characters are the heroes and heroines of this tale, the planes get most of the screen time. The selection of planes included in this game offers a variety of styles of play that allows all players a chance to find their personal favorites. Players can create a winning strategy with a wide range of different planes.

Each of the following ratings may decrease as a result of damage suffered during a mission, and all ratings may be temporarily exceeded by pushing the envelope of the plane.

A plane's left and right sides are also referred to as port and starboard, respectively. When looking toward the front of the plane from the cockpit, port is on the pilot's left and starboard is on the pilot's right.

Maximum Speed

The Maximum Speed is the number of hexes the plane may safely move each turn without pushing the engine. Ratings range from 1 to 5. If the plane's Maximum Speed is reduced to 0 due to damage, the engine is destroyed and the plane will glide until it crashes. See the *Engine Destroyed* rules, p. 39, for all the gory details.

Maximum Gs

Maximum Gs represents the G-rating that the plane may pull in any single maneuver without stressing the airframe. Each wing has a separate maximum G rating ranging from 0 to 5. A rating of 0 allows the pilot to make only gentle turns.

Acceleration

Acceleration is the maximum safe increase in speed from turn to turn. Ratings range from 1 to 3. If acceleration drops to 0 as a result of damage, the plane may only increase its speed by redlining the engine.

Deceleration

Deceleration is the maximum safe decrease in speed from turn to turn. All planes have a decrease rating of 2 and may exceed this rating by attempting a stall. Damage to the flaps will reduce deceleration.

Base To-Hit Number

The plane's base to-hit number is a measure of its relative size and inherent maneuverability. Fighter to-hit numbers range from 1 to 10, with 10 representing the smallest and most maneuverable planes and 1 representing the largest and least maneuverable aircraft. See Object Target Number Table, p. 27.

Armor

Armor is the material added to the plane to protect the critical components. The more armor an aircraft carries, the less room is available for other equipment.

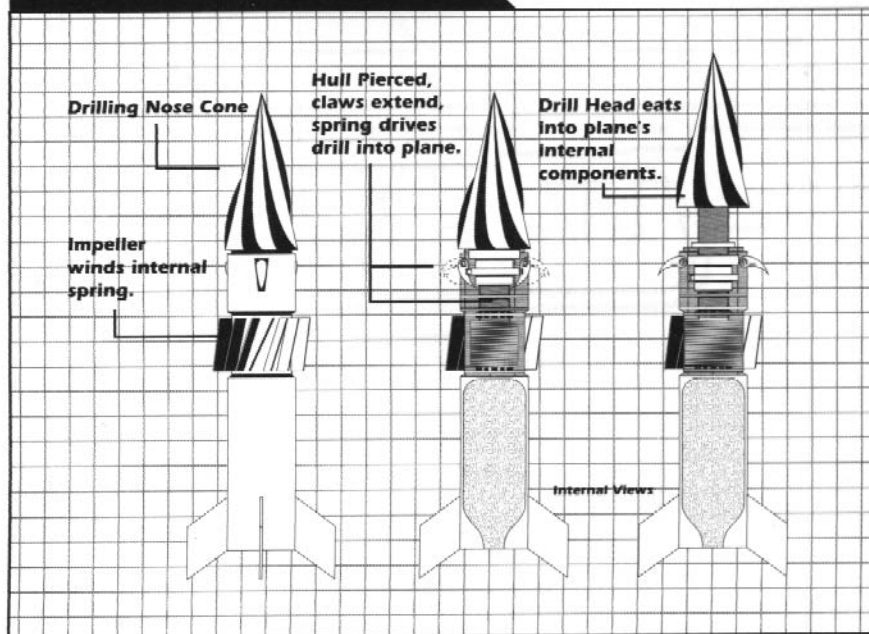
Guns

Machine guns and cannons are the main armaments of aircraft in *Crimson Skies*. They range in size from 30-caliber to 70-caliber and can carry armor piercing, dum-dum and magnesium ammunition.

Other Ordnance

Most aircraft carry wing hardpoints for rockets and bombs. *Crimson Skies* offers a wide variety of both rockets and bombs, including the lethal armor-piercing and high-explosive, the exotic drill rocket and beeper-and-seeker combination, and the non-lethal flare and sonic rockets. Aircraft suffer no penalty for carrying a full load of rockets and/or bombs.

WEAPON: Drill Rocket





LESSON 1: PUSH FORWARD TO GO DOWN, PULL BACK TO GO UP

LESSON 2: THE IMMELMANN

MOVEMENT



Movement in *Crimson Skies* is simultaneous. All players plot their move for the current turn and note it on the plane's record sheet, concealing their planned move from the other players. All players reveal their moves simultaneously and place their planes in the designated hex and position.

PLOTTING A MOVE

To plot a move, simply position the maneuver template so that it is oriented in the same direction as the plane is facing on the map and choose the desired destination hex. The hex in the center of the first hexrow containing the plane and letters A through F represents the position of your plane on the map. For purposes of plotting your move, your plane is always at facing A.

In order to record a legal move, you must indicate the hex designation, a facing and the maneuver Gs. The hex designation consists of two numbers and a letter. The first number is the speed required to reach that hex. The letter, either L, R or S, describes the direction of the move; left, right or straight. The second number is the number of the hexrow. The facing must be a letter from A to

F. The maneuver Gs are represented by the bars following the arrowhead in the destination hex.

Legal moves and end positions are illustrated with arrowheads. The pilot must be able to trace a path of arrows to his destination hex. If there is no arrowhead shown for the hex and facing combination desired, the plane cannot move to that end position in a single turn.

For example, Pilot Condor wants to move forward 1 hex, turn left and move 2 hexes straight. This is a 3L2F maneuver. 3L designates the hex and F designates the final facing. This move is rated at 1 G.

Each plane has different maneuver capabilities. To determine if a plane can make a specific maneuver, first compare the first number of the destination hex (the speed of the maneuver) to the Max Speed of the plane. Then compare the number of bars behind the facing arrow of the destination hex to the G rating of the wing of the turn (L or R). Only the G rating of the plane's destination hex counts as the G rating of the maneuver. The hexes traveled through for the maneuver have

no impact on the G rating of the maneuver. If any hex of the plotted maneuver crosses a hex containing a non-piloted object (a building, the engines of a zeppelin and so on), the pilot must make a collision check (see *Collisions*, p. 27). You cannot, however, simply jink around an object in a single turn. To reflect this, you may not make a left or right maneuver and end with a straight maneuver in a single turn.

For example, in Diagram A, Pilot Iverian plans to perform a 3SA maneuver. However, there is a one-hex building directly in front of her plane. Pilot Iverian cannot make this maneuver in one turn, as it would mix a left and then a straight maneuver. She may instead perform a 2L2A on this turn, and a 2R2A on her next turn.

Pilot Iverian may instead want to perform a 4L2 maneuver as shown in Diagram B. She must travel through Hex 3L2, because that is the only path by which she can reach her destination hex. If Hex 3L2 was blocked, she would have to risk a collision with that object or choose another destination.

Aircraft can safely increase their speed from one turn to the next by an amount equal to their Acceleration Rating. They can safely decrease their speed by their Deceleration Rating. To determine if the plane can safely make the maneuver, compare the speed of the previous turn's maneuver to the speed of the plotted maneuver.

If the plane exceeds any of its capabilities in order to execute a maneuver, the pilot is consid-

ered to be pushing the envelope. Circle the Push box on the turn record of the record sheet and consult the *Pushing the Envelope* rules on p. 25.

Stalling the Plane

A pilot may stall his plane at any time by decelerating or pushing to a speed of 0. The plane remains in the same hex, but may rotate facing to one of the three valid directions indicated by the arrowheads. A plane may only stall for one turn; the next turn it must move forward again to avoid plummeting to earth. This movement order is indicated by writing only the facing letter on the turn record. A stall is considered a 0 G maneuver.

Restricted Maneuvers

All maneuvers of 3 or more Gs are restricted. They can only safely be performed following a 2 G, 1 G or 0 G maneuver. If the pilot needs to use two restricted maneuvers in a row in order to achieve his goal, he or she must push the envelope (see *Pushing the Envelope*, p. 25).

MOVEMENT RESOLUTION

When all players have plotted their moves, movement is resolved. Move all aircraft not pushing the envelope to their plotted destinations. Players pushing their planes must announce which rating they are pushing and the die roll required for them to succeed at the maneuver, then roll the appropriate dice and take the actions indicated.

If a player has recorded an illegal move, then the plane will move randomly at the speed of the recorded move. See *Random Movement*, p. 26.

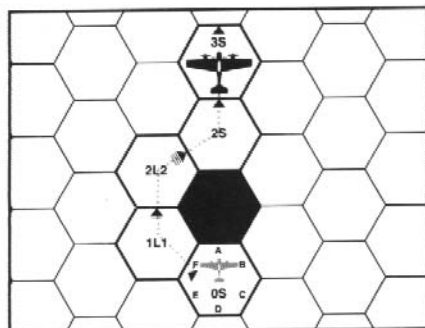


Diagram A

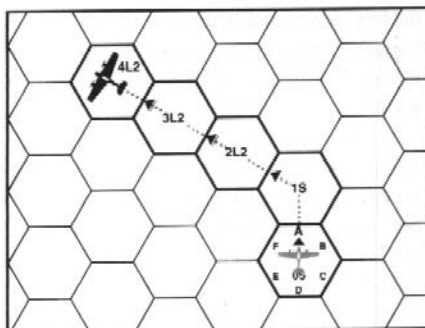


Diagram B

Pushing the Envelope

Sooner or later, every pilot will want to push his plane beyond its performance specs. The rules for pushing the envelope allow characters to attempt such maneuvers. Success means the pilot has achieved a spectacular maneuver. Failure results in damage, and perhaps other consequences.

The target number for pushing the envelope is $8 + (\text{amount over rating}) - \text{Natural Touch Skill}$.

Each type of push is described below.

Pushing the Gs

If the pilot wants to perform a maneuver with a higher G rating than the current maximum of the wing in the direction of the turn (each wing has a separate maximum G rating), the pilot is Pushing the Gs. Planes pushing the Gs should move last, because they may move randomly.

The target number for pushing the Gs is $8 (\text{base target number}) + (\text{Maneuver Gs over current maximum}) - \text{Natural Touch skill} + 2 (\text{if pilot is shocked})$.

A pilot pushing the Gs in a straight maneuver is attempting an Immelmann (1SD). For this maneuver, the safe G rating of the aircraft is the weaker or lower-rated wing. For example, if a plane had a G rating of 3 on the port wing and 2 on the starboard wing, the plane would be rated at 2 Gs for this maneuver. A pilot suffering from shock may not make an Immelmann maneuver.

If the roll is a success, the maneuver went smoothly as plotted. If the roll is a failure, the plane will move randomly (see *Random Movement*, p. 26).

For example, a plane is currently limited to 2 Gs for starboard turns and 3 Gs for port turns. The pilot's Natural Touch skill is 5. The pilot wants to attempt a 3L3B maneuver, which is rated at 4 Gs, 1 G greater than the plane's rating of 3. The target number is $(8 + 1 - 5 = 4)$. If the pilot chose to execute a 3R3F maneuver, the target number would be $(8 + 2 - 5 = 5)$.

Restricted Maneuvers: In flying, a high-G maneuver bleeds off speed from an aircraft. In order to execute a high-G maneuver, a pilot nor-

mally builds up to the desired maneuver by performing one or more lower-G maneuvers to increase his speed. Any maneuver 3 Gs or greater is considered a high-G maneuver. If a pilot attempts two 3 G or higher maneuvers in a row, the pilot must make a Pushing the Gs roll for the second maneuver. The target number for a second restricted maneuver is $8 (\text{base target number}) + (\text{G rating of second maneuver}) - \text{Natural Touch skill} + 2 (\text{if pilot is shocked})$.

If the roll is a success, the maneuver went smoothly as plotted. If the roll is a failure, the plane will move randomly.

Redlining the Engine

If the pilot wants to exceed his aircraft's maximum acceleration or push his top speed, he is attempting to redline the engine. Success means he achieves the new speed; failure will result in an engine flareout. If a pilot is attempting to exceed the maximum acceleration and push his top speed, he must roll for both maneuvers and must succeed at both in order for either to succeed.

The target number for exceeding the maximum acceleration is $8 (\text{base target number}) + (\text{required acceleration over current maximum}) - \text{Natural Touch skill} + 2 (\text{if pilot is shocked})$.

The target number for pushing the aircraft's top speed is $8 (\text{base target number}) + (\text{desired speed over current maximum}) - \text{Natural Touch skill} + 2 (\text{if pilot is shocked})$.

For either maneuver, if the roll succeeds, the plane maneuvers normally.

If the roll fails, the plane's engines will flare out. A flareout causes the plane's speed to immediately drop to 1 and its engine to smoke for the current turn and the next turn, and the plane suffers one hit of fracture damage to the nose for each point of attempted acceleration or top speed over the plane's current maximum (see *Applying Damage*, p. 36 and damage template). Rather than making the plotted maneuver, the plane will move forward one hex with no facing change allowed.

The plane and its engine will perform normally the next turn.

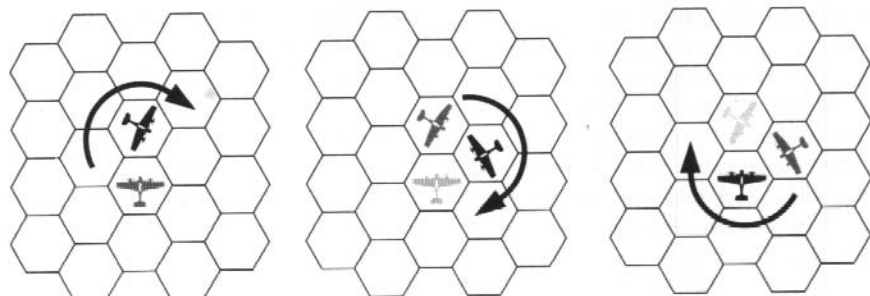


Diagram: Example Random Movement Sequence

Stalling the Plane

If the pilot wants to exceed his aircraft's maximum deceleration, he must attempt to stall the plane. The plane will end its movement in the destination hex regardless of whether the maneuver succeeds or fails. A failed maneuver, however, causes damage to the wings. If the roll fails, each wing will take one hit of fracture damage (see *Applying Damage*, p. 36 and damage template) to its leading edge for each point of required deceleration over the current maximum.

The target number for stalling the plane is 8 (base target number) + (required deceleration over current maximum) - Natural Touch skill + 2 (if pilot is shocked).

Random Movement

A failed Pushing the Envelope roll is the most common reason for random movement. To resolve random movement, use the following procedure.

For each point of speed of the failed maneuver, the plane must move forward one hex. For each new hex entered, roll a die and consult the Facing Change Table.

For each hex face change made during the ran-

dom movement, the plane suffers fracture damage to the leading edge of the outside wing of the random turn (the port wing for starboard turns; the starboard wing for port turns).

For example, Pilot Condor attempted a 3R0D maneuver. This pushed the Gs by 2, and he failed the saving roll. He must now move randomly. The speed of the attempted maneuver was 3, so Pilot Condor must move three hexes. First, he moves straight one hex and rolls the die to see how many hexsides he must rotate. He rolls a 10, and so must turn 2 hexsides to the right, because the failed maneuver was a right-hand turn. Pilot Condor now moves forward another hex and makes his second die roll. This time he rolls a 9 and must turn another 2 hexsides to the right. Pilot Condor now moves forward for his third hex and rolls again. This time he rolls an 8 and must make another 2-hexside rotation. Pilot Condor's random movement is now complete—he's right back where he started. Because he was forced to make six hexside rotations during his random movement, he must take 6 fracture damage bits to his port wing.

RANDOM MOVEMENT FACING CHANGE TABLE

Die Roll Result	Facing Change
1-3	No facing change
4-7	Plane rotates 1 hex side in the direction of the failed maneuver*
8-10	Plane rotates 2 hex sides in the direction of the failed maneuver*

* For a straight maneuver, roll a die. On an even number, the plane will rotate to the right; on an odd number, the plane will rotate to the left.

COLLISIONS

Random movement, poor piloting or chance may result in more than one plane sharing a hex, or a plane sharing a hex with a non-piloted object.

The Object Target Number Table suggests base target numbers for planes and non-piloted objects. All players should agree on the base target numbers to be used in their game before beginning play.

When teammates can communicate via radio, they can avoid collisions. But if a radio is damaged, or an enemy plane or some other object shares the hex, all aircraft must check for collisions.

Piloted Objects

If more than one enemy or radio-damaged plane ends its movement in the same hex, each pilot must choose a number between 1 and 10. Players may choose a number by hiding a die behind their hands and placing a number face up, or use any other method all players agree on. The chosen numbers are revealed simultaneously. If any planes have the same number, they have collided.

When teammates must check for collision, they must roll a die rather than choosing a number.

Pilots/Wingmen: Lead pilots and their wingmen are the exception to the above rules; because of their unique relationship, it is impossible for a pilot and his wingman to collide with each other.

Non-Piloted Objects

If a pilot finds himself in the same hex as a non-piloted object such as a zeppelin engine pod or a building, he must roll to avoid colliding with the object. The target number to avoid collision is 10

– (object's base target number).

If the roll succeeds, the pilot successfully avoided the object. If the roll is a failure, the pilot has collided with the object and the pilot must eject to save his life.

For example, a zeppelin engine nacelle is a small object, so it has a Base Target Number of 7. If a plane ends its movement in the same hex as the engine nacelle, the pilot must roll equal to or higher than 3 to avoid crashing into the engine. A building is a very large object with a Base Target Number of 1, so the player must roll a 9 or higher to avoid the building.

Damage from Collisions

Any aircraft involved in a mid-air collision is considered destroyed, and the pilot and/or gunner must bail out to survive.

Optional rule: If all players agree at the beginning of the mission, collisions can inflict damage as flak attacks instead of instant destruction. In this case, subtract the object's base to-hit number from 14. The result equals the number of flak attacks worth of damage the collision causes. Roll a damage location for each flak attack based on the angle of the collision.

For example, Ivy Iverian, in a plane with a Base Target Number of 7, collides with her nemesis, Joe "Badboy" Dukes, who is piloting a plane with a Base Target Number of 4. Iverian's plane will suffer collision damage of $14 - 4 = 10$ flak damage hits. Badboy Dukes' plane will suffer $14 - 7 = 7$ flak hits for his collision damage. The location of each flak hit would be determined by rolling on the appropriate Hit

OBJECT TARGET NUMBER TABLE

Object	Suggested Target Number
Planes	1–10
Small planes have high target numbers, large planes have low target numbers	
Zeppelin engine nacelle; other stable, small objects	7
Trains; large objects with predictable movement	3
Buildings; large, immobile or slow-moving objects	1

Location Table. Based on their facings, in this collision, Iverian takes damage on the Nose table and Dukes takes damage on the Port Front table.

TAILING

Position is everything in a dogfight, and getting into a tailing position can be of critical importance. A tailing aircraft has the advantage of aiming at a target with low relative motion (or angular velocity), and can better anticipate his target's movement.

In order for one pilot to tail another, both planes must be facing the same direction, the following plane must have the leading plane in its front arc AND the following plane must be in the leading plane's rear arc and the planes must be within 3 hexes of one another. If two planes are in the same hex, the slower plane is considered to be behind the faster plane and so is in a tailing position. A shocked pilot may not tail.

If all conditions are met for tailing, then the pilots' relative skills and certain other modifiers determine how much information the tailing pilot will learn about the leading pilot's plotted movement. The tailing pilot determines how much information he will receive by calculating the Tailing Number, using the following formula: Tailing Pilot's Sixth Sense skill - Target Pilot's Sixth Sense skill + 2 (if target plane is smoking) + 2 (if target pilot is shocked).

If the Tailing Number is less than 0, the target pilot must reveal the direction of his maneuver; Left, Right or Straight.

If the Tailing Number is equal to or greater than 0 and less than 3, the target pilot must reveal the direction of his maneuver and his speed.

If the Tailing Number is equal to or greater than 3, the target pilot must reveal his destination hex (which includes the direction and speed), but not his final facing.

In Diagram B, Ivy Iverian is in Badboy Dukes' rear arc and within 3 hexes of his plane, but does not have Dukes in her front arc, so she is not in a tailing position. The second diagram shows that in the next turn, all conditions for

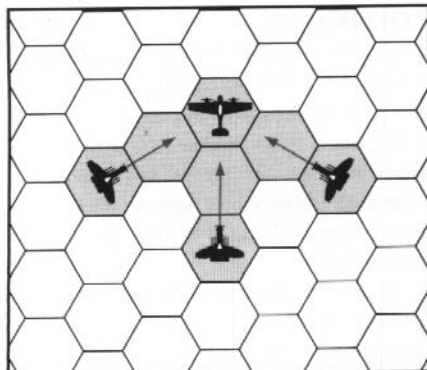


Diagram A: Valid tailing positions

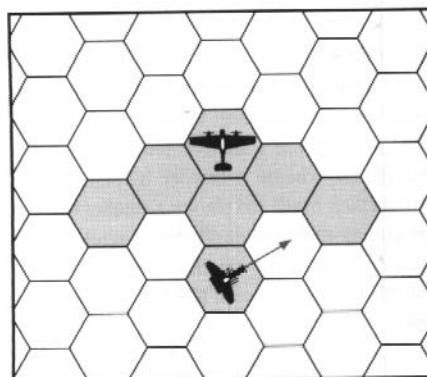


Diagram B: No tailing opportunity

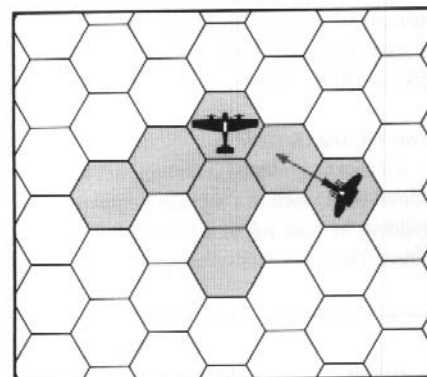


Diagram C: Valid tailing position

tailing are met and Dukes must reveal maneuver information for his next move.

Iverian now calculates her Tailing Number. Iverian's Sixth Sense skill is 5, Dukes' is 6. The tailing number would be $5 - 6 = -1$. Badboy is

planning to do a 4L3C maneuver, and would have to tell Iverian he was going left.

If Dukes' plane was smoking, the Tailing Number becomes $5 - 6 + 2 = 1$. Now Badboy has to tell Iry Iverian both his speed (4) and direction (left). If Badboy was also shocked, the tailing number becomes $5 - 6 + 2 + 2 = 3$. Now he must reveal his destination hex, which is 4L3. He does not have to reveal his final facing.

BAILING OUT

A pilot can bail out safely if he or she plans to do so. When plotting movement, a player may write "Bail" and a valid speed in the turn record. When movement is resolved, the pilot has successfully bailed out and lands safely; the plane will continue forward in a straight maneuver at the speed plotted. The plane is removed from play at the beginning of the next Movement Phase unless it is being used as a projectile to attack a target (see *Plane As A Projectile*). The pilot gets no Experience Points for a safe bailout.

Plane As A Projectile

When bailing out during a Movement Phase the player may "aim" his or her aircraft at a target in a last act of vengeance. But as with most things in

life, vengeance takes planning. The longer the pilot steers the plane at the target, the better the chance of it actually hitting the target. And of course, large, slow-moving objects are easier to hit than small fast ones.

When using his plane as a projectile, the player must plot an SA move as when bailing out. If, at the end of the Movement Phase in which the pilot intends to bail out, the abandoned plane is in the same hex as its target, it has a chance of hitting the target. The target number for hitting a target with a plane is (target's base to-hit number) + (attacking plane's base to-hit number) - (number of hexes moved straight at the target; this may be over several turns).

For example, a pilot's plane has a magnesium round burning its way toward a fuel tank. He has only three turns to live, so he points his aircraft at the enemy zeppelin's engine nacelle and rides it out to the last moment. The target number for determining if the attack is successful equals (his plane's base target number 6) + (the engine nacelle's base target number 7) - (the pilot stayed on target for 3 turns, moving 2 hexes each turn); so $6 + 7 - 6 = 7$.

COMBAT BAILOUT TABLE

Situation	Base Target Number
Fuel tank explosion	20
Mid-air collision	18
Fuselage "cored"	16
Wing sheared off	14
Engine destroyed	12
Modifiers	
If bailing out while suffering from shock	+2
For each previous combat bailout	-1 per bailout (maximum 4)
For attempting to rescue special momento from cockpit (for example, photo of girlfriend/boyfriend)	+1
For attempting to rescue contents of cargo area, including faithful dog	+3
	- Sixth Sense skill
	- Quick Draw skill

LANDING MODIFIERS TABLE

Situation	Modifier
If any of the required landing gear is damaged	+3
If either rudder is damaged	+2
If both rudder controls are damaged	+3
If not on surfaced road or runway	+2
If either of the flaps are damaged	+1
Per pilot wound	+1

GROUND LANDING TABLE

<i>Die Roll Result</i>	<i>Landing Mishap</i>
5+	Plane flips and is destroyed. Pilot loses 2 points of Constitution.
3-4	Plane grinds into the ground; the wings and all components in the wings are destroyed. Pilot loses 1 point of Constitution.
1-2	Plane noses down and skids to a stop. All nose weapons are destroyed and the engine is damaged.
0	Plane lands safely

ZEPPELIN LANDING TABLE

<i>Die Roll Result</i>	<i>Landing Mishap</i>
5+	Plane crashes into zeppelin, destroying the plane and ripping open one of the zeppelin's helium cells. Pilot must bail out using a base target number of 14 (see <i>Combat Bailout</i> , p. 31).
3-4	Plane crashes into the zeppelin, ripping off both wings and coming to rest inside the airship. All wing weapons and components are destroyed. Pilot loses 1 point of Constitution.
1-2	Plane slams into zeppelin landing structure, destroying the plane's nose. All nose weapons and the plane's engine are destroyed.
0	Plane lands safely.

Damage

If the plane hits the target, it will inflict a great deal of damage, represented as a number of hits as from a flak rocket. To determine the number of "flak" hits, subtract the plane's base target number from 14; for example, if your fighter has a Base Target Number of 6, it would inflict 8 hits to the target. Non-piloted objects take a number of points of damage equal to the damage template of the attack (see *Gas Cells*, p. 46).

Combat Bailout

If a plane is destroyed, the pilot may try to escape the wreckage, but a combat bailout is far from safe. Use the Combat Bailout Table to determine the target number for making a successful combat bailout. A successful die roll result means the pilot escaped safely. A failure means the pilot goes down with the ship. The modified target number for successfully bailing out is (base target number of situation) +/- (appropriate modifiers) - (Sixth Sense skill) - (Quick Draw skill).

For example, Nathan Lucas's wing is sheared off while he is in shock from a sonic rocket, but he insists on rescuing the picture of Mabel, his sweetheart. The calculation to successfully hit the silk is Base Target Number 14 (wing sheared off) + 2 (shocked) + 1 (rescuing momento) - 5 (Sixth Sense) - 6 (Quick Draw) = 6.

LANDING

Once the engagement is over, the survivors return home and attempt to land either on the ground or on the squadron's zeppelin. Landing on

the ground is a fairly straightforward proposition. Landing on a zeppelin requires more skill. To land on a zeppelin, a plane must fly under the airship and attempt to catch the landing gear on top of his plane (essentially a big eye for a hook) on the fighter landing hook of the zeppelin. Cables that narrow to a V at the landing hook guide the plane's landing gear to a rail, where the zeppelin's landing gear can catch the eye. Once attached to the landing cable, the fighter is rotated into the zeppelin's cargo hold.

The target number for a successful landing is 4 + (appropriate modifiers from Landing Modifiers Table) - Natural Touch skill.

If the target number is equal to or less than 0, the landing is automatically considered a success and no die roll is required. A pilot with a Natural Touch skill of 3 or less must always make a roll to land. A plane with any type of damage must make a roll to land—even the most skilled pilot may wreck an already damaged aircraft.

A successful roll means the pilot has landed the plane safely. A failed roll means some mishap has occurred on landing. To determine what happened to a plane on an unsuccessful landing, subtract the die roll result of the landing roll from the target number for that roll and consult the the appropriate landing table.



'SAY! THAT IS A BIG GUN!'

COMBAT



The destruction of the enemy is the main goal of *Crimson Skies*. The following rules describe how to find and hit a target, inflict damage and ultimately shoot down enemy aircraft.

MAKING AN ATTACK

In a single combat round, the pilot/gunner may choose to fire any or all of either his machine guns and cannons or the launched weapons (rockets and bombs) under his control. If the pilot/gunner chooses to fire machine guns, he may fire any and/or all of his guns at a single target.

If the pilot/gunner chooses to fire his launched weapons, he can mix and match his attack. He may fire any and/or all of his lethal rockets or bombs at a single target. He can fire any and/or all of his non-lethal rockets or bombs at any number of target hexes, or he can do both. See *Deployed Weapons*, p. 41.

What Is A Valid Target?

A pilot may attempt to shoot any target in the hex column directly in front of his aircraft to the limit of his weapon ranges (see *Weapons*, p. 40). Targets to the left and right of this column cannot

be targeted by a direct attack. Any object that blocks movement also blocks weapons fire. Planes and small airborne objects do not block weapons fire.

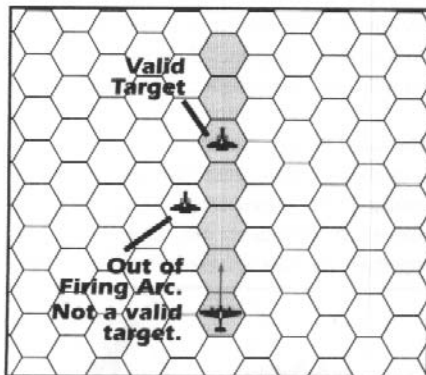


Diagram: Forward firing arc

Certain circumstances must exist for two planes in the same hex to be able to fire at each other. If they face each other head-on, they may each fire. If they are facing the same direction, the slower plane may fire at the faster. No other orientation offers a valid target for two planes in the same hex.

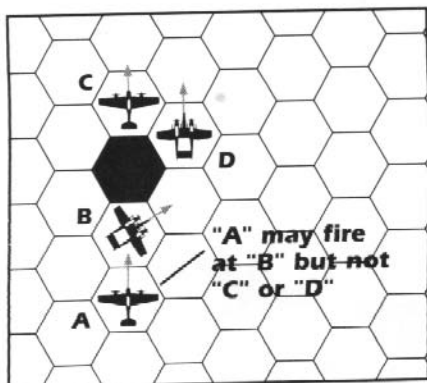


Diagram: Obstructed and unobstructed firing arcs

If both planes are facing the same direction and are going the same speed, the pilot with the higher Natural Touch skill can fire at the tail of the other plane. If the pilots have equal Natural Touch skills, neither can take a shot at the other; the pilots may salute each other or make other gestures.

Planes cannot fly through certain hexes because of terrain features, buildings or other objects. These hexes are marked by a dot in the center of the hex. When checking for line of sight, simply lay a straightedge between the center of the two hexes in question. If the straightedge passes through any hex with a dot, line of sight is blocked. If the line passes along the hexside of a hex with a dot, line of sight is not blocked.

Who Goes First?

Unlike the simultaneous Movement Phase, the Combat Phase is sequential. Because damage takes effect immediately, who fires first is very important. The pilot with the highest Quick Draw

skill resolves his combat first. If using the optional Quick Draw rule (p. 18), remember to count any Experience Points allocated to the skill. In the case of a tie, each player rolls a die, and the player with the highest result goes first.

Each pilot should resolve all of his combat before the next pilot resolves his or her combat. After all pilots have resolved their combat, all aircraft turrets resolve their combat, followed by all zeppelin turrets and all ground-based turrets. All these attacks are resolved in order of highest Quick Draw skill to lowest.

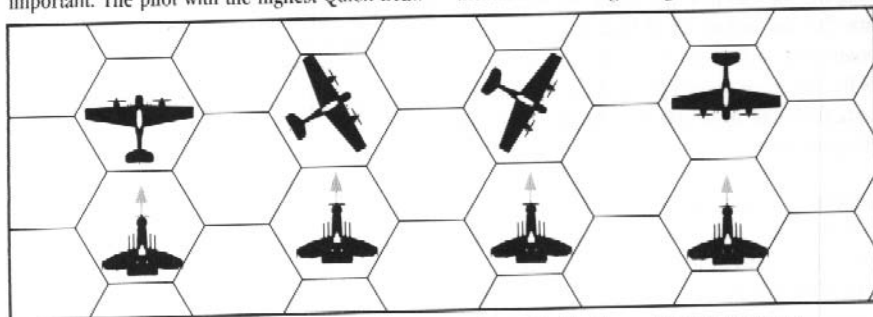
For example, Ivy Iverian and Badboy Dukes have each other in their gunsights in a head-on attack at a range of 2 hexes. Iverian has a Quick Draw skill of 4. Badboy also has a Quick Draw skill of 4. Because their skills are tied, the players each roll a die to see who goes first. Ivy rolls a 7 and Badboy rolls a 2, therefore Ivy Iverian has the first shot.

If using the optional Quick Draw rule, Iverian has a Quick Draw skill of 4/25. Dukes has a Quick Draw skill of 4/30. In this case, Badboy Dukes has the higher skill and gets the first shot.

Attack Procedure

Use the to-hit rules to determine the total number of hits. See *Determining A Hit*, p. 35.

Make one roll and consult the Hit Location Table to determine where all machine gun hits will fall, or make one roll for each individual rocket to determine where it will hit. Each roll on the Hit Location Table refers to a specific damage table on the aircraft damage diagram. See *Determining*



Deflection Modifier 0

Deflection Modifier 1

Deflection Modifier 3

Deflection Modifier 2

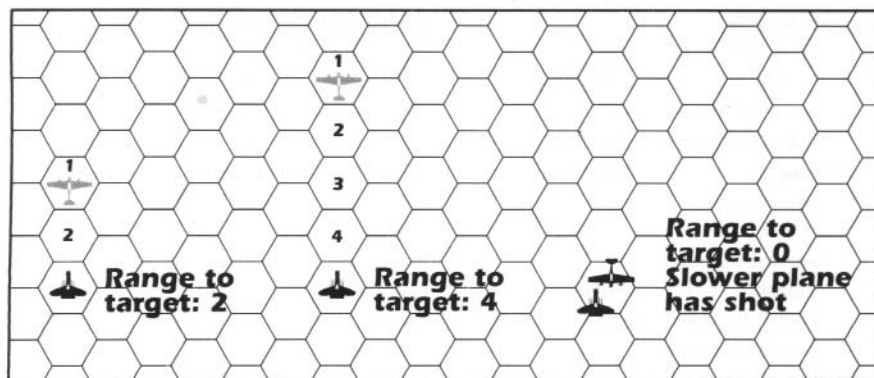


Diagram: Range modifiers

Damage Location, p. 36.

Roll a die to determine the column number on the damage table where the shot hits. This result also determines where to lay the damage template. See *Applying Damage*, p. 36.

Determining A Hit

All combat follows the same procedure. The attacking player must roll greater than or equal to the final to-hit number for each weapon fired in order to hit. A roll of less than the final to-hit number is a miss. The to-hit number consists of a base number for the target's plane and the appropriate modifiers, as described below.

The to-hit number is equal to (target's base to-hit number) + (deflection modifier) + (range modifier) - (pilot/gunner Dead Eye skill) + (weapon modifier) + (shock modifier).

Target's Base To-Hit Number

Every target has a base to-hit number. For the filled-out record sheets included in this boxed game, this number is printed on the record sheet for each plane. This number represents the target's size and maneuverability, and ranges from 1-10. The higher the base to-hit number, the more difficult the target is to hit. See the suggested object target numbers in *Collisions*, p. 27. See also the construction system, p. 63 in AAW's *1937 Aircraft Review*.

Deflection Modifier

The angle of attack is important in air-to-air

combat. The most accurate shots are those with the least amount of relative motion. In other words, flying right behind a target offers the best shot, while flying at an approaching off-angle is the worst. Each angle of deflection requires a modifier, as shown in the Deflection Modifier Table.

DEFLECTION MODIFIER TABLE

Angle of Attack	Modifier
Directly behind (both planes facing same direction)	0
Rear arc, 1 hexside left or right off center	+1
Nose to Nose	+2
Front arc, 1 hexside left or right off center	+3

Range Modifier

The range modifier is +1 for each hex to the target. Count the hexes between the planes, starting with and including the hex occupied by the target plane, but not including the hex occupied by the attacking plane. A target in the same hex has a range modifier of 0.

Dead Eye Skill Modifier

Subtract the Gunner's Dead Eye skill from the running total of the to-hit number.

Weapon Modifier

Certain weapon classes require to-hit modifiers, as shown on the Weapon Modifiers Table.

WEAPON MODIFIERS TABLE

Weapon	To-Hit Modifier
Machine Guns	0
Rockets	+1
Deployed Weapons	
Bombs	Variable; see p. 44
Aerial Torpedo	Variable; see p. 45
Harpoon Rocket	+2

Shock

If the pilot/gunner is shocked, he suffers an additional +2 to-hit modifier to all actions.

A pilot may suffer shock from various events, including canopy hits, flare rockets, sonic blasts and wounds. Whenever there is a chance that a pilot/gunner will suffer shock, he or she must make a Constitution roll. The target number for avoiding shock is 10 - (character's current Constitution) + 2 (if already in shock).

If the player rolls above or equal to the target number, the pilot retains control of the airplane. If the roll result is a miss, then the pilot goes into screaming shock and the plane must make a straight maneuver next turn, not including the Immelmann (ISD).

For example, Ivy Iverian has lined up a machine-gun shot on Badboy Dukes. The to-hit calculation is as follows:

4 (target's base to-hit number) + 2 (deflection for a nose-to-nose shot) + 2 (range of 2 hexes) - 6 (Iverian's Dead Eye skill) = 2.

Doubling Down

If a pilot has a good shot or nothing left to lose, he or she may elect to "double down" on his machine guns. This allows the player to roll two to-hit rolls for each machine gun he chooses to fire in this manner. While this means that he may do double damage with each weapon, there is also a chance that the guns will jam. If either of the two shots misses, then the gun will be jammed. The

player takes both shots in the turn, even if the first shot jammed. The gun will be jammed starting the next turn until successfully cleared. Note jammed guns on the record sheet.

Clearing A Jammed Gun

Once a gun is jammed, it may not be fired until it is cleared. A player may attempt to clear all jammed guns in each turn, but this action is the only one the pilot or gunner can take during the Combat Phase. A character clearing a jammed gun cannot make an attack.

To clear a jammed gun, the player must roll against a target number of 8 - the character's Steady Hand skill.

Determining Damage Location

To determine which area of the plane an attack hits, the player must roll on the Hit Location Table, as shown on the reference sheet. Make this roll only once per attacking plane when using machine guns. Make this roll for each individual rocket hit.

Use the table that represents the attacking plane's attitude toward the target plane. For example, if the attacking plane is taking a shot at the target plane's left (port) side, against the leading edge of the wing, use the Port Leading Table. The die roll indicates in which section of the target's damage table the player must mark off the damage.

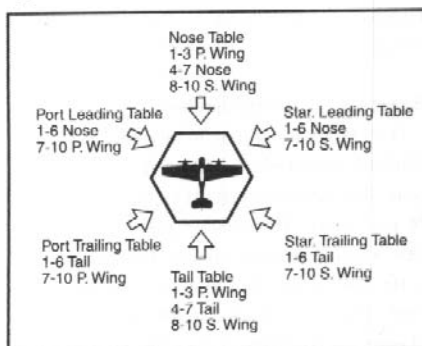


Diagram: Hit Location Table

Applying Damage

The core of the *Crimson Skies* damage system is the integrated damage table. This single table

shows both the status of the aircraft's armor and the condition of all the machinery required to keep it in the air and fighting.

Players can use various strategies to apply damage. In general, the order in which damage is resolved can have a significant impact on the destruction inflicted on the target. For example, you may want to resolve armor-piercing (AP) hits first in order to provide deep holes for high-explosive (HE), dum-dum (DD) and magnesium (MG) hits to penetrate. You might instead attempt to scrape away armor from the fuel tanks in order to hit that location with a magnesium round. While a player can resolve his hits in any way he chooses, rolling all his hits before applying any damage to the target allows him to apply damage according to a carefully thought-out strategy.

Damage Diagram

Each aircraft has six damage tables divided into ten columns and varying numbers of rows. Damage is recorded by filling in these boxes.

Boxes surrounded by bold outlines and labeled with a part of the aircraft represent internal and critical components of the aircraft and are referred to as damage locations. If any box within a damage location is filled in, the component no longer functions. Any exceptions to this rule appear in the descriptions of the damage locations (see *Internal Damage Effects*, beginning on p. 39).

Damage Template

The plastic damage template is a tracing template that illustrates the damage profiles that different weapons and ammunition loadouts inflict on targets. Some damage profiles are narrow and deep, while others are broad and flat. Each weapon damage profile has a centering arrow on its top edge that is used to align the profile to the column determined by the attacker's die roll. Use this template to mark off armor and internal components of the aircraft that are damaged by an attack.

The template also notes the weapon's range and zeppelin damage (see *Zeppelins*, p. 45).

Determining Column Hit

For each weapon hit, the attacker rolls a die to determine which of ten columns was hit by the incoming machine-gun round or rocket. The die roll result can be altered by an attacker with a high Steady Hand skill as shown on the Shifting Columns Table.

SHIFTING COLUMNS TABLE

Steady Hand Skill	Columns Shifted
0-5	NA
6-8	+/- 1 column
9-10	+/- 2 columns

For example, Pilot Condor with his newly improved Steady Hand skill of 6 has hit the Nose of a target with two 70-caliber AP rounds. His first column roll is a 3; because the attack destroys a gun in that column, he does not shift columns. His second roll is a 4. He decides to shift the hit by one column to 3, allowing the damage to penetrate deep into the internals of his target's forward fuselage.

Marking Off Damage

The damage of a machine-gun round or rocket always moves to the interior of the target. This means that the centering arrow on the damage template should always point to the horizontal center of the damage diagram. For the Nose Fuselage and Port/Starboard Leading Wing tables, the centering arrow will point toward the bottom of the record sheet. For the Tail Fuselage and Port/Starboard Trailing Wing tables, the centering arrow will point to the top of the record sheet.

Once the column hit has been determined, lay the template on the record sheet over the damage diagram, using the centering arrow to align the template with the designated column on the damage table. The top of the template should be centered on the first undamaged box. Mark off the boxes that show under the template to indicate that they are destroyed.

For example, the first damage box would be the first armor box on an undamaged plane or an interior box if the plane had already taken damage in that column.

If the attack hits in columns 1 or 10, part of the damage template may fall outside the damage diagram. This damage is simply lost. If the damage covers boxes already destroyed, the damage is also lost. If the damage template covers boxes in one of the other damage tables, it represents a lucky break for the attacker.

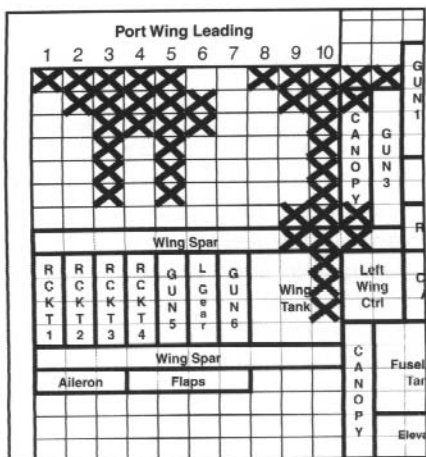


Diagram A: Illustrates the following hits in this order:

AP 70 in column 3

AP 60 in column 5

AP 70 in column 10

AP 60 in column 10

The last AP 60 hit damaged the wing tank and so the remaining boxes in that location should be marked off immediately, as shown in Diagram B.

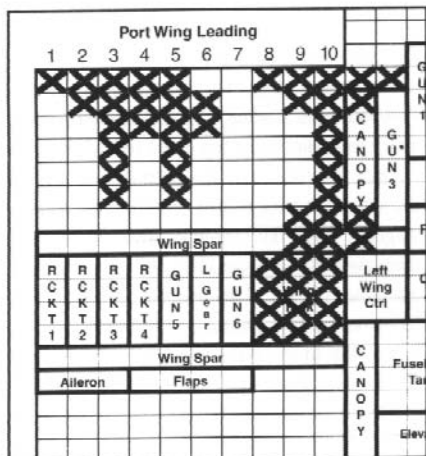


Diagram B: Damaged fuel tank is immediately marked off.

Not Widowed because of diagonal connection

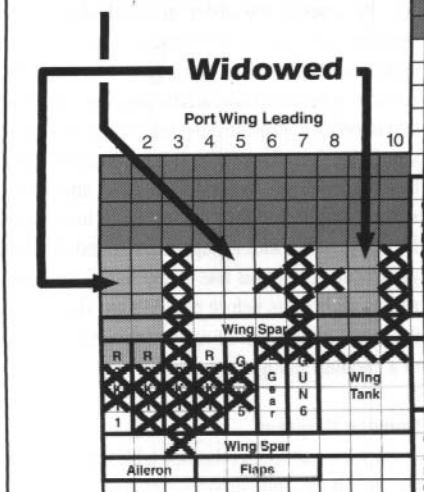


Diagram: Widowed damage

Widowing armor and internal components: If, after an attacker has resolved all of his hits, an area is surrounded by marked-off boxes and/or the edge of the damage table, that area is considered "widowed" and is destroyed. To be widowed, the damaged boxes must connect flat edge to flat edge; this connection cannot be on a diagonal. If you cannot trace a path of undamaged boxes from a location on the plane to the center of the plane, then armor has been widowed.

Widowing allows large areas to be destroyed without hitting each box. Because widowing takes place after all of one attacker's hits have been resolved, a second attacker who hits the target reaps the benefits of widowed boxes being removed.

Cutting a wing off or a plane in half: If damage can be traced from a front facing of the plane (port/starboard wing leading or nose fuselage) to a rear facing of the plane (port/starboard wing trailing or tail fuselage), the plane has been cut in half and is destroyed. This damage must connect flat edge to flat edge, not diagonally.

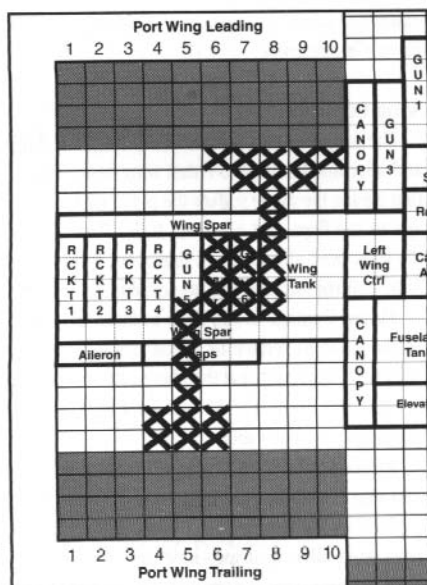


Diagram: When front and back damage connects, the plane is destroyed. In this, case the port wing has been sheared off.

Internal Damage Effects

For all internal damage locations, the first box filled in destroys the component. For example, the Engine Destroyed location contains eight boxes, but as soon as one of the boxes is marked off, the engine is destroyed. In other words, the first hit in an internal damage location breaks the critical component and the aircraft suffers the effect noted below. The remaining boxes in that location are not marked off until damaged by a hit, unless otherwise noted; they act as a sort of shield or additional armor to protect the remaining internal components.

Canopy

Every hit to the canopy (not every box marked off) requires the pilot to make a Constitution roll. Boxes lost through widowing are considered a single weapon hit. On fighters with turrets, rear canopy hits affect the gunner rather than the pilot.

Engine

Damage to an engine location (labeled Max Speed) reduces the maximum speed of the plane as indicated on the damage diagram. If the maxi-

um speed for the location damaged is higher than the plane's initial maximum speed, the damage does not affect the engine, but serves as additional armor. As soon as the engine is damaged, the plane may not move faster than the Maximum Speed for the location damaged. For example, if the first engine location damaged is Max Speed 1, the plane may only fly at a speed of 1. Because a plane's maximum acceleration is limited to its maximum speed, reducing the plane's maximum speed may also reduce its acceleration rating.

When the engine is destroyed, the plane will glide for a number of turns equal to its speed when the engine was destroyed. The plane will decelerate one speed level per turn; when the plane reaches a speed of 0, it will hang in the air for one more turn and then plummet to earth. While the plane is gliding, it can only perform straight (S) maneuvers, not including the Immelmann.

For example, if a plane was moving at a speed of 3 when its engine was destroyed, on the following turn it will move at a speed of 2, then 1, then 0. On the fourth subsequent turn, the plane dives for the ground.

Fuel Tanks

If a fuel tank takes damage, the tank immediately empties out and all the boxes are marked off, leaving a gaping hole in the aircraft. The next shot can then take advantage of the void.

If an undamaged fuel tank is hit with a magnesium round, the plane is destroyed. If the magnesium round will burn into the fuel tank on the current turn, the plane is destroyed at the end of the Combat Phase of the turn that the magnesium fire reaches the tank. A magnesium round that hits a damaged fuel tank inflicts its damage to the next undamaged boxes on the plane.

If all fuel tanks are destroyed, the plane acts as if the engine was destroyed (see *Engine*).

Guns

A hit to a gun location destroys the gun, and that gun cannot fire for the rest of the mission.

Landing Gear

Loss of the landing gear makes it more difficult for a surviving plane to land safely. See *Landing*, p. 31.

Pilot/Gunner

For each box marked off on the pilot/gunner damage location, the pilot/gunner loses 1 point of Constitution. Each time the pilot/gunner is hit, the player must make a Constitution roll using the reduced Constitution to avoid going into shock. When Constitution reaches 0, the pilot/gunner is dead.

Radio

A hit to the radio location destroys the radio and leaves the pilot with no communications. See *Collisions*, p. 27.

Rockets

A hit to a rocket location destroys the rocket.

Tail Controls

The tail controls connect the pilot to the rudder and elevators. Damage to this location means the plane suffers the penalties for damage to the rudder and elevators. If the elevators and rudder have already been damaged, a hit to the tail control location has no additional effect. If only the elevators or the rudder have been damaged, for a tail control hit the plane suffers the penalties for the destruction of the remaining undamaged component.

Elevators: Damage to the elevator reduces the plane's ability to perform high-G maneuvers. The G rating is reduced by 1 on the side hit. For example, if the port elevator is hit, the G rating of left maneuvers is reduced by 1.

Rudder: If one side of the rudder is damaged, the rudder is locked in that direction and the plane can only maneuver in that direction. If both sides of the rudder are damaged, the plane may only make straight maneuvers.

For example, Pilot Condor has a damaged right rudder, which means he can only perform R maneuvers. After a couple of turns, his left

rudder is also damaged. Now he can only perform S maneuvers.

Wing Controls

The wing controls connect the pilot to the flaps and ailerons. Damage to either wing control location means the plane suffers the penalties for damage to the flaps and ailerons. If the flaps and/or ailerons have already been damaged, a hit to the wing control location has no additional effect.

Flaps: Damage to the flaps reduces the ability of the plane to reduce its speed quickly. Damage to either flap means that the plane can only reduce speed by 1 level per Movement Phase without pushing the deceleration.

Ailerons: The loss of a wing's aileron reduces that side's maximum G rating by 1. For example, if a plane with a G rating of 3 takes damage to the right-wing aileron, it may now only perform 2-G right-turn maneuvers without pushing the Gs.

Wing Spar

The loss of a wing spar reduces the structural integrity of the aircraft and so reduces its ability to pull Gs. Each damaged spar reduces the G rating of the wing by 1.

Zeppelin Gear

Damage to the zeppelin location makes it difficult for the plane to land safely. See *Landing*, p. 31.

WEAPONS

Weapons in *Crimson Skies* break down into two basic types: weapons that are aimed (machine guns) and weapons that are launched or deployed (rockets, bombs and torpedoes).

Machine Gun Ammunition

Machine guns and the rounds they fire are rated by caliber (.30 cal, .50 cal, and so on). A machine gun can only fire the ammunition it is rated for; a .50 cal machine gun can only fire .50 cal ammunition. The range of machine guns is determined by the caliber, as shown in the Machine Gun Range Table. The ammunition type

Rockets

Each rocket hardpoint can mount a different type of rocket. Each rocket is a self-contained weapons system, capable of one shot and operating independently of other rockets mounted on the plane.

Armor Piercing (AP)

Armor-piercing rockets serve as the main battering ram of aerial attacks. These large rockets inflict significant damage by penetrating deep into the target plane.

High Explosive (HE)

High-explosive rockets explode upon impact, driving shards and fragments of metal deep into the target. They are most effective if fired after another type of round has penetrated into the interior of the aircraft.

Flak (FK)

Flak rockets allow a pilot to place a cloud of airborne shrapnel in a target hex, "channeling" his opponent's movement by effectively blocking certain hexes. If a pilot knows his opponent's movement, he can force his opponent to fly into a flak cloud. Flak rockets are fired at a target hex, rather than a plane, and automatically hit their target. The rocket explodes at the end of the Movement Phase in the turn following its launch, inflicting damage to everything in the surrounding

mega-hex and double damage (two hits) to anything in the target hex. The launching player determines damage for each affected plane, friendly and enemy. Use the hit location table indicated by the affected plane's orientation to the target hex. For example, if an enemy plane is in the "C" hex-side of the target hex, the damage will hit either the starboard wing trailing or the tail. If the affected plane is in the target hex, the damage is applied to the Nose-to-hit table.

Flare (FL)

Flare rockets blind enemy pilots, making them easier prey. Flare rockets are fired at a target hex rather than a plane, and automatically hit their target. The pilot of any plane directly facing or occupying the target hex (any pilot or wingman who can draw a straight line of hexes to hex of flare) must make a Constitution roll to avoid becoming temporarily blinded and shocked. A shocked pilot must choose a straight maneuver the next turn.

The launching pilot is immune to the effects of his own flare rocket, but it will affect his wingman if his wingman's position meets the requirements.

Sonic (SS)

The explosion of a sonic rocket creates a sonic blast that stuns pilots and makes them easier targets. Sonic rockets are fired at a target hex rather than a plane, and automatically hit their target. The pilot of any plane in the surrounding mega-

DEPLOYED WEAPONS TABLE

Weapon	Range (in hexes)	To-Hit Modifier	Hardpoints Required
Armor Piercing Rocket	4	+1	1
High Explosive Rocket	4	+1	1
Flak Rocket	7	—	.5
Flare Rocket	7	—	.5
Sonic Rocket	7	—	.5
Harpoon Rocket	1	+2	.5
Ultra-sonic Beeper-Seeker			
Beeper	7	+1	.5
Seeker	4	+1	1
Drill Rocket	7	+1	1
Aerial Torpedo	Variable (see p. 45)	Variable (see p. 45)	2
Bombs	1	Variable (see p. 44)	Variable

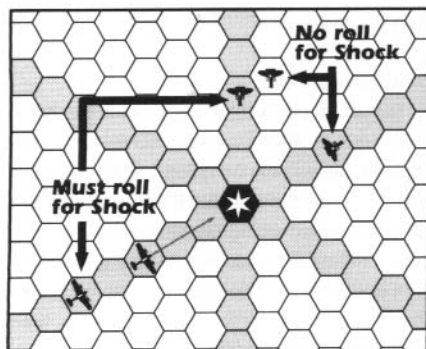


Diagram: Effects of a flare rocket

hex must make a Constitution roll to avoid becoming temporarily stunned and shocked. A shocked pilot must choose a straight maneuver the next turn.

The launching pilot is immune to the effects of his own sonic rocket, but it will affect his wingman if his wingman's position meets the requirements stated above.

Harpoon (HP)

The harpoon is used to snag objects from zeppelins and pick up objects from the ground. This is a very delicate maneuver. The pilot must hit the object with the harpoon, slow down as much as possible in order to lift the object, then accelerate in order to stay aloft with the object in tow. When all this happens under fire, you'd better be sure the object is worth all the risk and trouble.

The harpoon can only be used to grab an object from the ground, a building or a zeppelin. It cannot be used against other aircraft to inflict damage.

A harpoon rocket attacks using the same rules as high-explosive or armor-piercing rockets, with a to-hit modifier of +2. To successfully grab an object, the spring-loaded teeth of the harpoon must penetrate through the target's armor and open in its interior. On a successful to-hit roll, the harpoon has grabbed the object. On a failed roll, the harpoon and cable are lost. Once an object is successfully grabbed, the pilot must attempt to lift it.

Lifting Objects: In order to lift an object, the pilot must pull the object up with his plane with-

out breaking the tow cable or unseating the harpoon. The target number for lifting an object is (base target number of object) + (2 x aircraft's current speed) - Natural Touch skill + 2 (if pilot is shocked). On a successful lifting roll, the pilot has succeeded in grabbing the object and is towing it. On a failed lifting roll, the pilot dropped the object and lost the harpoon and cable.

Towing Objects: Towing any object reduces a plane's top speed by 2, to a minimum of 1. This means that a plane must be capable of a speed of 3 in the turn in which it plans to tow an object. If the plane's speed drops below 1, the pilot must cut the tow cable or crash.

While the plane is towing the object, any attacker that successfully hits the towing plane can designate either the plane or the towed object as the target. If the object is targeted, a hit location roll of 1 to 6 hits the object and 7 to 10 hits the cable. If the tow cable is hit, it breaks and the object drops to the ground. If the attack hit the object, apply a number of points of damage equal to the number of boxes in the appropriate damage template (see *Gas Cells*, p. 46). If the attacker chose to target the plane, apply damage as normal.

While towing an object, the pilot may not attempt any maneuver rated at 2 Gs or higher. Any such attempt breaks the cable, dropping the object and automatically inflicting stress damage equal to the attempted Gs - 1 to each forward wing damage table.

Dropping Objects: When dropped, the object lands in the hex behind the towing plane.

Ultra-Sonic Beeper-Seeker (BP/SK)

The ultra-sonic beeper-seeker rockets work as a set; one rocket emits a homing signal, and the other seeks this signal, homing in on whatever the signal is attached to. This combination of rockets is particularly deadly.

The beeper rocket is essentially an armor-piercing rocket equipped with an ultra-sonic transmitter. If the beeper rocket hits its target, it does no damage, but attaches a broadcasting device to the target. It will broadcast the ultra-sonic homing signal for the remainder of current turn and for four additional turns.

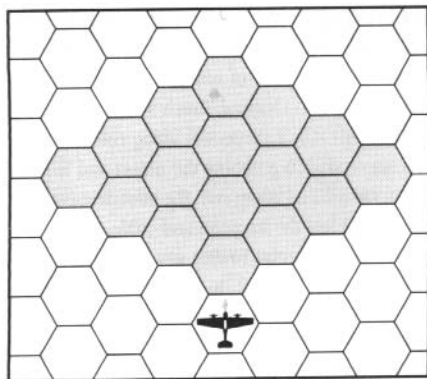


Diagram: Seeker rocket firing arc

The seeker rocket is essentially a miniature, radio-controlled, rocket-powered plane whose wings unfold upon launch. The seeker is directed to its target by an on-board ultra-sonic-seeking guidance system. When fired at a target tagged with a functioning beeper rocket, its firing arc widens to include the hexes on either side of the forward hex in a V shape. Although the seeker rocket is "smart" enough to move toward the transmitter, it is not sophisticated enough to avoid collisions. For this reason, the firing pilot must still have a clear line of sight to the target plane. The rocket can be fired as a standard AP rocket at any time.

When calculating the seeker to-hit target number, do not use a deflection modifier, but add the G rating of the target plane's last maneuver, reflecting the fact that high-G maneuvers help shake seeker rockets.

Because dogs can hear sounds on the ultra-sonic frequency, many pilots fly with their dogs in the cargo area as an early warning system to discover that their plane has been tagged with the beeper: when Fido starts barking, start pulling the

high-G maneuvers.

Drill Rocket (DR)

The drill rocket's flight winds an integral high-torque spring. When the rocket hits the target, the impact punches exterior spikes into the target to grab hold, then the drill head is driven into the target by the wound spring. On the initial hit, the drill rocket inflicts the damage shown by the damage template. Each turn after the initial hit, the rocket may to continue to drill inward by 4 boxes (one row 3 boxes wide, plus the center tip, in the shape of the bottom of the template). To determine if the drill keeps moving, at the end of each Combat Phase the attacking player rolls against a target number equal to $10 - (\text{range of the attack})$. On a success, the rocket will continue to drill. On a failure, the drill stops and will do no more damage.

Bombs

Bombs are essentially big hunks of high explosives dropped from diving planes. They are usually dropped in the same hex as the attacking plane, though they can be aimed at any adjacent hex. The Bomb Table shows the bomb sizes, the hardpoints required for a single bomb, the to-hit modifier and the damage from a successful hit.

The to-hit number for attacking with a bomb equals (target base to-hit number) + (bomb to-hit modifier) + 5 (if attacking an adjacent hex) - (pilot Dead Eye skill) + 2 (if pilot is shocked).

On a successful roll, apply damage normally. On a failed roll, the attack misses and the bomb scatters. Roll a die and use the scatter diagram to determine where the bomb lands. If a ground object occupies the hex the bomb lands in, apply damage normally.

BOMB TABLE

Size (in pounds)	Hardpoints Occupied	To-Hit Modifier	Damage
100	1	5	1 hit using AP or Flak rocket template
250	2	6	3 hits using AP or Flak rocket template
500	4	7	6 hits using Flak rocket template
1,000	8	8	12 hits using Flak rocket template

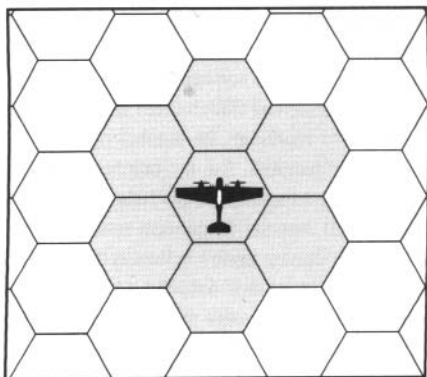


Diagram: Bomb target hexes

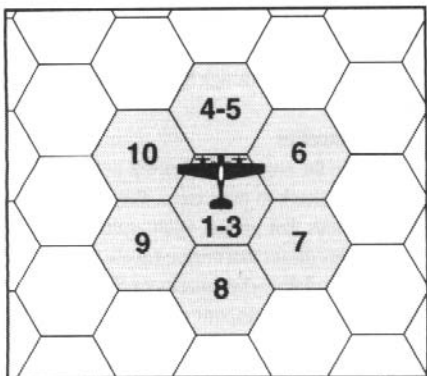


Diagram: Bomb scatter zone

Aerial Torpedo

The aerial torpedo is pretty much the deadliest weapon airmen can deploy. This large, limited-flight torpedo is aimed by the direction of the firing plane's travel as well as the skill of the pilot. In other words, the longer the attacking plane stays on target, the greater accuracy the torpedo has and the more likely it is to remain on target after released. The greatest difficulty of successfully firing the aerial torpedo is that your target quickly becomes clear to your enemies, and then your friends must protect you in order for you to not veer off the attack path. Because an aerial torpedo must travel the final distance to the target on its own, it can only be launched at stationary or effectively stationary objects.

The to-hit number for the aerial torpedo is (base target number of object) + (weapon modi-

fier of 5 + 3 for each hex traveled after deployed, minimum 1 hex) - (1 per hex the plane traveled in a continuous straight path before deploying) - (launching pilot's Dead Eye skill). The pilot may fly straight for several turns to accurately aim the torpedo and obviously, it is to the attacking pilot's advantage to get as close as possible to the target before releasing the torpedo.

On a successful hit, the torpedo inflicts damage equal to four AP rocket hits and using the AP template. All damage will hit the same damage table. Roll columns for each of the four hits individually.

For example, *Ivy Iverian* is on a torpedo run against the engine pod of a commercial zeppelin. She has performed three 3SA maneuvers in a row and is ready to release the torpedo at a range of 2 hexes from the target. The to-hit number is (engine nacelle target number of 7) + (weapon modifier of 5) + (range modifier of 6) - (3 points per hex moved for three 3SA maneuvers = 9) - (Dead Eye skill of 6) = 3.

ZEPPELINS

Zeppelins are huge airships consisting of a sturdy cloth stretched over an aluminum framework, kept aloft by enormous bags filled with helium or hydrogen. The massive ship is powered by engines supported in nacelles along the sides of the ship. These nacelles are protected by weapon turrets built on top of each nacelle.

There are minor differences between commercial and military zeppelins. Both have turrets carrying anti-aircraft weapons and are accompanied by a squadron of fighters for protection. In addition, a military zeppelin carries a battery of main guns, and the zeppelin itself is constructed from a reinforced "bullet proof" material that serves as a sort of armor.

Certain desperate bands of pirates are rumored to use hydrogen rather than helium to keep their zeppelins airborne, but the extreme flammability of that gas makes this choice very risky.

Movement

For purposes of *Crimson Skies*, zeppelins do not move around the board. However, they do

block fighter movement and attacks in the hexes they occupy.

Combat

The goal of an attack against a commercial zeppelin is to disable it and capture its cargo. The usual strategy for accomplishing this is to destroy the engine nacelles while inflicting minimal damage to the helium cells.

The goal of an attack against a military zeppelin is to destroy it, best accomplished by destroying the helium cells.

Combat between and against zeppelins uses the same rules as for fighter combat, with the following exceptions and special rules.

Gas Cells

The mid-sized zeppelins represented by the map have five independent gas cells. Because the cells are so vast, any pilot in range need only avoid rolling a 1 (automatic failure) to successfully hit a gas cell. A pilot in shock must add the standard +2 modifier to this roll, for a target number of 3.

Every round that hits a gas cell causes a leak, and thus a reduction in buoyancy. The gas cells are rated at 60 points each for a zeppelin total of 300 points (60 x 5 cells). The zeppelin remains air-worthy until the total points for the gas cells is reduced to 120 or less at which time the zeppelin plummets from the sky.

Against gas cells, a weapon inflicts a number of points of damage equal to the number of boxes in the weapon's damage template. There are two

numbers divided by a slash (labeled Zep. Dmg.) printed under the damage template of each weapon. Use the first number for gas cell damage against a commercial (unarmored) zeppelin. This number also represents the number of boxes in the damage template. Use the number after the slash for attacks against the gas cells of a military (reinforced) zeppelin. Magnesium rounds do not inflict burn damage against helium cells, only the damage shown by their template. (A magnesium round that hits a hydrogen gas cell causes a spectacular conflagration and completely destroys the zeppelin.)

If a gas cell is destroyed (reduced to 0 points), the cell has been shredded and the aluminum framework of the zeppelin is exposed. Planes may now fly and attack through the zeppelin.

Engine Nacelles

Because the engine nacelles will be the primary focus of attack in most cases, they are covered in heavy mats that protect them against shrapnel attacks. This means that engine nacelles cannot be damaged by flak rocket attacks or flak barrages. All other types of weapons affect the nacelles as normal.

To hit the engine nacelle, make a to-hit roll against a target number of 7, using all standard modifiers, but no deflection modifier.

If an attacker is facing the zeppelin when firing at another plane or at an engine nacelle, any shots that miss the target will hit a gas cell. For any failed to-hit rolls for shots fired at targets between the

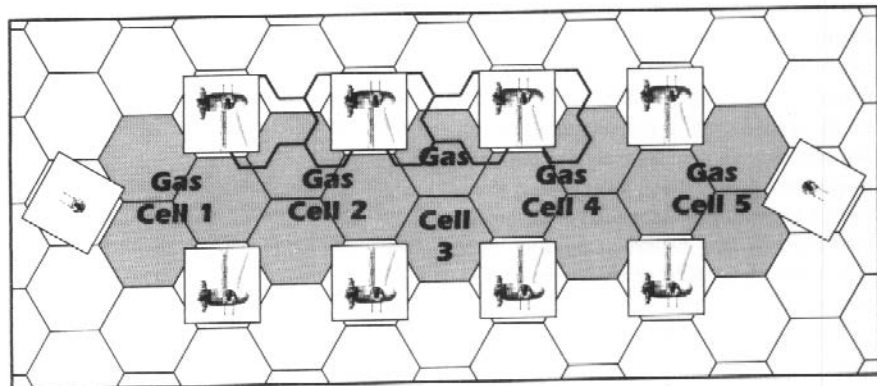


Diagram: Zeppelin gas cells

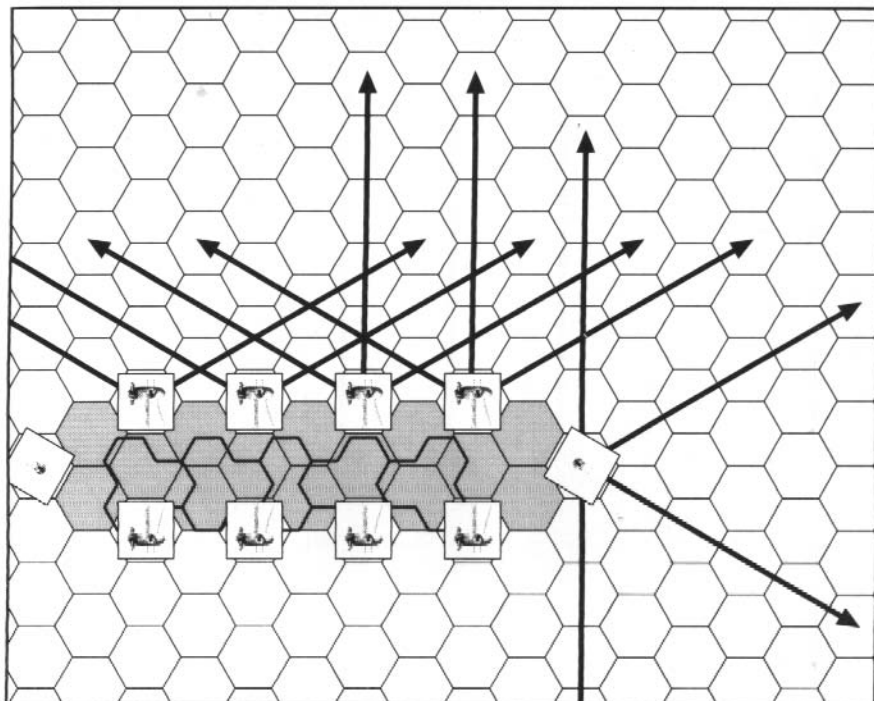


Diagram: Zeppelin gun pod firing alleys

attacker and a zeppelin, the ordnance will continue past the target in the same hexrow and hit the first undamaged box of the gas cell on that hexrow.

Turret Attacks

The anti-aircraft turrets each carry one or two machine guns or a flak cannon. The machine guns can be of any caliber. The turret-mounted guns have a range 2 hexes longer than the plane-mounted version. For example, an airplane-based 70 cal machine gun has a range of 3 hexes; the zeppelin version has a range of 5 hexes.

The firing direction of turrets is established after all movement is resolved. Turrets always fire last in a combat. The port and starboard engine nacelle-mounted guns can rotate to fire into three hexrows. The bow- and stern-mounted turret guns can rotate to fire into four hexrows.

Main Gun Attacks

The main batteries are primarily intended for capitol ship action or large-scale ground bombardments. There are three main battery guns per side of the zeppelin (left and right). Each turn, each gun can fire one flak round to a range of 8 hexes. In anti-fighter roles they fire suppressive flak, filling the sky with shrapnel. These flak barrages work just like fighter-based flak rockets; they are aimed at a target hex, automatically hit that hex, and explode at the end of the Movement Phase in the turn after being fired. They inflict damage to everything in the surrounding mega-hex and double damage (two hits) to anything within the target hex. Fighters can avoid the hexes targeted by a flak attack, but this barrage produces such a dense flak cloud that it may prove difficult to fly around.

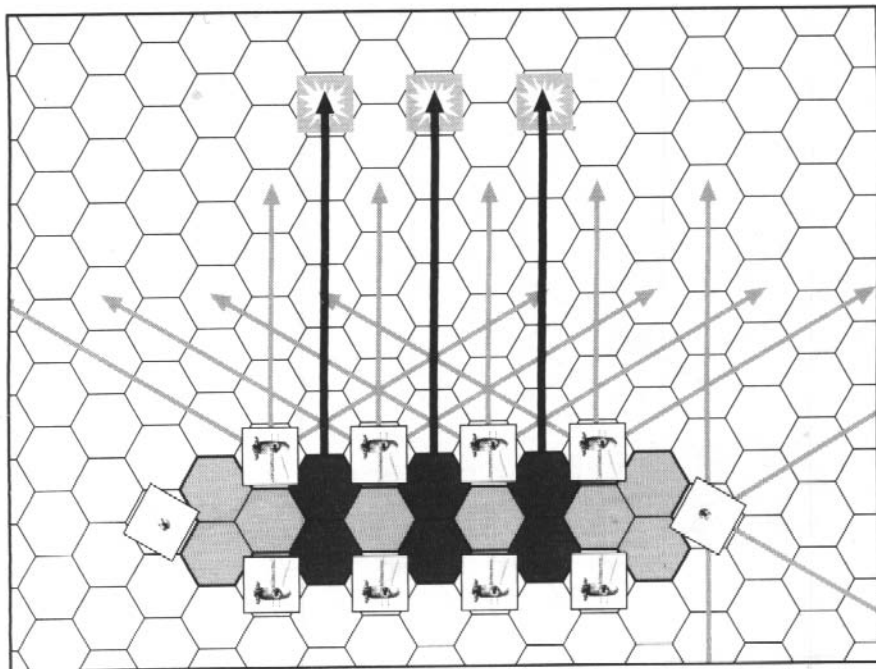


Diagram: Military zeppelin flak alleys

Zeppelin Gunners

Zeppelin gunners are subject to shock from flare rockets or sonic detonations. Gunners are considered to be facing the hexrow toward which the gun is pointing. All zeppelin gunners are considered to have a Constitution of 2, modified by +3 to account for the protection they receive from the equipment surrounding them, for an effective Constitution of 5. If a gunner becomes shocked, the gun counter is turned over for the turns he or she is in shock to indicate that the gun cannot fire that turn.



Calamity Jane





Your Best Line of Defense

Fragile alliances and the constant threat of pirate raids make the security of your zeppelin's passengers and cargo an uneasy gamble—and counting on the local militia isn't always your safest bet. To protect your sizable investment, call Blake Aviation Security.

Blake Aviation Security is a full-service security firm whose experienced team will work with your company to develop a security solution that fits your needs.

When it comes to getting the job done, Blake Aviation Security prides itself on a history of prompt, professional service and minimal collateral damage to our clients' property.

Blake pilots undergo extensive background checks and are fully licensed in *at least* one recognized North American nation. Additionally, every pilot must complete the rigorous and comprehensive aerial-combat training program developed by our founder, "Paladin" Blake.

Real-life dangers make aviation security a serious concern, and this is why Blake Aviation Security was founded. To ensure the safety of your passengers and cargo, trust us to be your best line of defense.



BLAKE AVIATION SECURITY
THE ONE TO COUNT ON

World America's #1 Publication Covering Topics Important to Aviators and Aviation

Air Action^{Weekly}

WINTER 1936 - SPECIAL EDITION

ES, DC, PC 45¢ / HW, TX, DX 30¢ / ISA 55¢ / CAN 75¢

*The Black Swan and her
Curtis-Wright J2 Fury*

AAW Profiles:

Warriors of the Air

*Eight of Today's Most Celebrated
(and Feared) Aviators!*



PLUS! The Black Swan, Pirate or Privateer?



**SURPRISE
ATTACK**

EDITORIAL 5

Up in the Skies: Warriors of the Air 5

HISTORY 7

The Fall from Glory 7

GEOGRAPHY 11

Crimson Skies Over America 11

WARRIORS OF THE AIR 15

Major Loyle "Show Stopper" Crawford 17

Scenario: Best Show in Town 20

The Black Swan 21

Scenario: Egg Hunt 24

Soloho Salawa 25

Scenario: Smuggler's Run 28

"Marshal" Bill Redmann 29

Scenario: Crossover 32

Comrade Aaron "Easter" Whittaker 33

Scenario: The Dogfight 36

Jonathan "Ghengis" Kahn 37

Scenario: Torch Song 40

Charlotte "Charlie" Steele 41

Scenario: Steal the "Bacon" 44

Colonel Beauregard "Rapier" Travis 45

Scenario: Ebony and Ivory 48

NEWS IN BRIEF 49

News 49

World Events 50

Entertainment 51

Society 54

"The World Today ... " 55

Universe Concepts

Jordan Weisman
Dave McCoy

Universe Creation

Jordan Weisman
Michael A. Stackpole
Loren Coleman
Chris Hartford

Game Design

Jordan Weisman

Game Developer

L. Ross Babcock III

Additional Game and Universe Development

John Howard
Derek Carroll
Tom Peters
Victor Bonilla

Warriors of the Air

Special Issue written by:

Loren Coleman
Michael A. Stackpole
Jordan Weisman
L. Ross Babcock III

Aircraft of North America

Special Issue written by:

Chris Hartford

Aircraft Design System

L. Ross Babcock III

Editors

Sharon Turner Mulvihill
Diane Piron Gelman
Derek Carroll

Art Directors

Jordan Weisman
Dave McCoy
John Howard

Graphic Designer

John Howard

Aircraft Design and Modeling

Lex Story
Dave McCoy

Aircraft Computer-Generated Images and Maps

Dave McCoy

Pilot Photo Compositing and Retouching

Dave McCoy
Tom Peters

Aircraft Blueprints

Victor Bonilla

National Flags, Emblems, and Pilot Insignia

Victor Bonilla

Pilot Photos

Producer:	Bob Fagan
Photographer:	Tamara Staples
Stylist:	Laura Holland
Make-up artist:	James Bochner

Crimson Skies Web Site (www.CrimsonSkies.com)

Derek Carroll

PlayTesters

Bryan Nystul
Randall N. Bills
J.M. Albertson
David Abzug
Scott Janssens
Derek Carroll
John Howard
Victor Bonilla
Tom Peters
Sam Russell
The Singapore Longshoremen
Tom Evans
Scott Hopkins
John Kielman
Chris Smith
Christoffer "Bones" Trossen

A special thanks to J.M. Albertson for moving us from Europe to America and to Mitch Gitelman and Heinz Schuller for being there at the painful beginning.

On a personal note, I would like to thank all of the people who have worked at nights and on weekends to bring this common dream to life. A game may seem to be a small thing to be called a common dream, but it has indeed been a dream to work with such a talented group from around the world on a universe that has become an extension of all us. Thank you for what has been and I hope will continue to be a very rewarding experience.

Jordan Weisman

P.S. To all the wives, husbands, children, and significant others, (in my case Dawne, Zach, Nate, and Lucas) - thanks for not clipping our wings and letting us fly

FASA Corporation
1100 W Cermak Rd. Suite B305
Chicago, IL 60608

© 1998 FASA Corporation. All Rights Reserved.
Crimson Skies is a Trademark of FASA
Interactive. Used Under License.

Up in the Skies: Warriors of the Air

Air Action Weekly does not shy away from controversy. Conflict defines our existence, just as it does for the pilots and planes we feature every week. We'd like to believe that our readers have come to expect and appreciate our unbiased coverage of combat in the skies over the North American nations—coverage that only AAW has delivered since the Collapse and in the shadows of continuing conflict. Despite all that, though, we can't help but wonder how many pilots ripped this week's magazine from the rack with cries of, "This time you've gone too far!" after getting a look at the cover. And how many pilots tore the cover off?

The Black Swan? A pirate? This year's feature pilot?

Absolutely!

Air Action Weekly is about air combat, and the men and women who rise gloriously into the skies or tailspin back to earth. We've labored long and hard this year to bring you the straight facts on eight of the continent's top aces. Every one is an elite pilot and a deadly gunner; each also has a flair or style that sets them above their peers. These people are role models, good and bad, whose personalities often define entire militias and even nations. So we expect cries of indignation from the Maritime Provinces down to the Kingdom of Hawaii. (None from you flyers in the Empire State, though, right? How does it feel to be in formation with the infamous Black Swan?) Moral outrage aside, however, few pilots can deny the Black Swan her place on the rolls of top aces. Known in every nation, she is feared by some and loathed by others. Her reputation precedes her in every hangar, aerodrome and tavern; the lady gets splashed across newspapers everywhere, and perhaps best represents the shades of gray that often dim the crimson skies of a dogfight.

Pirates and privateers who prey on the zeppelins that ship goods between states and nations have been a fact of life since the breakup of the old

United States. Two of our feature articles this week are reminders of those events and their aftereffects, which (for those who know their history) include the rise of the militia air wing to defend corporate and national interests from pirate marauders as well as from predation by rival militias. (And we're not even going to bring up the charges levied in various directions that certain militias are little more than privateers themselves.) Militias have at least the tacit approval of

a government for their raids and air strikes. Is it such a large step from militia pilot to privateer, and then to pirate? Ask "Marshal" Bill Redmann, once of the Texas Rangers. Or, if you value your life, try talking instead to Comrade Aaron Whittaker—failed farmer, rancher, raider and pirate, who is now an accepted and upstanding citizen of the People's Collective. If you can find her, ask the Black Swan if she belongs on the cover this



The Black Swan

week. We recommend trying out that question from a distance, though, and never from the cockpit of your plane.

So here's Air Action Weekly's 1937 Warriors of the Air issue, with write-ups on eight of North America's most colorful and deadly aces. The write-ups include available details on their wingmen, squadrons and lives. If you don't like the fact that three pirates grace the rolls, feel free to write and voice your complaint, but don't expect much in the way of a retraction. Pirates and privateers are still pilots, and there's only one way to keep them from our pages. Prove yourself by retiring them, and maybe you'll take their place next year. Either that, or your failure will add to their already impressive reputations. In the end, the only argument that matters is the one in the air.

Air Action Weekly is about air combat. Leave everything else on the ground.

Nero L. MacLeon
Editor, Air Action Weekly

THE Weekly

The Fall From Glory

Essay by Robert Garret, Ph.D., Manhattan, NY, Empire State

THE BEGINNING OF THE END

No one agrees on the first warning sign of the breakup of the United States of America. Many point to the secession of South Carolina that touched off the American Civil War in 1860. Others blame our Founding Fathers, who built so much compromise into our system of government in order to form one union, under God but certainly divisible. Those events, however significant they may have been to their own times, played no real role in the breakup of the United States and Canada into the current collection of twenty sovereign nations. It would be just as valid to argue that the single plane shot down in last week's dogfight proves that the entire squadron will be lost six months from now.

1920 saw a few of the first signs of the coming collapse, in the aftermath of the influenza epidemic that followed the Great War. America's involvement in "Europe's battles" and the loss of so many citizens to a disease brought back by returning soldiers fostered intense isolationism, both national and regional. President Wilson's push to form the League of Nations drew increasing fire from U.S. citizens, opening the door for Warren G. Harding's "New Independence from Europe" campaign. Harding called for greater separation from the world in general, and the Regionalist party adopted it as part of their platform. Many Regionalists who won office in that year used their new power to push forward their own programs; the most controversial of these was Prohibition, which in 1920 failed ratification as a Constitutional amendment.

Prohibition consumed the political scene for the next three years, with the split for and against it occurring largely along regional lines. Its political power undercut by the Regionalists, Washington's indecisiveness forced politicians to support efforts to sign Prohibition into law—or to outright reject it—for their own states. Harding's death in 1923 handed the presidency to Calvin Coolidge, who refused to get behind the wavering Federal Prohibition Bill. Without presidential support, the bill quickly died. The war against alcohol

that had polarized the country now turned into a regional fight. Checkpoints appeared on state borders as various state authorities tried to restrict the flow of alcohol into "dry" regions. Many states also used these checkpoints to levy unofficial and illegal tariffs.

The campaigns of 1924 reflected the growing shift in power from Washington to the statehouses as the individual states demanded more authority. State governments appropriated greater powers, and a too-late move by the federal government to prevent it failed. The result—stronger states and a weak central government—is exemplified by the 1924 Bluefield Incident, in which Kentucky and West Virginia started feuding with the coastal states of Virginia and North Carolina for control of the Appalachians, origin of much of the moonshine funneled up north. The Virginia National Guard captured a large Kentucky convoy outside the town of Bluefield, only to discover that their prize was a Kentucky guard unit running alcohol out of the Appalachians toward the West Virginia border. Though jurisdiction clearly belonged to Kentucky, the men were tried in Virginia on vague charges and jailed. Virginia refused Kentucky's request to transfer the men back to their home state, and later rejected a similar "suggestion" from Washington D.C. Only under the threat of U.S. Army intervention did Virginia finally release the prisoners to federal authorities, almost two years after their capture.

ON THE EDGE

Except for the Bluefield Incident and a few other isolated problems, the years from 1924 through 1927 were among the best the United States had known, as Regionalists stepped back from their programs and allowed the country a collective respite. Unemployment dropped to an

Harvard-educated Robert Garret flew for three years with the Broadway Bombers before injury forced him from the skies. He consults with the Empire State on air defense, but AAW finds his outlook neutral and informative. For direct questions asked by Editor Nero L. MacLean and Dr. Garret's answers, see the editorial sidebar Final Flights.

all-time low as the states employed their own people to maintain growing state infrastructures, even as the national infrastructure began to show the strain of severe regulation. Per capita income increased, and more people began investing in the stock market—in most cases foolishly, carried away by their own prosperity. The federal government might have reclaimed its authority then, but chose to wait for the next major election year to increase its power base and avoid reawakening Regionalist opposition.

As it turned out, Washington waited too long. In 1927, a new but no less deadly strain of the influenza that had killed so many in 1918 returned. The new epidemic struck a fatal blow to the nation's morale, which had just begun to recover from the shocks of the past decade. People were afraid, and acted accordingly. Cities and then states shut down their borders and turned their checkpoints into quarantine-enforcement sites. Necessary border crossings were made under armed supervision with strict controls. Lawless people like smugglers and raiders began adopting the airplane as their primary method of border-jumping, avoiding the limitations of the ground-based automobile.

The election of 1928 suffered weak voter turnout, as most people wanted to avoid large crowds of strangers. The Regionalists returned with a vengeance, with various "Strong State" platforms that effectively gutted the federal government's remaining power. Governors negotiated with their neighbors to establish interstate alliances, formalizing the segregated regions that had grown out of the preceding decade's isolationist policies. In many cases, these new alliances merely reinforced divisions that had existed from the United States' founding days. In early 1929, Utah enacted the Smith Law that made Mormonism the state's official religion, with state government support. With the federal government's impotence and Utah's isolation, cries to heed the traditional "separation of Church and State" went unheeded. Fearing similar measures, strongly anti-Mormon states such as Pennsylvania and Massachusetts began to discriminate against the Mormons, driving many toward Utah.

DIVIDED WE FALL

In October of 1929, the stock market crash became the straw that broke the back of the United States. Regionalism had wrecked the national economy and undermined any semblance of central control. Washington D.C.'s call for financial assistance from state governments met with fervent isolationist responses. President Hoover used the military to keep D.C. from slipping into lawlessness, but no one knew how long the states would support the illusion that remote Washington was still the center of U.S. government.

The answer was two months. The pressure-cooker of political differences, religious discrimination and fear exploded on January 1, 1930, when Texas seceded from the United States. Before the federal government could do more than bluster in response, California, the Carolinas, Utah and New York all withdrew from the United States and formed their own nations. The federal government possessed neither the will nor the financial resources to mount the multi-front political and military campaign necessary to hold the fragile union together. Instead, Washington found itself scrambling to prevent the outbreak of war as North America broke into European-sized countries along cultural and economic lines.

Those lines shifted over the next three years, and spread to include Canada as Québec broke away from its parent nation. The short-lived Outer Banks nation of Virginia and the Carolinas quickly folded itself into the rest of the Southern states, giving rise to the new Confederation of Dixie throughout the south. Louisiana seceded from Dixie soon afterward, requesting support from France for its independence. Ill-prepared to go it alone, the Midwestern states sank deep into the Depression and then resurrected themselves as a Christian Communist nation. The relatively strong Lakota and Navajo Native American tribes founded their own nations as well, respectively carving territory out of the nearly defunct Dakotas and the barren deserts and plateau country of the American southwest.

RISEN FROM THE ASHES

What had begun as a simple love affair with airplanes, those exotic and powerful engines of the skies, turned to desperate necessity as commerce between the new nations of North America ground to a halt. Ongoing conflict tore up the intercontinental railway system at national borders, and the few large highway systems built or under construction quickly fell into disrepair or were sabotaged. The automobile, once thought destined to become the national shipping vehicle, gave way to gyrotaxis, aerobuses and the large cargo zeppelins that commanded the skylines and made trade possible between friendly nations.

Where the money went, sky pirates followed. These marauders forced the rise of air militias to protect the shipping lanes. The pirates maintained an edge, however, and their early successes gave way to today's large and numerous pirate groups. Piracy got another boost when militias began raiding rival shipping concerns, often receiving bonuses from their employers that reflected the value of the cargo taken or destroyed. As pirate and militia raids cut deeper into national economies, the various governments began subsidizing air wings. Piracy lessened in the face of this organized response, then adapted to the changing times with the formation of larger pirate gangs—the new corsairs. From there, it was only a matter of time before nations began to subsidize pirates as well, handing out letters of marque in order to direct pirate activities away from their own zeppelin fleets and toward those of their enemies.

Today, North America is a continent politely at war with itself. Militias fall on each other with raids and swift strikes in defense of their own nation's interests, trying to maintain an edge over their neighbors. Pirates and privateers challenge the militias for control of the skies, and are all too often victorious. The air lanes are the new frontier, where a single individual with skill and nerve can make all the difference. Today's flyers are men and women to be applauded, feared and above all respected, for as long as they can push the envelope and maintain their hold on the skies. We have given them this power. The sky is the limit—but five thousand feet up makes for a long fall from glory.

Final Flights

AAW editor Nero MacLeon held a brief phone conference with Dr. Garret, asking for clarifications and expansions on the "Fall From Glory" article. For further reading, we recommend Dr. Garret's books *Fractured America* and *The Skies on Fire*.

Q: If Prohibition had been signed into federal law as a Constitutional amendment, do you believe that the states would not have fractured?

A: There is certainly an argument for that idea. But the vast socialist state of Russia collapsed soon after America did, so perhaps such breakdowns are inevitable for any large nation. The Bluefield Incident indicates that Prohibition was a regional sore point that undercut the power of the federal government to the point of dissolution.

Q: So would you call the Crash of '29 and the Depression that followed the ultimate reason for the Breakup?

A: No, just the last step along a convoluted path. If you want me to pin it down, I'd say the Breakup rests equally on Prohibition's failure, the second influenza epidemic, and the Crash of '29. Preventing any of the three might have reversed the effects of Regionalism. On the other hand, it might only have delayed the inevitable. The quick rise of the new generation of corsairs proves that a strong sense of individuality remained in America.

Q: You imply that the states fractured along semi-equal lines—yet look at the Confederation of Dixie, especially when compared to the tiny Atlantic Coalition.

A: Equality has nothing to do with size. The Atlantic Coalition is well protected. Dixie owns an impressive percentage of the country, but check its actual population and industrialization percentages. Any true inequalities worked themselves out in those first few years—such as the folding of the Outer Banks states into Dixie, Texas' appropriation of Oklahoma, and the rise of two independent Native American nations.

Q: Toward the end of your essay, you mention the automobile. Are you saying that cars might have become as popular and important as the airplane?

A: Try to imagine an intercontinental highway system, first rivaling and then surpassing the scale of railways at that time. Trucks that could haul cargo as zeppelins do now. Touring buses and ships. Without the emphasis on commercial and passenger airlines, there would have been no need for such a massive buildup of personal planes and militia fighters.

Q: I find that an amusing concept.

A: It could happen.

THE Weekly

Crimson Skies Over America

Compiled by Danielle Cross, Assistant Editor

With field reporters winging into various parts of the continent, interviewing pilots and digging up the truth (if any) behind rumors, our *Warriors of the Air* issue always gives AAW a chance to take an indepth reading of political turmoil and air-action hot spots that might be of interest to flyers everywhere. Below are the latest points of conflict and those that will soon be popping up over the horizon; look for fuller coverage in later issues.

THE NORTHEASTERN GATEWAY



Maritime Provinces

Level out over Lake Champlain on a northerly heading and you'll soon be over the Richelieu River, heading toward Montreal and an area full of trouble. To the west is "Smugglers' Slide," the triangular patch of flatlands that Québec bootleggers must cross to gain the dubious safety of the Empire State's Adirondack Mountains. East of the Richelieu is a border war waiting to happen, with Québec and the Maritime Provinces contesting the lands south of the St. Lawrence River. To make matters worse, word is that the small but numerous pirate havens in the Adirondacks and the Green Mountains are two insults away from a territory war over control of the Champlain Valley.

Currently, Québec's free-trade agreement with the Atlantic Coalition and Columbia is being held together by dangerous shipping lanes that stretch out over the Atlantic and those few that weave down through the Champlain region. The Empire State and the Maritime Provinces could close down the latter routes at a moment's notice, assuming the pirates don't accomplish that first.

EMPIRE AND AIR LANES

The Empire State and the Industrial States of America suffer from intense mutual jealousy—the Empire State covets the ISA's industrial capacity, while the ISA would love to have New York's status as the North American continent's leading political

power and chief trading center. The latter is especially valuable, as all waterborne shipping into and out of the Great Lakes region is either subject to heavy tariff or refused passage by the Empire State. Ontario's neutrality allows a small loophole, though the ISA finds Ontario's handling fees only marginally more acceptable. The mutual rivalry between the Empire State and the ISA can only lead to further conflict, especially considering Empire President La Guardia's recent alliance with the Black Swan; she and her band will certainly find targets of opportunity westward of the Empire State. When challenged about the Black Swan, La Guardia points out that the Red Skull Legion has been based in the ISA for years and is almost certainly "encouraged"—if not directly subsidized—by the ISA's government.



Empire State



Industrial States of America

How long the Empire State can afford to remain focused westward is difficult to say. With the recent air strike into Manhattan by the Confederation of Dixie, the southern passages into this nation are more heavily patrolled as President La Guardia considers reprisals. Speculation abounds as to whether the strike offers proof of complicity on the part of Appalachia, a nation of longstanding neutrality toward the South (and perhaps its ally). The so-called experts are in disagreement, and the lack of real authority in the Appalachian Mountains argues against any trust between a "wet" and a "dry" nation.

COLUMBIA

Guilt by association seems to be a recurring nightmare for neutral Columbia, which dreams of someday putting the fractured United States of America back together again. Unfairly accused of and discriminated against with every act of terror

committed by the Unionist movement, Columbia almost always loses what political headway it manages to gain between atrocities.

Recently, after Columbia's failure to rout Hell's Henchmen from the mountains surrounding Piedmont, the Empire State crossed the border and destroyed the pirate haven. When Piedmont authorities broadcast mild threats in response to the uninvited assistance, one Broadway Bomber (whose name remains undisclosed) peeled off and took out Piedmont's aerodrome communications tower.



Columbia

APPALACHIAN TERRITORY

Except for the occasional section of the Texas border, the Appalachian Mountains may be the deadliest stretch of territory in North America—especially where the short Allegheny Front (also known as Hell's Heights) crosses the nations of Appalachia, Dixie, Columbia and the Empire State, and touches the ISA.



Appalachia

The Outer Banks states of Dixie continue to vie with Appalachian authorities for control of the land and the illegal liquor being funneled up from the Banks region into the ISA and the Empire State. Appalachia has long sought Empire State backing (and militia support) for its claim on the mountains, playing off the loathing most northerners have for the reborn Confederacy. Rumor has it that government-backed 'shine operations are deliberately targeted toward the ISA and not the Empire State in a gesture of goodwill (though none of these stories has yet been proved). If true, this has made strange bedfellows indeed of a dry and a wet nation.



Dixie

The Appalachias are also home to more smuggler's dens and pirate havens per square mile than any other area on the continent except Free Colorado. Hell's Henchmen, who originated in the area of Hell's Heights but now maraud throughout the mountain range, operate several bases in the area and are a force to be reckoned with. One rumor suggests that the Henchmen accept "tribute" from Dixie and Appalachia not to join the other side, and so continue to raid both.

THE ISLE OF TEXAS

Any North American nation that claims to be a friend of the Republic of Texas is very quiet about it. Oklahoma is considered a protectorate state, which seems to indicate that Texas takes any-



Republic of Texas

thing it needs. The Texas Rangers provide protection whenever they feel that another nation is seriously infringing on their state's "turf."

Texas, for its part, has little good to say about anyone. Texans currently reserve their greatest animosity for French Louisiana, particularly the air wing of the French Foreign Legion that recently arrived from the Spanish Civil War front and now patrols the Texas border. Next in line is Dixie, if only because of England's meddling in North American affairs by assisting that nation. Texas reviles Dixie even more than it does Free Colorado, the base of last week's heavy pirate raid that smashed the city of Amarillo. The nation of Arixo has

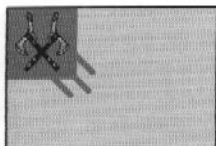


Arixo

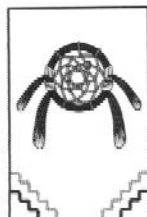
no trouble with the Republic of Texas at the moment, though the government is aware that Texas is casting an eye toward Arixo's mineral-rich lands. Texas has considered Mexico beneath contempt ever since the Second Battle of the Alamo; they don't think much more of the People's Collective, even though the Dusters recently put up a good show against Texas Rangers who strayed into Kansas Territory.

NATIVE AMERICA

Two islands remain of the wide spaces once roamed by the American Indians. Considered closed nations, the Navajo and Lakota Sioux violently defend their remaining territory. Though the Navajo Nation's borders are well defined, no one knows exactly how far Lakota influence extends into the former states of Montana and Wyoming.



Lakota



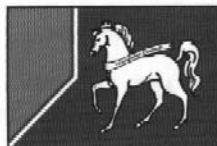
Navajo Nation

Limited trade goes on between the Native countries and others, more of it with the flexible Navajo than with the Lakota. Nonetheless, both nations view others with distrust. Both are militant dry nations, considering alcohol just another attempt by outsiders to destroy their society; bootlegging is punishable by immediate execution. This

instinctive paranoia makes dealing with them difficult; Appalachia's recent production and sales of "General Custer Whiskey" has only made matters worse with the Lakota.

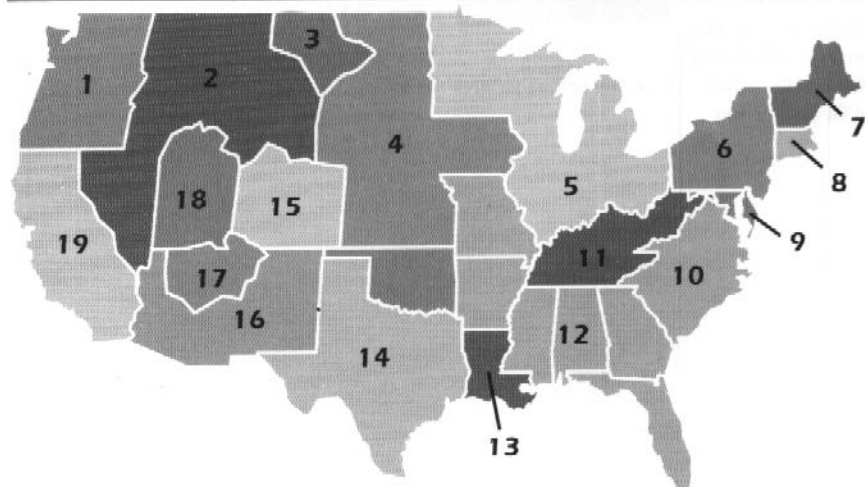
ROCKY MOUNTAIN HIGH

Like the Republic of Texas, the Free Colorado State doesn't much care whom it upsets. Where Texas deliberately antagonizes other nations, the FCS is simply too freewheeling to notice. With its mountain-based cities, Free Colorado is a pirate's paradise. Currently, the pirate-controlled city of Boulder and the "free city" of Denver are the leading political capitals, though it is difficult to say which has the real power.

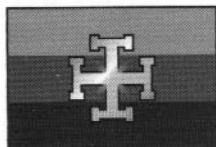


Free Colorado

Surrounded by dry nations, Boulder's primary interest lies in running alcohol into those areas, along with the occasional raid of resources. The Denver government maintains ties to



- | | | |
|--------------------------------|--|------------------|
| 1 Pacifica | 8 Atlantic Coalition | 15 Free Colorado |
| 2 Disputed Western Territories | 9 Columbia | 16 Arizo |
| 3 Lakota | 10 Outer Banks (Protectorate of Dixie) | 17 Navajo Nation |
| 4 People's Collective | 11 Appalachia | 18 Utah |
| 5 Industrial States of America | 12 Dixie | 19 Hollywood |
| 6 Empire State | 13 French Louisiana | |
| 7 Maritime Provinces | 14 Republic of Texas | |



Utah

ly fighting off raiders and smugglers who come in over the Roan Plateau. The Navajo Nation has put a standing bounty on the head of Free Colorado's most successful smugglers; more recently, Texas has turned its red eye toward Free Colorado for the sacking of Amarillo.

UP AND DOWN 'THE WATERFRONT'

Even though Hollywood continues to stage raids on shipping between Arixo and Pacifica, neither of those nations is Hollywood's greatest enemy. That honor goes to the Empire State, which sees Hollywood as New York's rival for prestige in the world market. Hollywood recently reacted to Empire President La Guardia's borderline dishonesty in that arena by threatening to place an embargo on sending motion pictures to the Empire State.



Nation of Hollywood

Appalachia, Dixie and Hollywood, all wet nations. Utah is the highest-profile target of FCS illegal activities, and the Mormon militias are constant-

The onetime state of California remains at odds with Pacifica to the north, especially since deciding to reclaim the coastal ranges and lands north of the Sierra Nevadas occupied by Pacifica since 1932. Firmly entrenched in those areas, Pacifica is concentrating heavily on the growing conflicts in the far north, where White Russians from the Alaskan Ranges are causing trouble in the coastal regions of the former British Columbia. To the south, Hollywood is worried about Mexico's frequent stabs at San Diego and Arixo's support for the many pirate havens in the Mojave. The Diamondback gang has proven particularly troublesome on both sides of the desert with heavy raiding. So far, Hollywood has not managed to prove collusion between the Diamondbacks and the Navajo Nation.

In addition to the desert pirates and the Yosemite Brotherhood, who rule the havens in the Sierra Nevadas, the western region of Hollywood is known for its coastal bases. With pirate coves hidden along the entire West Coast, from the Santa Barbara Islands to the San Juans, Prince Vlad and his Red Dragons are without peer. Hollywood, Pacifica, Arixo and even Mexico have made frequent attempts to approach the pirate king with an offer of alliance, so far with no apparent success.



Pacifica



Major Loyle "Show Stopper" Crawford



The Black Swan



Solobo Salawa

Warriors of the Air



"Marshal" Bill Redmann

Here they are, AAW's Warriors of the Air selections. Say what you will about their nationalities, loyalties and personalities, one fact remains true: These pilots exhibit a deadly proficiency at the art of aerial combat. Should you take issue with our choices, have it out with the pilots themselves. Who knows, next year it might be your face on the cover.



Comrade Captain Aaron "Easter" Whitaker



Jonathan "Ghengis" Kahn



Charlotte "Charlie" Steele



Colonel Beauregard "Raptor" Travis

THE
Weekly

Major Loyle "Show Stopper" Crawford

Interview by Alexia White-Coleman, Society Columnist

Admittedly, the opening night of Clifford Odets' *Golden Boy* may not be the usual place one seeks a famous flying ace. Theatre and art would seem to be a bit at odds with the usual rough-around-the-edges style affected by most of the continent's best pilots. But this columnist knows her business, and so as she settles back into her seat, she is not surprised to see no less than three of the Empire State's Broadway Bombers awaiting the opening act.

The after-show party, by invitation only, thins the crowd so that the Bombers are easier to find. Loyle Crawford is "holding court" near the fountain, one foot up on the edge of its wide bowl and

looking every bit the dashing man of the society pages, in a black tuxedo that fits him as easily as any flight gear. His eyes outshine the light that sparkles off the pool as he easily shifts the conversation through politics, finance and the latest Madison Avenue rumors. I count a Rockefeller and a relative of President La Guardia in the assembly, as well as the usual entourage of beautiful women who hang on his every word as if the upcoming elections or Wall Street happenings are of intense interest to them. A comment at the expense of Matthew Beckett—an up-and-comer on Madison Avenue but certainly not yet worthy of being invited here—sets them all laughing; the



Major Loyle Crawford surveys the airfield at Palisades, New Jersey, Empire State, home of the Madison Ventures.

Rockefeller toasts Crawford's wit.

The Hollywood Knight glamour boys and gals never had it so good.

Of course, Loyle Crawford comes well-recommended to any social circle. As the nephew of Madison Avenue veteran Bryce Crawford, he entered Manhattan's social elite at a young age, and rubbed elbows with some of the Empire State's finest. After a solid education from Yale, Loyle spent a year involved in the family business. Under his uncle's tutelage, he managed money and traded on power as he started the friendships and made the contacts that would sustain him through his later years. New York business as usual, in other words.

Then, as with the young scions of the Carnegies and Kennedys, Loyle opted for a tour with the Empire State's militia. Guaranteed acceptance into the Broadway Bombers, Loyle learned quickly and turned out to be a natural pilot with a flair for the dramatic. Bryce Crawford waited just long enough to be sure of his nephew's ability, then used his own flair for public relations to turn Loyle into an "overnight" success. Loyle promptly rose to the challenge in several engagements against pirate bands raiding out of the Champlain Valley, and then in a skirmish against the Industrialized States of America over right-of-passage for ISA cargo vessels through the St. Lawrence River. The latter performance confirmed Loyle's position and earned him the nickname "Show Stopper" for his hard-hitting style; Loyle Crawford prefers to shred an opposing plane rather than merely crippling it.

Loyle has yet to return to his uncle's business, and the elder Crawford seems in no hurry to reclaim his nephew so long as Loyle's popularity (and presumably his influence) continues to grow as a pilot. That decision paid immense dividends

last year with the raid against the Hell's Henchmen pirate base in the Allegheny Mountains. The Bombers' two "Rockefeller Squadrons," otherwise known as the Empire Sky Guard under the command of Major Richard "Wraith" Merriwether-Mackenzie, paid Jesse "Cold-blooded" Cobbs a visit. Loyle's use of incendiary rounds caused three magnificent "show-stopper" explosions over Piedmont, Columbia; the last of these punched through the walls of a warehouse and cost Cobbs

a small fortune in illegal alcohol bound for the Empire State. Along with influence applied afterward by Bryce Crawford, this event netted Loyle his own squadron. Most recently, the "Show Stopper" foiled an attempt on the life of President La Guardia when two Red Skull pirate fighters invaded the skies of Manhattan to attack the president's air limo, Empire One.

LIEUTENANT EUGENE "MONEY MAN" WINDTHORPE III

Eugene Windthorpe comes from new money, and many speculate that Eugene's father purchased his son's slot in the Broadway Bombers. Whatever the truth of that rumor, Loyle Crawford requested the brash young man in his wing. "He flies like he has something to prove," says Crawford with a trace of

affection, possibly remembering his own early piloting days.

Windthorpe's nickname is a dig at his family's recent arrival on the Manhattan social scene, but the new pilot has taken it to heart. "I'm willing to put my money down on the table," he likes to say with an impish grin. So far he has delivered, holding his own in combat against Adirondack smugglers and in a brutal engagement against Hell's Henchmen (the one in which Loyle Crawford received so much press). According to comments by other Bomber squadron members,



The Empire State



The Broadway Bombers



The Madison Venturers

Windthorpe's favorite expression in the air is "let it ride," a saying that usually precedes particularly daring maneuvers.

THE MADISON VENTURERS

Loyle Crawford's squadron in the Broadway Bombers is sponsored by Bryce Crawford's



Crawford's mesmerizing gaze makes him a hit with the ladies.

Madison Avenue interests in addition to being subsidized by the Empire State. President La Guardia has even suggested that a nephew of his might try out for the Venturers, provided an opening becomes available. The Venturers want for nothing; their planes are always parade-ready, and they have twenty four hour air limo service available to and from the squadron's aerodrome. Along with the Carnegie Crusaders and both Rockefeller-sponsored squadrons, the Venturers are as often seen at social functions as they are in the air. They inject a dash of energy into Manhattan's social calendar, and so are in great demand.

The squadron's usual station is one of the skyscraper aerodromes that command the city's skylanes. The Venturers escorted the Black Swan into Manhattan during the privateer's recent visit to the Big Apple, and have formed an honor guard for President La Guardia's zeppelin more than a dozen times. The unit has taken on Loyle Crawford's trademark stunt, a barrel roll over Madison Avenue, as their personal mark. Regardless of their current station, on returning from any mission or routine patrol, Loyle leads his men and women in a low-altitude pass over Madison Avenue, buzzing by his uncle's offices as they perform the coordinated maneuver. The Venturers' emblem, an apple-shaped diamond, is painted on the wings of all craft. Bryce Crawford usually inserts a pilot's personal crest (if any) into any publicity shots taken of the Venturers.



SCENARIO: Best Show in Town

The strike against Hell's Henchmen should at least briefly silence those who have called the Broadway Bombers more talk than action and more parade than combat. Coming out of the dawn sun over Piedmont, Major Merriwether-MacKenzie's Sky Guard squadrons first buzzed the local airfield to warn them that the Empire State was in the area. Then they headed up into the Allegheny Mountains toward the Henchmen's newest base, while Empire State carrier zeppelins settled in low over Piedmont to persuade the local militia to remain on the ground.

The pirates weren't quite as slow to react as the Bombers might have hoped; the first enemy squadron popped over a nearby mountain and forced a battle with the second Sky Guard over Piedmont while the First Guard continued on toward the pirate haven. Flying nape of the earth as they searched for the Henchmen's warehouses, the Bombers climbed a steep mountain and ran right into a Henchmen zeppelin as it rose out of the next valley. Captain Neilson Abercrombie, leader of the Second Guard, died when his plane slammed into the side of the pirate zeppelin and exploded on impact. Clearly, before the Bombers could move on, the zeppelin must die.

SET-UP

Lay out one clear horizontal map (no zeppelin). The Henchmen set up first within 2 hexes of the *Violator*. The Venturers squadron sets up on the south map edge after the pirate player has placed his or her units.

The *Violator* is a commercial craft, modified to carry four broadside flak cannons. The pirate player secretly designates which positions are armed with these guns and which are dummies. The positions remain secret until the first time the guns fire. The *Violator's* engine pod guns are twin 60-caliber cannons loaded with armor-piercing ammunition; the nose and tail pods carry twin 70-calibers, also loaded with AP ammunition.

PLANES AND PILOTS

Venturers Squadron, Broadway Bombers

Lead 1: Loyle "Show-Stopper" Crawford	
Avenger	6-8-7-7-5-6
Wing 1: Eugene "Money Man" Windthorpe III	
Avenger	3-2-6-4-3-5
Lead 2: Heather "Ivy" Iverian	
Warhawk	4-3-6-4-3-5
Wing 2: Kenneth "Iron Horse" Vanderbilt	
Warhawk	3-3-5-4-3-5
Lead 3: Carlton "Carpethagger" Hawthorne	
Raven	5-2-7-4-3-3
Wing 3: Nancy "Market Maker" Morgan	
Raven	3-4-4-6-3-2

Hell's Henchmen

Lead 1: Joe "Badboy" Dukes	
Devastator	6-4-6-7-5-4
Wing 1: Tanya "The Tease" Hill	
Devastator	5-3-5-4-4-3
Lead 2: Veronica "Misery" Fuentes	
Fury	5-3-5-4-4-5
Wing 2: Jozef "Stalin" Niederman	
Fury	2-3-7-4-3-2

Hell's Henchmen zeppelin, the *Violator*

RULES OF ENGAGEMENT

The Broadway Bombers' objective is to capture or down the pirate zeppelin. The Henchmen's objective is to clear the sky of Empire State planes.

WINNING THE MISSION

Whoever is in control of the zeppelin at the end of the mission is the winner. The pirate player controls the zeppelin by destroying or driving off the Empire squadron. The Empire player controls the zeppelin by shooting it down or destroying all of its guns and destroying or driving off all pirate aircraft.

The Black Swan

A compilation by Megan "Irish Rose" Whitney, Flier and Field Reporter

To call the Black Swan a woman of mystery is both obvious and a glaring understatement. More correctly, she is a woman of many mysteries. Stories about her and her origins abound, and she seems to delight in acknowledging all of them while suggesting that none are the whole truth.

The few facts are as tantalizing as the Swan herself, with her lustrous dark hair and a gaze that can kill or caress. The earliest mention of her involves pit fighting in the pirate haven of

Oobyehzhischche, in eastern Alaska. A 1924 edition of the small community's weekly newspaper briefly mentions a new fighter named Talia, described as a skinny "ugly duckling." Since then, the "duckling" has blossomed into a graceful and lethal swan. As she racked up victory after victory, the "Black Swan" nickname became hers.

That early newspaper citation suggested that the Black Swan was in her teens, but that is mere conjecture. No one knows for certain when she was born, or to whom, and no one has been foolish enough to ask her to produce a birth certificate. She has suggested on numerous occasions that she was born in Mother Russia, but escaped during the chaos of the Russian civil war. Those who have noted her marked resemblance to the late Tsar's daughters speculate that she may be Anastasia, about whom all manner of legends abound. In response to such stories, the Swan has reportedly said, "What use would there be in claiming the name of Romanov? The Romanovs were meant to rule Russia. Until their throne is returned to them, their lives have no purpose."

In Alaska, the Black Swan soon moved from the fighting pits to the cockpits of airplanes, proving as graceful and deadly a pilot as she had been a pit fighter. She started her career with Kunetsove's Kestrels, a White Russian band that claimed to be building an airfleet to strike at the Bolsheviks. In reality, the Kestrels preyed upon expatriate Russian, Eskimo, Canadian and American outposts indiscriminately. Anatoly Kunetsov and the Black Swan had a falling out, after which she challenged him to an air-duel. Kunetsov survived being shot down, but has never flown since.

Instead of assuming command of the Kestrels, Talia (sometimes also called Natalie or Natalia) left the frozen north and ventured far south, into Mexico. Little is known about her time there. Proof that she was there at all is scant: a few photos of her taken after the Siege of Veracruz in 1926, the battle of Monterey in early 1929, and touring the shattered Baja Bandits' base after a punishing strike by the Hollywood Knights in



Many braggarts claim trysts with the Black Swan; just how many are truth, she isn't saying.

November of '29. Various stories claim she flew from Mexico to Havana, and then went to Europe to involve herself in intrigues there. Some point out that she might just as likely have been laid low by the influenza pandemic of 1927, which rolled into Mexico in early 1928.

The collapse of the United States brought the Black Swan back north of the border in early 1930. She moved into and out of various pirate bands in the southwest and on up into the Colorado Free State during the early part of the decade, becoming much more visible as her exploits splashed across the front pages of a legion of small regional newspapers. She took on a Robin Hood-like aura, and encouraged the pirates with whom she worked to be selective in how they chose and dealt with targets. The Swan's fellow flyers minimized collateral damage to structures; when they captured prize cargo, the Swan often made sure that things like medicines were delivered to the communities for which they were meant, sacrificing the profit she could have made by selling them on the black market. (Such actions are likely the source of the rumor that the flu almost got her in 1927.)

Also unique among pirates is the Black Swan's addition of a chaplain to every group she has ever joined. Devoutly Russian Orthodox, she attends services whenever possible; rumors abound of her entering churches humbly dressed, joining a community in worship, then leaving to raid elsewhere but leaving her fellow worshippers alone.

In early 1932, the Black Swan vanished for almost six months, after which she returned to Colorado and joined Red Sky's pirate band. She remained with them for a year and a half, and in 1934 left to establish her own pirate band. Other air pirates with whom she'd flown through the years flocked to join her. In a daring raid on Amarillo, the Swan's new band managed to hijack a Republic of Texas zeppelin, which became the Swan's flagship. In the four years since then, the Black Swan has systematically staged raids in the People's Collective, the Industrial States of

America, Dixie and the Republic of Texas. Many pundits expected her to raid Empire State shipping; her receipt of letters of marque from President La Guardia came as a complete surprise. As a privateer, she mostly preys on Dixie and ISA shipping, so successfully that the price on her head now tops \$10,000.

Her private life has been no less tempestuous and enigmatic than her public one. A year ago, she joined Howard Hughes in New York for dinner to celebrate Hughes' setting of the cross-continental flight speed record. She has been linked with other figures, both famous and notorious. She has admitted that she "greatly enjoys the company of men," but in examining a list of her real and alleged liaisons, one gets the sense of a certain competition with her paramours. Many of them

have been enemies: law enforcement officers, the leaders of rival pirate gangs, hotshot pilots looking to further a reputation. Many of them have also ended up dead by her hand, which means that only the most confident of men will approach her.

She seems to be seeking exactly this reaction, as if looking for a man she can consider her equal. Those who see themselves

as her superiors are quickly disabused of that notion. Those weak in spirit or body never get close to her, or are quickly discarded. Her daring exploits in the air and her success in a deadly profession testify to her passion; her somewhat flirtatious public persona dares people to approach, while suggesting that getting past the facade is a journey only a hero can successfully undertake. Many men have died trying to prove themselves that hero, and not a few women have perished trying to surpass the Black Swan. Even more have suggested that the Swan is no more than her facade. They say her reputation keeps the prudent away and attracts unstable individuals who willingly risk death to prove a meaningless point. Others note that her detractors often find out what lurks behind that facade, but don't live long enough to tell anyone.

The Black Swan is clearly the premier pilot



The Black Swan



The Black Swan prefers her Curtiss Wright J2 Fury to almost any other plane.

of 1937. Regardless of gender or heritage, or real or imagined exploits, she commands a fiercely loyal band of privateers who thrive in one of the continent's strongest nation-states. That accomplishment alone—which takes brains, foresight and guts—adds more than enough substance to the Black Swan legend.

WILLIAM K. "FENN" FENNEL

William K. "Fenn" Fennel is a curious constant in the Black Swan's privateer company. Lean as a greyhound, he has prematurely silver-gray hair that is said to have turned that color from the shock of combat in France, even though he hardly appears old enough to have flown in the Great War. Fenn is a man of few words, best known for

his sharp eyesight and uncanny gunnery skills. The Black Swan keeps him as her wingman because he sees the enemy from very far off and is superbly skilled at shooting them down.

Fenn—always called by his full name, never Will or Bill—keeps largely to himself, but seems to be present whenever the Black Swan needs help extricating herself from difficulties. Since the pirate band's move to New York, Fenn has attended the opera several times, and has often been seen in the New York City library and various museums. His subdued and courteous conduct on the ground is at odds with his image of a cold-blooded killer in the air.

SCENARIO: Egg Hunt

Carl Fabergé, jeweler to the Tsars of Russia, produced wonderful works of art. The best known among these are the Fabergé eggs, which were made out of actual bird's eggs ranging in size from robin's eggs to ostrich eggs. The North American "egg baron" is Harmon Hunt of Dallas, in the Republic of Texas. No one knows the full extent of Hunt's collection, but the acknowledged portion is worth more than \$100,000 in cash. To someone with an emotional attachment to it, the collection is priceless.

The Black Swan decides she wants to liberate some of these delicate treasures. As she approaches Hunt's mansion, she challenges his personal air corps—Hunt's Hunters—to a duel rather than risk damaging the eggs by attacking the house.

SET-UP

Use the Sea Port, with the Black Swans starting on the north edge and Hunt's Hunters starting on the south edge.

RULES OF ENGAGEMENT

The Black Swan Squadron's objective is to neutralize Hunt's Hunters to allow for safe egg-napping. The Black Swan's pilots must shoot down or force all of Hunt's Hunters off the map.

The Hunters' objective is to control the map at the end of the mission. To achieve this, the Hunters must have at least one functional plane with working guns flying after the destruction and/or removal of all Black Swan aircraft from the map.

WINNING THE MISSION

The squadron with the last functional plane on the map wins. Hunt's Hunters can gain a moral victory if they shoot down the Black Swan.

PLANES AND PILOTS

Black Swan Squadron

Lead 1: The Black Swan	
Fury	7-7-9-9-6-8
Wing 1: William "Fenn" Fennel	
Fury	4-3-6-4-4-4
Lead 2: Edward "Mad Eddie" Sears	
Raven	5-4-5-3-3-6
Wing 2: Yulia "The Architect" Chelekhova	
Raven	4-4-5-3-3-5
Lead 3: Judith "Valkyrie" DuChamp	
Brigand	5-4-4-3-3-6
Wing 3: Genya "Quicksilver" Chelekhova	
Devastator	4-4-6-3-3-4

Hunt's Hunters Squadron

Lead 1: Michael "Hunter" Herrick	
Peacemaker	6-5-7-4-4-6
Wing 1: Frank "Geriatric" Janic	
Peacemaker	5-3-6-4-4-5
Lead 2: Colleen "Willow" McCarthy	
Bloodhawk	4-3-7-4-3-5
Wing 2: Ronald "Six Shooter" Scharpe	
Kestrel	5-3-5-4-3-4
Lead 3: Rudolph "Chaps" Clancy	
Firebrand	5-5-5-4-4-4
Wing 3: Bonnie "Mae West" Frisch	
Kestrel	4-4-5-4-3-4

Soloho Salawa

Interview by LaRon "Talon" Coleman, Flier and Field Reporter

The fastest way to find a Navajo Nation pilot is to fly across the border and wait for a warrior to jump into your six. One of them will, faster than you can imagine. Always on the lookout for smugglers, the Navajo have small airfields dotting the landscape in places you'd swear nothing could land except maybe a gyrotaxi. Being a touch more cautious, I decided to take the slightly less dangerous route and use one of the pre-approved short hops from Flagstaff into the Moenkopi checkpoint. Once there, I requested a guide into the interior and submitted my bona fides for inspection—those being the tribal tattoo placed around my arm six years ago when I swore a blood brotherhood oath with an Apache.

The formalities concluded, I was given a

pilot-guide into the Canyon De Chelly (pronounced de-shay) area, where the authorities had assured me I would find the Hopi ace Soloho. The airstrip (if you could call it that) pointed out by my guide gave me my first impression of Soloho Salawa (Salawa means warrior in the Hopi tongue). To land, a pilot would have to nose down into a narrow canyon, bank and then hit a clearing in which it would have been impossible to stop except for a dramatic uphill slope. I took three passes over the airstrip before risking it, and even then barely managed to avoid piling up against a boulder. My guide then flew back to Moenkopi.

Two planes stood beneath an outcropping of pale rock—a Coyote and an older Lightning. That told me something else—namely, that Soloho was



Like his ancestors before him, Mr. Salawa takes hunting very seriously.

not one of the more militant Native American flyers who believed that a true warrior fights alone. To my mind, that made him more dangerous in the air, but hopefully more reasonable on the ground.

"Not a bad landing." That comment, from startlingly close by, was my hello from the Hopi ace as I jumped down. Soloho stood just to my right, near the boulder on which I had almost cracked my forward wing spar. With admirable ease, he placed one hand on the rock and levered himself up, coming down in a comfortable cross-legged sitting position. Lean and muscular, his dark hair in several long braids tied with strips of leather, he wore a plaid shirt, Levi's jeans and a large pistol on his hip.

As a Hopi, Soloho Salawa belongs to one of the tribes that form the backbone of the Navajo Nation. He was born in Phoenix, in the old state of Arizona, and lived both on and off Native lands during his early years. Fascinated with mechanized flight, he scratched out a living in air shows, which he called "dust-lot equivalents of the ones described these days in *Air Action Weekly*." During this time he took the name Soloho, Hopi for "the sound made by a bird's wing during flight." A simpler translation, from the salawa perspective, is "whistling arrow."

Soloho moved back to Native lands when the Navajo Nation formed, trading his crop-duster-turned-stunt-plane for a beat-up Lightning. As the Navajo Nation clamped down on outside efforts to "subjugate or destroy the People with its poisoning drink" (the standard party-line of the Navajo Nation), Soloho led the defense along the southwest border against Mexican smugglers and pirate hands. He learned to hate Los Dos Muertos (the Two Deaths) for

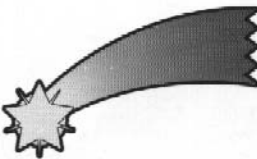
their strikes into Native lands, claiming many kills against those who flew with them, but never nailing either of them personally. The Mexican pirates' move further along the border, from which they now strike into Texas, has left Soloho somewhat frustrated professionally.



Navajo Nation



The Wind Warriors Air Militia



Uting Sotu Squadron (Starfire)

More recently, in the Plateau Wars of 1936, Soloho Salawa commanded his squadron out of Durango, forming the Navajo Nation's second line of defense against the coordinated waves of FCS pirate incursions intent on "opening up" the plateau for freer movement. Ranging into the San Juan Mountains, the Hopi ace personally claimed seventeen kills in the tight confines of the canyons and valleys, including the single-handed defeat of a blockade-runner zeppelin. The Navajo Nation commended him for shutting down the smuggler routes through the San Juans, and soon thereafter handed him the treacherous De Chelly area as his personal responsibility.

OMAU UMTA SALAWA

I was not allowed to meet this young warrior. Possibly suspecting treachery, Omau Umta remained hidden with a weapon trained on me throughout my interview with Soloho. From what little Soloho said of him, Omau Umta is a member of the militant warrior tradition, and so any meeting between us would have been steeped in subtle and obvi-

ous challenges to each other's manhood. Given my role as interviewer, guest and outsider, I would have lost that challenge, and so I remain in Soloho's debt for sparing me the humiliation.

As near as I can tell, Omau Umta translates as cloud and thunder—Thundercloud. He has been flying with Soloho Salawa for nearly one year,



Soloho and his people vigorously defend the lands they have recently regained.

stationed in the desert canyons on watch for pirates and smugglers, and flying on the ace's wing during this year's frequent battles against bootleggers. Though I question the wisdom that places such a firebrand with a seasoned flier like Soloho, perhaps the Navajo Nation is hoping that Soloho can temper one of its more headstrong pilots.

THE UING SOTU SQUADRON

Part of the Wind Warriors militia, Soloho's squadron is currently spread throughout the Canyon De Chelly area in an effort to discourage Free Colorado State smugglers from using it as a

back door into western Arizo. The Navajo Nation holds strict views against bootlegging, an offense punishable by death whether or not the smugglers intend to distribute their product in the interior.

Uing (pronounced ew-ing), meaning fire, and Sotu, meaning star, together translate as the Starfire Squadron. Soloho Salawa confirmed that the name comes from the shooting stars commonly seen over the Colorado Plateau rather than the more typical desert reference to the sun. He would comment no further, which leads me to believe that the name holds a deeper significance for him, if not for his people.

SCENARIO: Smuggler's Run

The De Chelly landscape rivals any city skyline for tight quarters and treacherous turns. The discriminating pilot would choose a nice safe altitude at which to traverse this region. Pirates and bootleggers, however, are not known for discrimination. They hug the landscape, hoping their low altitude will keep them from showing against the horizon and drown out their engine noise so that it can't be heard in the next valley over. Unfortunately, with the Navajo Nation spreading its squadrons into these areas, that tactic is no longer working.

Navajo Nation flight doctrine in such cases is straightforward. The two-plane Wind Warriors element remains prepared and engages any outriders or scouts as necessary. Radio communication is almost impossible in the canyons and flying off cliff-sides, and so the cargo planes or zeppelins following the fighters can be lured into a trap following the canyon dogfight with the outriders.

SET-UP

Lay out the Canyon Map. The Raiders force starts on the south map edge. The lead pair of Navajo fighters begins on the north map edge and sets up after the Raiders. The other Navajo pairs enter the map in subsequent turns.

RULES OF ENGAGEMENT

The Raiders' objective is to eliminate the Navajo fighters so that the zeppelin following can pass through the region safely. The Navajo force's objective is to eliminate or drive off the Raiders' fighter escort and have enough firepower left over to take out the inbound Raiders' zeppelin. The Navajo force starts widely scattered, with only two planes on the map. In Turn 2, the second pair enters from either the east or west map edge, north of the railroad tracks. In Turn 3, the last pair enters from the opposite edge.

When entering the map, the Navajo planes plot their first move as if they were already on the

PLANES AND PILOTS

Navajo Nation

Lead 1: Soloha Salawa	
Coyote	8-7-9-6-5-7
Wing 1: Omau Umta Salwa	
Peacemaker	6-6-6-6-3-5
Lead 2: Navajo Pilot	
Brigand	5-5-5-4-3-4
Wing 2: Navajo Pilot	
Brigand	4-3-5-4-3-4
Lead 3: Navajo Pilot	
Vampire	5-3-5-4-3-5
Wing 3: Navajo Pilot	
Vampire	5-3-4-4-3-4

Ragtime Raiders

Lead 1: Roman "Ragtime" Kane	
Peacemaker	4-3-5-6-3-4
Wing 1: Todd "The Kid" Davies	
Raven	4-4-5-4-3-3
Lead 2: Jessica "Rabbit" Boswell	
Fury	5-3-6-3-4-4
Wing 2: Meg "Powder Keg" Norris	
Fury	5-2-5-5-3-5
Lead 3: Tommy "Pretty Boy" Roberts	
Warhawk	4-3-5-4-3-6
Wing 3: Juan "Badges" Soto	
Warhawk	4-3-5-3-4-4

map, in the edge hex row at any facing and at any speed. When movement is resolved, the Navajo planes are placed in their starting location and moved normally.

WINNING THE MISSION

Whoever controls the map at the end of the mission is the winner. Controlling the map means eliminating all enemy aircraft.

"Marshal" Bill Redmann

A compilation by Nero L. MacLeon

Bill Redmann had every advantage. He was born to a life of privilege—the son of a Dallas judge, the Honorable Gunther Redmann. His dotting mother placed him in the finest schools available. Growing up in a family of devout Catholics, he certainly did not lack for spiritual guidance. Every detail of his early life suggested that Bill Redmann would grow up into a moral and well-educated man, with a future in law or politics or

perhaps in business as befit a scion of one of Texas' most-favored families.

Somewhere that message got lost.

Warning signs were tenuous at best. The youth who would grow up to be one of the most reviled pirates in the Texas skies never displayed a hint of violence. His aggression appeared only in his overwhelming drive to succeed, to be the best at anything he attempted. Bill Redmann excelled in academics and held his own in any sport he tried, though many people recall his frustration at simply being "good enough." When he voiced an interest in flying during his high school years, his father arranged for private lessons with then-USAF Captain Steve "Fireman" Kelley, who was also a friend of the family.

Bill Redmann began his college career at Princeton, pre-law on a scholarship, with near-record marks in his first semester that fell off to moderate levels in the next. In his second year, he changed to a business degree. His grades improved, but then Fate dealt him his first difficult hole-card. The year was 1929, and in October the short-term future of business came crashing down with the stock market.

Redmann stuck it out for another two months, until Texas seceded from the union. He resigned from Princeton just three weeks shy of the semester finals, abandoning the credits he'd earned, and returned to the new Republic of Texas. There, he enrolled in Dallas' leading college, taking a pre-law program with extra classes in history. He made it through another year before dropping out to join the Texas Rangers air militia. Gunther Redmann, hoping that his son's drive toward excellence would someday make him a hero of the Republic, helped secure him a position in Steve Kelley's squadron.

The posting turned out to be a terrible mistake. Bill Redmann had never forgotten the experience of comparing himself to "Fireman" Kelley during their first lessons together, and finding himself lacking every time. As part of Kelley's squadron, "Marshal" Bill Redmann constantly pushed his commanding officer's authority. On the



A formal photo that Redmann presented German Ace Ernst Udet upon his visit to Texas.

ground, he voiced insolent and continuous criticism of Kelley. In the air, he fought with a cold ruthlessness that earned him the unofficial moniker "Gravedigger," sometimes shortened to "Digger." The nickname became the source of several fistfights and one dogfight that earned both pilots an official reprimand. On the squadron's next mission, Redmann disobeyed orders and flamed down a Dixie passenger zeppelin suspected of smuggling booze into the Republic of Texas. That action earned him a court-martial, at which Steve Kelley offered the chief testimony against him.

Dishonorably discharged from the Rangers, Bill Redmann was not about to disappear quietly. First, he wanted his revenge.

He snuck back to the airfield the next day, stealing his plane from the Rangers just as Kelley taxied for takeoff on a routine patrol. Kelley's wingman, Theresa "Thumper" Larsen, never made it into the air—Redmann left her plane as burning wreckage on the runway. A five-minute dogfight followed, with Redmann pitting his rage against "Fireman" Kelley's greater skill. Spectators on the ground finally saw Redmann reduce power and waggle his wings in the traditional sign of surrender. When Kelley came around to ride Redmann back to the ground, Redmann rolled into an Immelmann and came nose-to-nose with Kelley, firing all weapons. The treacherous maneuver caught Kelley by surprise; he barely had time to bail out before his Hughes Lightning disintegrated. Bill Redmann immediately swung around and used his 60-caliber guns to cut Kelley down.

In the five years since, Bill Redmann has become the bane of the Texas Rangers. He is responsible for twenty-three kills—literally—and another thirteen planes shot down against the Rangers alone. He has also had run-ins with Dixie and the People's Collective, and several ground-based targets have also fallen to the pirate leader. He has faced the Black Swan twice in dogfights over contested targets that escaped while the two

pirate leaders battled each other. Currently, each has won a single victory; the loser in each engagement rode a stricken plane to the ground rather than trusting the other to allow a bailout.

ANNA "COSSACK" RASPUTIN

Opposites may generally attract, but that old saw has not proven to be the case for Redmann's wingman. The Cossack is every bit as treacherous and disreputable as her boss. Not much is known of Rasputin; even her name is likely an alias. Whoever she may really be, Anna Rasputin is a deadly pilot who enjoys strafing civilian ground targets for "fun." She adheres religiously to the Redmann Gang's take-no-prisoners philosophy, and so is often given clean-up duty after a major strike.

One pirate who has dealt with the Redmann Gang and came forward for an interview described her as "Psycho. That <deleted> is colder than the desert winter. She follows Redmann like a dog, but only him. The other members of the Redmann Gang are afraid of her. None of them trust her."



Redmann's Gang

THE REDMANN GANG

Only one man—"Easter" Whittaker, also featured in this issue—is known to have quit the Redmann Gang and survived. Most of our information on the Redmann Gang comes from him; certainly no AAW reporter tried to approach this deadly band of thugs.

"Marshal" Bill Redmann's pirates pride themselves on their place at the top of the Texas Air Rangers' Most-Wanted list. The top five slots belong to three pilots in Redmann's personal squadron and two in the Gang's fighter-bomber squadron. Another seven pirates are included in the Rangers' top twenty. Plunder is shared in proportion to status, which includes notoriety (especially a spot on the Rangers' list) and is subject to Redmann's whims. However, our source suggests that being high on the list also makes a pilot a target within the pirate gang. Any Redmann Gang



"Redmann has the sunken eyes and moral convictions of a rabid dog."—Steve Booth, Texas Air Rangers

pirate with a reputation he or she cannot defend is not expected to live long—a kind of vicious internal regulation that prevents atrocities (such as the Wichita Falls bombing by Foster and McCoy) from occurring just for the sake of enhancing reputations.

Amazingly enough, given Redmann's history of double-crosses and treacherous actions, other pirate bands continue to work with the Gang on a

short-term basis. Redmann is known as a lucrative partner, provided you give him no opening for betrayal. Ego in dealing with Redmann has been the downfall of many pirates, who believe they can keep control of Redmann long enough to make their killing. Some succeed—but for every successful partnership, AAW counts at least two failed attempts that ended in catastrophe for those who mistakenly trusted the "Marshal."

SCENARIO: Crossover

Last month's clash between the Redmann Gang and a squadron from the People's Collective demonstrated the usual Redmann ruthlessness. Members of the Panhandle Predators were flying with Redmann, having located a prime target in the Collective but lacking the firepower to take it on by themselves. Redmann volunteered his squadron to assist for a share of the take. With the cargo zeppelin neutralized, the pirates had only to mop up the Collective's Dusters, who had been dispatched out of the airfield at Liberal to intercept the pirates. Redmann and Rasputin ended up paired with two Predator flyers, facing a three-plane Dusters element. During the ensuing dogfight, after one Collective pilot was downed and another plane so shot up it could barely hold together, Rasputin turned her guns on one of the Predators.

The timing was perfect. Any earlier, and the Predators would have joined the Collective in taking down the infamous Bill Redmann. Any later, with all three Duster planes defeated, and the Predators would have been back on their guard against Redmann and the prime opportunity lost.

SET-UP

Lay out the Seaport Map. The Dusters set up first, within 5 hexes of the northern map edge. The Redmann Gang and the Predators set up within 5 hexes of the southern map edge and within 6 hexes of one another.

RULES OF ENGAGEMENT

The Redmann Gang's objective is to shoot down or drive from the map all other planes, both Dusters and Predators. The Dusters' objective is

PLANES AND PILOTS

Redmann Gang

Lead 1: Bill "Marshal" Redmann

Peacemaker 6-6-8-6-7-9

Wing 1: Anna "Cossack" Rasputin

Peacemaker 5-5-7-6-4-5

Predators

Lead 1: Jeff "Macho" Monda

Raven 4-4-5-5-4-4

Wing 1: Dennis "Dick" Tracy

Fury 3-5-4-4-3-4

Dusters

Lead 1: Comrade Jerome Warren

Defender 5-4-6-4-3-6

Wing 1a: Comrade Hannah Casserly

Devastator 4-4-6-4-4-5

Wing 1b: Comrade Gregory Becton

Devastator 4-5-5-4-4-4

to shoot down or drive from the map all enemy planes.

The Redmann Gang player controls the Predators aircraft until one Duster has been shot down. At that point, control of the Predators passes to the Dusters player. Control of the Predators also passes to the Dusters player if any Redmann plane shoots at a Predators aircraft.

WINNING THE MISSION

The last player left with a functional aircraft on the map wins the mission.

Comrade Captain Aaron "Easter" Whittaker

Interview by Julia "Jewel" Isaakson, Flier and Field Reporter

Born on his family's farm in southern Kansas, Aaron Whittaker wanted nothing more out of life than a modest living and a family of his own. He inherited the farm at age twenty-two after his parents died in a fire, but faced bankruptcy a year later thanks to the Crash of '29. Using the meager profits from the sale of the farm, he tried his hand at ranching on a small spread in northeastern Oklahoma. Drought plagued the ranch initially, but the final blow came when a wide-ranging air patrol decided to use his animals and home for strafing-run practice. This unprovoked attack killed his wife and put an end to his dreams of a better life for almost two years. Whittaker claims

the pilots were Texas Rangers, though no proof was ever found.

Whittaker hauled his old crop duster out of storage—one of the few pieces of equipment he'd saved from the farm—and outfitted it with armor and a pair of machine guns. He then went up against the Texas Rangers in an attempt at vengeance that nearly cost him his life several times over. In his underpowered, antiquated plane, he kept up his one-man vendetta for six months, attempting to live off the countryside as a raider but earning little more than the scorn of the Rangers.

At this low point in his life, the grief-stricken



Comrade Whittaker reclines against a captured Dixie Bell Valiant.

and near-starving Whittaker met up with "Marshal" Bill Redmann, an ex-Ranger turned mercenary and then pirate leader. Redmann upgraded Whittaker's aircraft, the Avenging Amy, and offered him a real chance at justice against Texas. Kept on a short leash, Whittaker accompanied several raids against Texas and Dixie shipping, until he realized that Redmann's idea of justice was no better than the acts of the marauders who had cost him his wife and home. In some cases it was worse, as Redmann did not always keep his raiding impersonal. Before long, Whittaker ran out on the pirate band.

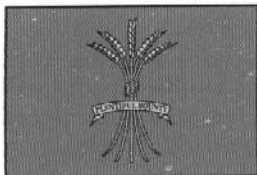
Aaron Whittaker is one of the few pilots to quit Redmann's band with his life, and credits his survival to the fact that he kept flying north in the People's Collective for as long as his money and his plane held out. He managed to reach Omaha before both quit on him, and applied to the local airfield for work as a mechanic. Never one to waste potential resources, Comrade Major Todd "Slingshot" MacFarlane first tried Whittaker out as a pilot in the Avenging Amy. In a slow, under-armored plane light on firepower and with the performance specs of a lame crow, Whittaker nonetheless managed to impress MacFarlane with the feats he could coax out of the old crop duster. Instead of a mechanic's position, Aaron Whittaker was offered training on a patched-together PR-1 Defender.

In his first battle, defending a grain zeppelin on its usual run from Lakota renegades, Whittaker tore into the opposing squadron with skill born in his desperate days of flying an inadequate aircraft against better-trained men and women. He put the PR-1 through paces even MacFarlane had never tried, claiming three "kills" and an assist. That pattern repeated itself over the next several years, as Whittaker pulled out all the stops in defending

his new home.

Though the People's Collective generally disapproves of pilot nicknames, believing that all men are equal comrades under the Collective's laws, they occasionally allow a commanding officer to bestow such a distinction. MacFarlane dubbed Whittaker "Easter" after his twentieth kill, commenting that Whittaker had shown "more surprises than a child's Easter basket. And certainly he's walked his way out of several graves up there.

Our Savior watches over us all, but it seems He takes a special hand in Aaron's life."



The People's Collective



Air Militia: The Dusters



14th Squadron-The Avengers

COMRADE ERIKA CARREY

One of Aaron Whittaker's two wingmen, Erika Carrey earned her wings two years ago, and to the amazement of many is still alive and flying. Carrey tends to hang in tight with Whittaker, using herself as a flying shield to keep her superior officer from harm. With Redmann's pirate band gunning for Whittaker, as well as aces from other nations wanting to test themselves against him, Carrey's devotion to her superior officer is as deadly as it is admirable.

Carrey loads up on rockets rather than guns, trying a new variety in every flight to keep people guessing. She unloads fast and early from long range, ditching the cumbersome load rather than chance taking any of it to the ground later, and thereby giving her comrades a few extra seconds' grace. According to Whittaker, "A full spread of flare and sonic rounds from Erika has made all the difference in several battles to date."

COMRADE HEWETT JONES

A new addition to Whittaker's three-plane element, Jones replaces Comrade Ezekiel Miller, who died under the guns of Bill Redmann's pirate band last month. Comrade Jones prefers stitching

through his opponents' armor from long range with small-caliber machine guns, following up with a pair of heavy rockets, "to put them down hard once I've opened them up."

DUSTERS, 14TH SQUADRON— THE AVATARS

Whittaker's squadron, known as the Avatars, is based in Kansas City, but may be pulled to any border depending on the needs of the Collective. The Avatars have fought the Redmann Gang, the Texas Rangers, Dixie's Confederate Air Force, multiple raiding parties out of Free Colorado, and even a contingent of Germans stationed in the ISA

as flight instructors. Whittaker personally duelled German ace Günther Lützow. The squadron insignia is a winged fist, striking from Heaven.

Depending primarily on the PR-1 Defender, the Avatars are a fast-response squadron. Despite the relative lightness of their planes, they have shown an impressive ability to hang in during a dogfight against heavier craft when defending the Collective. When asked about his own tendency to stay in a fight even with a mortally wounded aircraft, Whittaker responded, "When I had nothing, the Collective gave me everything I needed. When I fly, I have nothing left to lose. I already owe it all to the Collective."

A SUNDAY WITH "EASTER"

This reporter managed to ask a few last questions of Aaron Whittaker, who consented to the following interview after morning services in the small Kansas City church that serves the airfield and its staff.

Q: For a devout worshipper, your record in the air seems strangely at odds with the man on the ground.

A: I suppose it does. But if it costs me time in Purgatory for even one life saved in the Collective, I'll consider it a fair trade.

Q: It wasn't always like that, though, was it?

A: If you're referring to my time as a raider and pirate, that was another life. In the end, I will answer for my actions. Perhaps between now and the time of judgment, I will have made up for past sins in some small way.

Q: How do you feel about sharing the pages of AAW with Bill Redmann, your former ... associate?

A: His is a soul surely condemned to Hell. His flying cannot be faulted, but he is a plague on humanity and—Lord forgive me—I can't help but hope he is sent to his final reward soon. If he ever comes under my sights again, he'll find no Christian charity there.



Comrade Whittaker steps out on the town with the Black Swan, famous pirate.

SCENARIO: The Dogfight

The recent battle that cost Aaron Whittaker one of his wingmen happened in the clear skies over Arkansas City on what was supposed to be a routine patrol. Redmann and his wingman, flying heavily loaded Peacemaker 370 fighter craft, were waiting for the patrol in hopes of putting an end to "the renegade," as Redmann's pirates still call Whittaker. Whittaker's element was flying PR-1s with load-outs consisting primarily of sonic and flak rockets.

Investigation later proved that Redmann had gotten Whittaker's patrol path via torture from a young officer stationed at the Arkansas City airfield. The pirates jumped into the Avatars' six as the Duster element slowed for an easy coast into the airfield, forcing the trio to break apart and work their speed back up under the first fire of the dogfight.

SET-UP

Lay out the clear horizontal map. The Dusters set up in triangle formation in the center of the map. The Redmann Gang planes set up behind and within 4 hexes of the Duster formation. Duster planes may not load lethal rockets.

RULES OF ENGAGEMENT

The mission begins with the Combat Phase of Turn 1. The Redmann planes may fire guns but not rockets in this phase. During Turn 2 and afterward, they may fire normally. The goal of each side is to shoot down or drive off the opposing side. A plane may "retire" by flying off one of the short sides of the map. If a plane flies off a long side, it is considered to have fled.

PLANES AND PILOTS

The Dusters

Lead 1: Comrade Aaron Whittaker	
Defender	5-6-7-6-6-7
Wing 1a: Comrade Erika Carrey	
Defender	4-6-6-6-4-4
Wing 1b: Comrade Hewett Jones	
Defender	4-3-5-6-3-4

The Redmann Gang

Lead 1: Bill "Marshal" Redmann	
Peacemaker	6-6-8-6-7-9
Wing 1: Anna "Cossack" Rasputin	
Peacemaker	5-5-7-6-4-5

WINNING THE MISSION

The player with the highest point total wins the mission.

Duster Points

Shooting down Redmann	35
Shooting down Rasputin	25
Each enemy aircraft that flees	10
Each enemy aircraft that retires	5

Redmann Points

Shooting down Whittaker	20
Shooting down others	15
Each enemy aircraft that flees	10
Each enemy aircraft that retires	5

Jonathan "Ghengis" Kahn

Interview by Jake "Spud" O'Connor, Flier and Field Reporter

Jonathan Kahn, the feared leader of the Red Skull Legion, is well known for his wild lifestyle and acts of barbarism wherever his pirates have attacked. A Wall Street broker who lost everything in the market crash of 1929, he turned to piracy to continue to finance his extravagant standard of living. It sounds like the typical riches-to-rags story, but the truth runs much deeper.

Kahn comes from the famous Chicago Kahns, a family with industrial interests, but fami-

ly and friends always saw Jonathan as "different." Though capable of being the perfect gentleman when he wanted to be, he was prone to irrational outbursts of anger as a child. As he grew up, he learned to channel this anger into more civilized pursuits, which honed his competitive edge while eroding his sense of social responsibility. He purchased a medical deferment that kept him out of the Army during the Great War, but learned to fly anyway and was arrested more than a dozen times for brawling during the war years. After the war, he made money peddling influenza cures. He flew from town to town, plying people with remedies that were mostly grain alcohol and whatever berry was in season. He'd fly off once he'd sold his lot, never to be seen again.

The gullibility of the American people impressed Kahn. He started working the well-known "Drake scam," which provided him with a steady income. He told people that the heirs of Sir Francis Drake were going to sue the British Crown for all the gold Sir Francis had captured, and they they would be paid ten dollars for every dollar they donated to the lawsuit. Kahn first flew from city to city himself and later hired henchmen to harvest weekly contributions from families, threatening to cut them out of the deal if they didn't keep coughing up the money.

Kahn invested his ill-gotten gains in the stock market, spreading his wealth around to industrialists and associates who subsequently fell for his other schemes. He bought extensively on margin, made fast trades and even manipulated the press by leaking stories that spiked prices so that he could sell out at a fat profit. Before long, investors couldn't tell where reality lay. Some even said that Kahn couldn't tell his own lies from the truth. Whatever the case, he hesitated to sell when the Crash started; he may indeed have mistaken it for another one of his own scams.

The Crash ruined him financially and knocked him a bubble or two off plumb, but he kept scheming. Rumors had always flown about Kahn's connections to organized crime, but after the Crash they were rumors no more. Kahn cut a



"Ghengis" Kahn indulges his baser impulses.

deal with the leader of the Chicago Purple Gang, selling them all future profits from his Drake scam in return for a quick investment in a fleet of planes. The Purple Gang went for the idea, giving birth to the Red Skull Legion.

Kahn knew it wouldn't take the Purple Gang long to figure out that the government's collapse would end the Drake scam. To keep himself useful to them, he staged a series of quick raids that smashed little smuggling groups competing with the Purple Gang in the bootlegging business. That kind of favor earned him some respect and time while he looked for a big strike. He found it in Salt Lake City, where he staged a daring raid in 1931.

The Mormon State of Utah had done as much as it could to discourage Gentiles from interfering with it by making retribution quick and forceful. Kahn took his Red Skull Legion to Utah as an escort for a zeppelin supposedly full of Mormon refugees from the ISA. The zeppelin was a Trojan horse; immediately upon landing, armed pirates poured out of it and attacked the airport facilities. The Red Skull Legion made repeated strafing sorties against the local militia headquarters while the landing party boarded the airship *Moroni*, one of the largest in the Utah fleet. The *Moroni* lifted off with the landing party and was flown clear of Utah's central valley.

Then Kahn did something truly reprehensible. He repainted his Red Skull Legion planes with Utah's colors and proceeded to raid his way across the People's Collective, whipping the Christian Communists into a fearful frenzy. Anti-Mormon persecution in the Collective rose sharply, which gave Utah a real problem to worry about and almost kindled a war in the west. When Kahn's people reached the ISA, they shifted back to their true colors and renamed the *Moroni* the *Machiavelli*.

Since that time, Kahn has largely reserved his predations for soft but valuable targets. He's raided every nation, though his ISA raids have mostly knocked out fledgling gangs seeking to rival his power. Though other pirate gangs operate

out of the ISA, most of them formed at the same time as the Red Skull Legion or have been chased to the ISA and granted sanctions that make them inviolate as far as Kahn is concerned.

Kahn's personal lifestyle will likely contribute to his complete collapse in the not-too-distant future. The man drinks to excess and is said to have quite an appetite for the fairer sex. Said an acquaintance, "Variety is paramount for him, not necessarily quality. Instead of eating one perfect apple, he'd prefer to take a bite out of all of them."

Kahn boasts of a liaison with the Black Swan, though no one believes this story is anything more than an opium dream. Kahn may not even believe it himself; he may be spreading the rumor simply

because he knows it annoys the Black Swan. Kahn has had the pleasure of shooting down a couple of men who thought the way to the Swan's heart was through killing the man who besmirched her reputation. According to Kahn, such things are all part of a game he and the Swan play: "Someday we'll

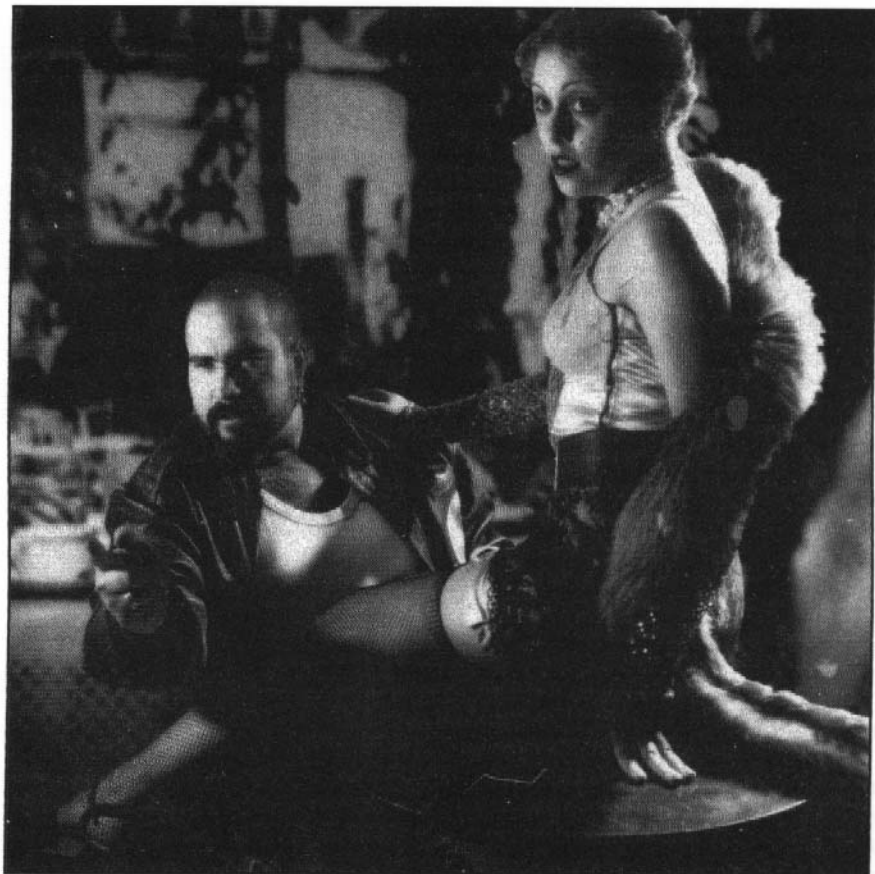
meet, and then we'll decide if I have her or not."

The most disturbing thing about Kahn is his unpredictability. He'll propose and organize a raid on the spur of the moment, which generally gives him the element of surprise against any target. Despite this recklessness, however, his analytical skills and a preternatural ability to avoid ambushes has repeatedly saved him from destruction. In 1935 the Georgia Air Knights put together an irresistible target for Kahn. The pirate leader took the bait, but delayed his raid because of Carol Kismet, a torch singer in Chicago, whose songs he thought were omens from God. It took him two weeks to tire of her and of that delusion, by which time the curtain of security around the Air Knights' operation had broken down and the trap was revealed.

Kahn's luck has run out before, and will likely run out again. Until then, his victims will suffer and good pilots everywhere will bear the burden of his atrocities. Some brave soul may rid the world of such vermin, but until then "Ghengis" Kahn and his Red Skull Legion will rule the skies over the ISA.



Red Skull Legion



A nosy photographer interrupts Kahn and torch singer Carol Kismet in a Chicago speakeasy.

HENRIETTA "HETTYHAWK" CORBETT

Large, raw-bowed and hatchet-faced, Hettyhawk is hardly the type of coquettish woman usually associated with Ghengis Kahn, but she's been his wingman for years and hasn't allowed anyone to shoot him down yet. Born in Dixie to a woman of easy virtue, Hettyhawk grew up around the airfield at which—according to her mother—her father had flown. The little girl clearly wanted to find her father, but settled for being a companion to a series of pilots.

The pilots taught her to fly, providing Henrietta with all the freedom she could ever want. A naturally gifted pilot, she ultimately ran

afoul of one of her paramours' egos. In 1929, at the tender age of seventeen, she boasted that she could outfly him. He promptly challenged her to a duel, and she sent him down in flames. Shortly thereafter, Henrietta met Jonathan Kahn. What he saw in her no one knows, but she apparently found in him the father figure she'd never had. She has shown him unwavering loyalty, and is ruthless when it comes to ferreting out threats to Kahn's life.

Though her gunnery skills leave something to be desired, Henrietta can push a plane into maneuvers that would tear off its wings under normal circumstances. This ability makes her a tough target to hit, which gives her all the more time to correct her aim and send enemies to the grave.

SCENARIO: Torch Song

Carol Kismet, a nightclub singer, is on tour through Dixie on the arm of the governor of Arkansas. While with the governor, she tours a new McDonnell manufacturing facility that produces superior aircraft engines. Kismet has never forgotten her time with Jonathan Kahn, and wants to attract his attention again. To accomplish this, she appears on a Dixie radio program, Songs of the South, which is broadcast throughout several North American nations. She sings her newest song, "The Ballad of the Pirate's Lover." The song contains coded lyrics that list the coordinates for the McDonnell aircraft engine plant as well as a suggested time to attack it.

SET-UP

Lay out the Sea Port map. The Red Skull Legion starts on the north map edge. The pirates may set up anywhere within 5 hexes of the south edge, which is their home map edge.

In addition to his planes, the Dixie player may place five ground-based flak guns anywhere on the map, as long as they are not within 5 hexes of the north map edge. These guns may fire a flak shell every turn. They are protected by ten rows of armor. A hit to the eleventh row destroys the gun. Each gun has a Base Target Number of 3.

RULES OF ENGAGEMENT

The Red Skull Legion must destroy or drive off all Dixie aircraft and destroy all five flak-gun emplacements. After accomplishing this, the Legion's zeppelin can land and recover the aircraft and parts that are the objective of the raid. The Dixie player must destroy or drive off all Legion aircraft to protect the plant.

PLANES AND PILOTS**Red Skull Legion**

Lead 1: Jonathan "Genghis" Kahn
 Devastator 5-9-7-8-5-6
 Wing 1: Henrietta "Hettyhawk" Corbett
 Brigand 6-1-5-2-3-3
 Lead 2: Rafael "Fencer" Herrera
 Devastator 5-3-6-4-5-6
 Wing 2: Harry "Lucky" Kenyon
 Brigand 2-3-4-4-3-6
 Lead 3: Emma "Peel" Murillo
 Raven 4-4-5-4-3-5
 Wing 3: Luthor "Pry-bar" Prymon
 Fury 2-5-4-4-3-5

Dixie Defense Force

Lead 1: Samuel "Tallboy" James
 Valiant 5-5-5-6-3-6
 Wing 1: Edward "Buckshot" Riley
 Kestrel 5-4-4-4-3-5
 Lead 2: Christina "Dancer" Briar
 Valiant 6-5-4-4-3-4
 Wing 2: Hal "Frumby" Frum
 Kestrel 4-5-4-3-3-5
 Lead 3: Joe "Rocky" Brickman
 Fury 2-5-5-4-3-4

WINNING THE MISSION

The squadron with the last functional plane on the map wins. The Dixie Defense Force can gain a moral victory if they shoot down Kahn.

Charlotte "Charlie" Steele

By Vickie Blair, reprinted from *The Hollywood Tattler*

When you think of the Hollywood Knights, the first image that comes to mind is the handsome heartthrobs whose faces fill the Hollywood tabloids. We see them standing by their distinctively painted planes with their famous "kills," scarves thrown over their shoulders, laughing and toasting each other with expensive champagne in Waterford crystal. Right after that comes the image of a beautiful young lady, screaming through the skies in her customized red-and-white Hughes Bloodhawk, her blonde hair blowing in the wind, grinning as she blasts another pirate out of the Hollywood sky. Who is this female ace whose exploits have made her famous from coast to coast? None other than Charlotte "Charlie" Steele, the founder and leader of the Hollywood Knights.

No one who knew Charlotte Steele before the advent of the Hollywood Knights would ever have believed she would end up leading this famous band of heroes. Born to mega-producer Edward Steele and his wife Lena, Charlotte led a relatively normal early life ... for a girl who was raised in the Hollywood Hills, in a house through which the glitterati of Hollywood flowed. Charlotte's teens were a whirl of parties, premieres and popping champagne corks. Everyone in Hollywood knew Charlie (her chosen nickname) as the hottest party girl in town, and woe to the hostess who forgot to add Charlie's name to her guest list!

All of this changed a few months after the United States' collapse. While flying with a friend high over the San Fernando Valley, the plane's engine stalled and wouldn't restart. The pilot panicked and jumped with the only parachute, leaving Charlie to face certain death alone. Remarkably,

Charlie managed to keep her head and bring the plane down safely.

In spite of (or perhaps because of) the terror of that near-disaster, Charlie fell in love with flying. Though her father forbade it, she began taking lessons with Norm Houston, an old family friend. Charlie turned out to be a natural pilot, one of those rare people who seem to be able to make a plane do anything.

One day, while shopping on the Miracle Mile, Charlie saw a gyrocopter land in the middle of Wilshire Boulevard. A couple of men jumped

out, grabbed a woman off the street, jumped back in and took off. The police seemed powerless to find the woman or stop such incidents. This brazen kidnapping made a deep impression on Charlie; she decided then and there that something had to be done to stop such blatant criminal acts.

She went to Norm Houston, who helped her compile a list of the best pilots in Hollywood. Then Charlie threw a gala masquerade ball, in the best

Hollywood tradition. A select few—the pilots—received an additional "special invitation" to a midnight meeting. Because it came from Edward Steele's daughter, none of the pilots turned down that second invitation.

At the meeting, Charlie proposed that she and her fellow pilots form a flying unit to protect Hollywood and its citizens. It would be fun! It would be dashing! It would be just like in the movies, but real! Most of the flyers signed up on the spot, and the Hollywood Knights were born.

Unfortunately, most of the young flyers also thought Charlie's idea of air war was a romantic lark. Though they were all excellent pilots, not one of them had any combat experience. In their first



*Charlotte Steele's official portrait
from her debutant ball.*

real combat against the notorious Sky Slavers, the Hollywood Knights were soundly defeated and lost one of their members.

The defeat was a watershed event in Charlie's life. She had never failed at anything before, and took it pretty hard. However, with Norm Houston's help she pulled up her socks and began rebuilding the shattered Knights—this time with a clear understanding of what air war really meant, and a steely-eyed determination that no one was going to chase them out of the skies of Hollywood again. At this point, the group also began receiving weapons and newly designed Hughes aircraft from a mysterious benefactor. They were also joined by Captain Dick Remington, an ace from the Great War, who started to whip them into shape.

The next time the Sky Slavers showed up, they faced a very different squadron of Knights. Fighting as a unit and making excellent use of the stunts that have since become their trademark, Charlie and the rest of the Knights thrashed the Slavers, and eventually destroyed the pirates' entire operation.

Since then, the Knights have gone from triumph to triumph—not winning every battle, but so far successfully maintaining the security of Hollywood's airspace. Along the way, they have become the darlings of the media. Not a tabloid is published in Hollywood without at least one article on the Knights, and of course Charlie is the most famous of them all. Every star in Hollywood has tried to join up with the Knights—for the publicity if nothing else—but Charlie's standards are high. (During our interview, she insisted that looks are not among them, though the Knights are a suspiciously good-looking bunch.) Recently, Charlie formed an auxiliary group called the Round Table Flyers to accommodate those whose enthusiasm outweighs their skills.

Recognizing the usefulness of all this attention, Charlie and the rest of the Knights play to it. They bring in the best studio artists to paint their planes, and always perform a brief stunt show over the San Fernando Valley as they patrol. They do this less for recruiting purposes than as a reminder to their enemies. Charlie particularly likes to rub her successes in the face of her main rival, Major Loyle "Show Stopper" Crawford, leader of Empire State's Broadway Bombers. But

amid all the headlines, movie stars and champagne, the Hollywood Knights are combat veterans who never forget that their main mission is to protect the skies of Hollywood, their beloved homeland.



Nation of Hollywood



Hollywood Knights Air Militia



The Metro Marauders

II. "GLAMOUR BOY" STEVE GARDNER

Steve Gardner was born on a farm in the Imperial Valley in Central California. From childhood on, it was obvious that no one so handsome should be wasting his time on a farm, and so Steve set off for Hollywood as soon as he could. Unfortunately, the studios had plenty of handsome boys hanging around looking for work, and Steve was no Laurence Olivier in the acting department. Rather than give up his dream of being in the movies, Steve signed up as a stuntman.

In his first few years he was shot, knifed, blown up and thrown out of countless windows. Finally he met an old stunt pilot named Norm Houston, who taught him to fly. Steve began to get lots of work as a stunt pilot, and was among the original crew recruited by Charlie Steele for the Hollywood Knights. Steve flew in the Knights' first disastrous raid against the Sky Slavers, and barely escaped with his life. He almost quit the Knights after his friend Jimmy Vega was shot down, but Charlie convinced him to hang in there and to become her new wingman. He's held that post ever since.

Steve has a particular grudge against pirates, who've killed several of his friends in the squadron. He's been accused of shooting at parachuting flyers against Charlie's standing orders, though no such allegations have yet been proved.

THE METRO MARAUDERS

Like the rest of the Hollywood Knight squadrons, Charlie's squadron is named after its sponsoring studio, in this case Metro-Goldwyn-Mayer. The Metro Marauders are based out of the Hughes Aircraft field in Santa Monica, which has fueled speculation about the relationship between the Marauders and Hughes Corporation. Some

relationship certainly exists, because the Knights fly Hughes planes exclusively (and always the latest and greatest). Occasionally they even test prototypes, and the Knights have given Hughes planes the best possible advertising. In exchange, Hughes Aircraft makes certain that the Knights' craft are always in tip-top shape.

Howard Hughes is a flying ace himself, having set the transcontinental air record (7 hours, 28 minutes) in 1935. According to rumor, he has flown with the Hollywood Knights under the call-sign Spectre, though Hughes' spokesmen vehemently deny this story. Several rumors about the relationship between Howard Hughes—a notorious womanizer—and Charlie Steele have also made the rounds, and have also been vehemently denied.

Like their Empire State rivals, the Broadway Bombers, the Metro Marauders have been tagged as more interested in fun than in fighting. Their recent actions against Los Lobos Negros, a Mexican pirate group that had been raiding north of the border, have hopefully laid that image to rest. Los Lobos Negros had made a practice of hitting targets in the San Diego area and then retreating into Mexico. Early in 1937, they became bold enough to range as far north as Los Angeles, where they made the mistake of angering Howard Hughes by hitting one of his facilities. The Marauders, supported by the Flying Foxes and some elements of the Hughes Air Guards, crossed into Mexico and razed the Baja base that had been the Lobos' home, shooting down four of the pirates' planes and chasing off the rest. On the Knights' side, only one of the Air Guards got shot down. With this victory, the Knights have hopefully discouraged the Mexican pirates from continuing to make life in southern Hollywood such a nightmare.



From Hollywood Playgirl to Defender of a Nation.

SCENARIO: Steal the "Bacon"

Henry Wilfred Bacon is traveling via private railcar from his gold mine near Las Vegas to his palatial estate in Hollywood, carrying the month's profits with him. Charlie Steele and the Hollywood Knights are flying cover for Mr. Bacon on his return to Los Angeles. Unfortunately, "Genghis" Kahn has discovered the route and schedule of this valuable train via a pretty little thing named Elvira. Charlie doesn't know yet which of her flyboys told Elvira, but once she finds out, there will be hell to pay.

The Red Skull Legion planes will attempt to harpoon Mr. Bacon's train car and carry it—with the gold and Mr. Bacon—back to their heavily armed zeppelin. The Hollywood Knights need to get the train car over the Hollywood border, where more militia units will join them.

SET-UP

Lay out the Canyon map. The Hollywood Knights set up first on the south edge. The Red Skull Legion sets up second on the north edge. Players may use any ordnance loadout. The train starts in the first Track hex on the west side of the map.

RULES OF ENGAGEMENT

Each player's objective is to harpoon and tow Mr. Bacon's railway car to the friendly side of the map. Both players lose if the car is destroyed.

WINNING THE MISSION

Whoever tows the train car off the friendly side of the map or has the last functional plane on the map is the winner.

PLANES AND PILOTS**Hollywood Knights**

- Lead 1: Charlotte "Charlie" Steele
Bloodhawk 6-5-8-6-5-7
Wing 1: Steve "Glamour Boy" Gardner
Bloodhawk 5-4-6-4-3-5
Lead 2: Irving "Blackface" Jolson
Firebrand 4-5-6-6-3-2
Wing 2: Brandy "Wine" Noonan
Firebrand 3-3-5-4-4-4
Lead 3: Carmen "Killer" Flores
Fury 4-3-6-4-3-5
Wing 3: Karl "Wrong-way" Gruner
Fury 4-3-6-4-3-2

Red Skull Legion

- Lead 1: Jonathan "Genghis" Kahn
Devastator 5-9-7-8-5-6
Wing 1: Henrietta "Hettyhawk" Corbett
Brigand 6-1-5-2-3-3
Lead 2: Rafael "Fencer" Herrera
Devastator 5-3-6-4-5-6
Wing 2: Octavia "Hardpoint" Mickels
Brigand 2-3-4-4-3-6
Lead 3: Emma "Peel" Murilo
Raven 4-4-5-4-3-5
Wing 3: Luthor "Pry-Bar" Prymon
Fury 2-5-4-4-3-5
-

Colonel Beauregard "Rapier" Travis

Biography by Jackson Lewis, Atlanta correspondent

Recipient of an unprecedented second Southern Star for Valor in recognition of his part in the recent raid on Manhattan, Beauregard Travis is the most prominent member of the Confederacy Air Corps. Born in 1910, the oldest son of Great War hero Achilles Travis, Beauregard was indulged by his parents and wanted for nothing. He was barely fourteen when his father's friend, Samuel McCauley, taught him to fly, and his father bought him a Curtiss Sparrowhawk for his sixteenth birthday. Achilles Travis is said to have told his son, "A Travis will always fly for freedom," and taught him the importance of honor and duty. Even so long after his father's death in 1927, Beauregard has kept these principles central to his life.

Following the Crash of '29 and the secession

of the Southern states to form the Dixie Confederacy, Travis quit Emory University and traveled west, seeking to help defend the new nation against the Republic of Texas. Initially based in Shreveport, Louisiana before that state's departure from the Confederacy, Travis was the first in his squadron to make ace, earning the respect of most of his fellow flyers. Some, however, were less impressed—among them Martin "Banjo" McCauley, Samuel McCauley's son and a rival from Travis' youth.

Never on good terms, McCauley and Travis traded high scores, seeking to outdo each other. Their contest was cut short by Bill "Marshal" Redmann in the brief conflict that followed Louisiana's departure from the Confederacy. Travis never forgave Redmann for killing McCauley—not



The South rises again and Colonel Travis rises with it.

because he'd liked his fellow flyer, but because Redmann interrupted the competition before Travis could prove his superiority. That Redmann was a mercenary, selling his skills, merely added salt to the wound.

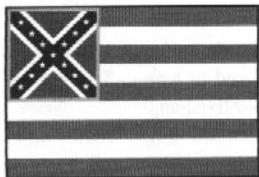
Following Louisiana's secession, Travis was reassigned to Ashdown, a small town twenty miles north of Texarkana. An important railway junction, the town lay perilously close to the Dixie-Texas border; Travis's unit was assigned to ensure its security by patrolling the Red River Valley. Barely two weeks after being posted to the area, Travis "bounced" a group of Texas Air Rangers attacking the town's railway yards. He destroyed all four aircraft and earned himself his first Southern Star for valor.

Life was not all plain sailing, however. In 1934, a beeper-seeker rocket shot Travis down over Appalachia, and he spent a brief period in captivity with a bootlegger cartel. Several scars testify to the brutality of his jailers, but Travis rarely talks about his Appalachian experience. The downing prompted Travis to acquire his trademark dog, a Rottweiler named Banjo, who serves as both a companion and an early-warning device against ultrasonic homing rockets. Indeed, Travis's innovation prompted Bell Industries to add a "dog basket" to later models of its Valiant design.

Travis was soon back in action, prosecuting raids into Appalachia before earning command of the First Georgia Air Squadron, the Winged Knights. The squadron has spent much of its time escorting commercial shipping, fighting pirates like the Black Swan and Hell's Henchmen, but Travis has worked to ensure that his people get their share of offensive operations as well. Travis led the operation against the Hollywood transport zeppelin *Los Angeles* that netted Dixie a squadron of Hughes Bloodhawk fighters. He also proposed,

planned and executed the squadron's daring raid against Manhattan, claiming two fighters and one airship kill.

Already a full colonel at twenty-seven, Beauregard Travis is a prominent member of Atlanta's social circles. His mix of high-profile daring and modesty has earned him a host of admirers and flatterers. The highlight of the 1935 spring calendar was Travis's wedding to Affinity Sawyer, daughter of Congressman William Sawyer. They have one son, Achilles.



Dixie



Confederate Air Corps



The Winged Knights Squadron

EZRA "SKEETER" STUART

Flying alongside Travis requires considerable bravery and skill. Ezra Stuart has both, and has flown with the colonel ever since Travis's previous wingman, Suzanne "Medusa" Fabian, was promoted to lead her own element. A dark-haired extrovert, Mississippi-born Stuart is in many ways the mirror image of his boss. He often serves as the unit's spokesman, having earned a reputation for being able to talk himself out of (and into) trouble. He also fancies himself a ladies' man. A rumor within the squadron, probably started by Stuart himself, suggests that he joined up to escape a romantic entanglement back home. His recent run-ins with Lieutenant Fabian appear to indicate that his

ladykilling technique is lacking. However, he is nothing if not persistent.

THE WINGED KNIGHTS SQUADRON

The Winged Knights, also known as the First Georgia Air Squadron, was one of the first Dixie air units formed and remains the Confederacy's most prestigious unit. Like many Dixie air units, the squadron comprises eighteen pilots with aircraft ranging from Dixie-built Valiants and Kestrels to imported or otherwise "acquired" Defenders



Travis poses with his Rottweiler "Banjo" and wife, Affinity.

and Bloodhawks. Since 1934, the unit has also had its own airship, the *Hannibal Lee*, a heavily armed and armored carrier with 2.5 million cubic feet of gas capacity. The squadron is based in Atlanta, but operates all along the Confederacy's northern border.

The Winged Knights was originally an all-white squadron, but Travis took the unusual step of integrating the unit within weeks of taking command. His time in Appalachia opened his eyes to society's inequalities, after which he swore to judge people on merit alone. Though integration caused some resentment within the CAE, the success of the unit has silenced all but the most bigoted critics. Indeed, Travis has thrown out several individuals who sought entry into the unit with blatantly fabricated credentials. He sees his squadron as a finely honed instrument of war that stands for honesty, integrity and courage, not as a social club for Atlanta's dilettantes.

SCENARIO: Ebony and Ivory

Though best known for their recent raid on Manhattan, one of Travis's earliest exploits with the squadron was defense of commercial shipping along the Atlanta-Richmond air route. Much of the western edge of the former Outer Banks nation was contested with the Appalachian Territories, or rather the "Bootlegger Barons" based there, and the series of clashes in the region are collectively known as the Moonshine War. The low-level conflict threatened trade through the region, but the location of the region's major cities prevented any movement of the routes toward the coast. Instead, the Confederacy arranged to escort any airship that was prepared to work with them.

The Winged Knights were one such unit assigned to escort duty, responsible for the area between Charlotte and Raleigh. In truth, they saw little of the bootleggers, but instead had numerous encounters with pirate bands set on exploiting the chaos. The squadron's most famous battle came barely three weeks into the assignment, when pirates led by the Black Swan attacked the commercial zeppelin, the *Spirit of Atlanta*.

SET-UP

Lay out a zeppelin map with a blank map next to it. The Dixie players must set up a two-plane element on each side of the zeppelin and within 3 hexes of it. The Black Swan player sets up on the far edge of the blank map. Players may use any rocket loadout. The zeppelin carries twin 60 caliber APs in each engine pod

RULES OF ENGAGEMENT

The Dixie player must destroy or drive off all Black Swan aircraft.

The Black Swan player must destroy or drive off all Dixie aircraft and destroy at least three guns on each side of the zeppelin.

PLANES AND PILOTS**The Winged Knights**

Lead 1: Colonel Beauregard "Rapier" Travis

Kestrel 7-6-8-9-6-7

Wing 1: Suzanne "Medusa" Fabian

Kestrel 4-4-5-5-4-4

Lead 2: Lt. Glenn "Samson" Peyton

Valiant 6-4-5-4-4-4

Wing 2: Taylor "Paddy" O'Connell

Valiant 4-3-5-4-3-3

DCS *Spirit of Atlanta*, a commercial zeppelin

Black Swan Squadron

Lead 1: The Black Swan

Fury 7-7-9-9-6-8

Wing 1: Judith "Valkyrie" Duchamp

Fury 4-3-6-4-4-4

Lead 2: Lucas "Buster" Spalding

Raven 5-4-5-3-3-6

Wing 2: Raoul "Aztec" Bernard

Raven 4-4-5-3-3-5

Lead 3: Nathalie "Pixie" Foos

Brigand 5-4-4-3-3-6

Wing 3: Martin "Buster" Forey

Devastator 4-4-6-3-3-4

WINNING THE MISSION

The winner of the mission is whoever controls the zeppelin at the end. To control the zeppelin, Dixie pilots must clear the map of Black Swan aircraft. The Black Swan can control the zeppelin by eliminating Dixie aircraft and destroying the firepower of the zeppelin as noted above. If the zeppelin is shot down, Dixie still controls it.

NEWS

UNIONIST MILITIA TERRORISTS
BOMB THE LEAGUE OF NATIONS
BUILDING IN COLUMBIA*Dateline: Washington, Columbia*

A bomb blast severely damaged the League of Nations Headquarters building, spraying glass and debris throughout the Union Station area last evening. The bomb went off at approximately 1:30 a.m., killing two security guards and crushing one corner of the five-story structure. The blast's concussion did shatter windows in the neighborhood, resulting in a few other injuries, all of which proved minor.

The chosen hour for the explosion seemed fortuitous. Had the blast gone off a mere six hours later, commuters coming into the Capitol Hill district would have been struck by flying debris, bringing the death toll into the hundreds. "And that is not counting the number of League of Nations employees who arrive early to communicate with their home governments via transatlantic phone lines," commented Detective Inspector Thomas Weir of the Columbia Criminal Investigation Department. "Things could have been a lot bloodier."

The precise timing of the bomb blast did carry with it ominous overtones. The Unionist Militia has staged a number of such attacks on League of Nations and other separatist institutions, all at 1:30 in the morning. This time is a reference to January of 1930, when the Republic of Texas declared independence of the United States, beginning the dissolution of the nation. The attacks come in the morning to serve as a "wake-up call" to America. Weir noted, "We've had a statement from the Unionists claiming responsibility for this attack, but the department wants its analysts to go over it for clues before releasing it to the public."

The Unionist Militia is a shadowy movement made up of self-proclaimed patriots who wish to

reunite the continent under one government. Decried as Continentalists by the leaders of North America's various sovereign nations, the Unionists still have managed to strike fear into the hearts of many nations. Their ability to attack at will and avoid capture has suggested to many that police and other governmental officials could be Unionists in disguise. Many also fear that if hostilities escalate into a continental war, Unionist fifth-column actions will cripple nations and cause an even more devastating collapse of order.

Professor Warren Varley of Columbia University has studied the Unionist Militia movement. "Most Unionists, it appears, are men who went to Europe to help save the world for democ-

racy and felt their efforts, and those of their dead comrades, were betrayed by the secessionists. These men are not without influence and may have even been the sons and husbands of leading secessionist figures, which puts them in a unique position to influence events and provides them with the resources necessary to attain their ends. The Unionists see themselves as the true heirs to the traditions of Washington, Jefferson and Lincoln. They have taken to heart the old Pledge of Allegiance to the

flag, especially the phrase, "one union, indivisible" and see reestablishment of same as a sacred goal."

Unionists have accepted responsibility for a variety of attacks against League of Nations facilities because they believe that America's preoccupation with European events was enough to allow for the break-up of the nation. The influence of France, Great Britain and Russia on the North American continent is also seen as applying pressure that will prevent reunification. Unionist manifestoes have suggested America is entering a new colonial period, enslaving itself to forces that it helped preserve in the Great War. They quote Benjamin Franklin as saying, "Those willing to surrender a little freedom in return for security deserve neither," and suggest that the governments of North America have done exactly that.

**"Regardless
of what good
the Unionists
might do,
they're also
murderers."**

—Det. Thomas Weir,
Columbia Criminal
Investigation Dept.

Though there is no denying they engage in terrorist actions, the Unionists have also managed to win support among a variety of individuals for actions taken by their members and agents. Not at all uncommon are tales of mysterious squadrons in black planes (with the old American flag rendered in black and white on them) attacking and driving off pirate gangs that have taken over small towns. The skill of these Unionist squadrons suggests a fair amount of experience in air-combat which harkens back to the idea that many Unionists are Great War veterans or flyers with current air corps of the various nations.

Detective Inspector Weir crouched next to the shrouded body of a dead security guard in the League of Nations building lobby. "Regardless of what good the Unionists might do, they're also murderers. That's the bottom line for me. The ends don't justify the means, which is a lesson I guess they just never learned."

WORLD EVENTS NO NEWS OF AMELIA EARHART

Dateline: South Seas

The lack of early results in the search for flying ace Amelia Earhart suggests grave possibilities. No vessels in the South Pacific report any direct sign of her plane, and it is only the lack of any wreckage that continues to promise hope of her survival, however slim.

Amelia Earhart, with copilot Lt. Commander Fred J. Noonan, took off from Miami, Florida in June bent on her round-the-world excursion. Earhart, the first woman pilot to solo over the Atlantic and who in 1933 earned ace status flying for the Empire State against the ISA, had hoped to be the first female pilot to circumnavigate the globe. Her husband, publisher George P. Putnam, billed the event as, "a sure triumph for one woman's indefatigable determination and undeniable skill." But this promising adventure turned tragic on July 2nd when Earhart's twin-engine Lockheed aircraft was lost in [what is believed to be] the vicinity of Howland Island in the South Pacific.

Recent clashes between Hollywood and the Kingdom of Hawaii have pulled most naval vessels from the South Pacific. What few warships remain have put aside their differences, at least temporarily, and are continuing to search nearby islands. But with more Japanese warships arriving every day and the opportunity for a prolonged operation slipping away, Earhart's husband, publisher George P. Putnam, is preparing to mount an independent search effort. "I refuse to believe her lost to mechanical difficulty," Putnam was quoted in a press conference, "and her Lockheed was fully armed and able to handle anything else."

FRANCE VOWS MORE FINANCIAL AND MILITARY SUPPORT FOR THE INDEPENDENT STATE OF LOUISIANA

Dateline: Paris, France

In an effort to shore up the morale of the Free State of French Louisiana, the government of France pledged to deliver more than six million francs in aid over the next two years to what they referred to as their "sister Republic on the North American continent." The French president also added that the first Division of the French Foreign Legion would be moved to New Orleans to begin extensive training of Louisiana militia forces.



Across the continent, reaction to this news varied. As expected, many leaders denounced this European involvement as more meddling by the League of Nations in the affairs of the North American States. President Hoover of Columbia took a milder position, noting that Louisiana's stability "allows it to act as a buffer between Dixie and Texas, which backs us off a bit more from a Great War here in North America." Hoover clearly hopes that as long as shooting is kept to a minimum, the chances of re-forming some continental union is possible.

Republic of Texas President Austin Crockett's office issued a tersely worded statement of reaction to the French pledge. "The intervention of foreign troops on North American soil has

always, in the past, been a flashpoint for war. The French haven't learned the lesson we taught the Brits in 1776 and 1812, but if they want a history lesson, we'll give it to them. The French relinquished control of Louisiana when they sold it to President Jefferson and if they want it back now, the refund we'll want for it will be mighty costly indeed."

Members of the French Foreign Legion found the Texan president's statement ironic, since the first companies slated to be sent to Louisiana are made up entirely of American expatriates who remained in Europe after the Great War, or traveled to France to join the famed Foreign Legion to get a new start on life. Captain Smith Johnson, whose New England accent is still in evidence, said he had always planned to return to America, but had never dreamed it would be under these conditions. "When I left it was all one nation. Now it's all broken up, like the Austro-Hungarian empire. Not good, no sir. Still, freedom is freedom. I'm here to fight for it, yes, sir."

Louisiana's Minister of State published a declaration in conjunction with the Ministry of Defense that indicated the Foreign Legion would only be serving in a training capacity, though, "the Foreign Legion forces do reserve the right to defend themselves and eliminate threats to their well-being." That the Foreign Legion's Dervish Air Squadron is stationed in Shreveport is seen as a not-too-subtle message to the Republic of Texas' Air Rangers to stay on their side of the border.

Few leaders on either side of the border thought the arrival of French troops would spark immediate hostilities, but no one doubts that the potential for a full scale war is building quickly. What starts in Louisiana could quickly spread to Dixie and then engulf the entire continent in flames.

ENTERTAINMENT PALADIN BLAKE RIDES AGAIN!

Dateline: Manhattan

I am proud to be the first to bring you this bit of good news. The cast of the hit radio show, "Paladin Blake and the Privateers" have all signed on for another season! And there's more—the ensemble cast will be joined by the young superstar of radio, Orson Wells! The talented Mr. Wells

will portray Paladin's arch-enemy, the evil Dr. Mortuary, leader of the ruthless pirate gang "The Grave Robbers." That's right, we will finally get to meet the man we've been hating for so long. As all of you doubtlessly remember, last season Blake and his privateers finally fought the penultimate battle with Hell's Hatchet Men (clearly based upon the pirate gang Hell's Henchmen), when it was revealed that they were nothing but a tool of the evil Dr. Mortuary. Paladin's on-again off-again romance with mysterious pirate mistress The Black Widow again became a central issue when the evil doctor's men raided her zeppelin flagship and took the Widow prisoner.

All this leads to the exciting duel of wits and machine guns to be played out during the upcoming radio season by the fine actors Ronald Coleman and Orson Wells.

Speaking of The Black Widow, she is, in my opinion, the weakest character of the show. Perhaps it is just that the Black Swan, upon which the less-than-imaginative Black Widow is based, keeps out-doing her own fictional persona. Natalia, as the Black Swan is called by her friends, has become a major celebrity in her own right with every movie studio and radio show sending scouts to the pirate havens looking to sign her. As of now she has dodged them all. Is she just playing hard-to-get, or does she really want to stay out of the limelight?

**"The intervention
of foreign troops
on North
American soil
has always,
in the past,
been a
flashpoint for
war."**

**—Austin Crockett,
President of the
Republic of Texas**

THE REAL PALADIN SUES!

Dateline: Manhattan

Once again, truth is stranger than fiction. The real Paladin Blake, founder of Blake Aviation Security, upon whom the popular radio character is based, announced today that he is suing the Empire State Broadcasting network because he does not feel that he is receiving his fair share of merchandising revenue. All I can say is, if he hasn't received enough money to buy a small country (and there are several nearby) then he's right! Just who are the real pirates after all?

ERROL FLYNN TAKES TO THE AIR!

Dateline: Hollywood

The country on the opposite coast continues to pump out talking movies. The latest big-budget motion picture announced is *The Corsair*, an epic air-pirate picture starring none other than Mister Swashbuckler himself, Errol Flynn. According to my inside sources, the story is roughly based upon the adventures of the Los Angeles ex-doctor turned privateer Samuel Jamerson or, as he became known among the airworthy, "Doc. James." In real life, it was heavily rumored that a romance had blossomed between Doc James and The Black Swan, and apparently this will feature heavily in the screenplay. Every actress in Hollywood wants the role of the beautiful mistress of misery, and so the producers are not only talking to all the stars, but in an effort to whip the public into a frenzy, are conducting open auditions for unknown hopefuls. Let it never be said that our West Coast antagonists are subtle.

CHAPLIN ON THE MOVE

Dateline: Hollywood

In a statement that has the entire nation of Hollywood abuzz with a blow to their foolish pride, Charlie Chaplin announced last week that his new movie studio will be built in Manhattan,

and not Los Angeles. The new project is slated for 1938, and is considered to be a protest against Hollywood's May threat of an embargo on feature films to the Empire State.

Chaplin, 48, is best known for his lovable character "The Tramp" the star of many films including *The Kid*, *City Lights* and, most recently, *Modern Times*. In 1919 he co-founded the United Artists studio along with actors Mary Pickford and Douglas Fairbanks, and in 1923 he wrote and directed the critically acclaimed film, *A Woman In Paris*. His 1931 film *Half Mast* was a brilliant, scathing indictment against the Great Breakup.

Though no ties have ever been discovered to the "Unionists" extremist party, he has remained an extremely vocal supporter for reunification of the North American Nations.

Hollywood's threat of three months ago, to treat films as a national resource subject to political whims, came after talks broke down between Hollywood and the Empire State over trade. It is common knowledge that the threat irritated Chaplin, and no one doubts that it prompted his dialogue with President La Guardia

**I would hate
to completely
leave Hollywood,
but then
I would hate
becoming a
political tool
even more."**

—Charlie Chaplin

that led to the new studio.

If groundbreaking takes place this spring as planned, United Artists East is expected to be finished by late fall and will handle roughly one third of the United Artists films. UA offices will remain in Hollywood, at least until the West Coast nation acts on its threat. Says Chaplin, "Films, books and any other media belong to the people, not to the government, and certainly should not be used in petty bickering. I would hate to completely leave Hollywood, but then I would hate becoming a political tool even more."

RED SKIES

A CECIL B. DEMILLE FILM

Dateline: Hollywood

The astounding director who brought us the

Ten Commandments is turning his critical eye on producing what will be, "the greatest air power undertaking" in film history. It promises to compare to the *Ten Commandments*, both in scale and scope.

Red Skies will chronicle the adventures of Tom Rowan, a fighter ace in World War I, a war that did not end in 1918 but continues on to this day. Following the dawn (1918) raid that launches the second German offensive, in which DeMille promises "more planes in the sky than anyone has ever seen before at one time," the war continues with a shift to air power over ground combat. Severe reversals to allied positions places the combatants on more even footing, and with Germany gaining new allies (DeMille refused to comment on this), the stage is set for perpetual warfare.

DeMille was actually inspired, he said, by the dawn air raid that (in 1930) began Texas' latest struggle with Mexico (and culminated in the second battle for the Alamo). But there the similarities apparently end. "Mexico never really stood a chance, though I would love to turn serious attention toward that battle someday. And the idea of sweeping waves of planes, while good theater, simply does not seem possible. Perhaps the German war machine might have staged a few isolated attacks in such a manner, but in reality it would take a level of national effort that even the Germans lacked in 1914 to accomplish something on this scale. It is this (potential) level of national support that I hope to make a strong underpinning to *Red Skies*."



Talk about getting caught red-handed!

A hundred aircraft have already been purchased, leased, or borrowed from the larger fighter-craft manufacturers, showcasing their latest designs. In addition, DeMille will be drafting as extras any pilot with a post-1930 aircraft (of any make or model) who would like a "fly-on part." Shooting is scheduled to start later this year, at which time he hopes to have upwards of one thousand aircraft ready to fly.

SOCIETY

LOYLE CRAWFORD FLIES OFF THE WAGON?

Dateline: Manhattan

A shooting star has fallen to earth, but no wishes were made on this bright descent. Loyle "Show Stopper" Crawford, an Empire State fighter ace of the Broadway Bombers militia and the subject of a *Air Action Weekly* biography only three months back, was caught by an independent photographer only this last weekend in a New York booze hall in the company of an "entertainer." The photograph was taken just before a 3:00 a.m. raid by local law enforcement against the *Starry Skies* nightclub, serving both Canadian liquor and good old Appalachia bourbon. The officers on the scene somehow managed to avoid arresting the popular pilot though several credible witnesses, and this photo, place him at the scene.

After a disappearing act that would make the great Houdini proud placed Crawford out of reach, the photographer did manage a few words with the fighter ace's clearly affectionate associate. Her dress, the photographer claims, might best be described as "provocative." She was quoted as saying, "Sure, why shouldn't Loyle come here? We're good as any Broadway club." An officious police lieutenant quickly escorted the young lady away before further conversation was possible. She has since remained unavailable for additional comment.

Crawford, a vocal supporter of prohibition in the past, is best known for his astounding performance last year against the Hell's Henchmen pirate base that the Broadway Bombers discovered in the Appalachian Mountains. Claiming three kills that day and making the successful final run against the alcohol warehouse turned him into an overnight hero that many citizens of the Empire State (one of the first dry nations) respected. His family ties to long-time Madison Avenue veteran Bryce Crawford (his uncle) assured him of good PR and a meteoric rise to the top of the Manhattan social structure, which he has enjoyed and, apparently, abused. Dinners with Broadway stars will certainly be hard to come by for some time.

But is this truly the end of Loyle's walk in the park? The silent treatment from Manhattan society could certainly be attributed to shock and amazement, though discreet inquiries indicate that perhaps caution is a better term. With no formal charges brought against him and no official word regarding this escapade from the Broadway Bombers themselves, Loyle is set to weather this local storm—and no one wants to bet against the "Show Stopper." Certainly, no one is yet willing to call him to account publicly. Meanwhile, our straying sky captain remains quiet, no doubt praying for clear skies over Manhattan.

Our advice? Come clean, Loyle. Your reputation might take a beating, but sooner or later you'll have to answer for the episode yourself. Reform will always be a much easier path than denial, and with a bit of luck (or a new raid by the Hell's Henchmen) you'll be a hero again before you know it.

After all, the show must go on.

"THE WORLD TODAY ... " A DAY IN THE LIFE OF AN AIR PIRATE

Dateline: Central Ohio, ISA

Many readers have heard tales, and an increasing number may have experienced firsthand the heart-racing fear of a pirate raid. But what's it like from the pirate's perspective? We asked fighter pilot David Wylie, who flies with the Empire State privateer Captain James Neville, to give us a glimpse of his life.

—From the journal of David Wylie, raiding pilot aboard the Privateer Sky Hawk (2000 feet above central Ohio)

Sharp eyes—it all starts with sharp eyes. Just a tiny silver dot on the horizon; anyone but Sparks Gunderson would have missed it. At this distance, it is hard to believe that tiny speck is actually a zeppelin more than six football fields long. Thank God for Gunderson's eyes.

Captain Neville takes us up above the thin cloud layer to give us a chance of arriving undetected. He also takes the extra time to swing around to the west, so that when we attack it the sun will be behind us. As we pour on the gas to close the distance, the crew scrambles to combat positions. I run from the bridge to the hanger deck to ready my plane.

The rumor has already spread that Gunderson thinks the ship is a Confederate cotton zep. That means capturing it will make us all some decent money. It also means that she'll be heavily defended.

My plane, the Broadway Beauty (Beauty for short), is a Whittly and Douglas supercharged 370. The normal 370 can outrun almost everything, and The Beauty is anything but normal. In a dive, I can get 270 mph out of her and still keep the wings attached. She can turn on a dime, as long as the dime is about the size of Rockefeller Center, but that's pretty good at over 200 mph. Oh, and did I mention that The Beauty is armed for bear? She carries twin 60 cal. machine guns and a salvo of rockets (you know, for the red glare part). Give me about 15 seconds with my cross-hairs on a target, and there's nothing left of it. But I digress.

The Captain has snuck up on the Southern zeppelin—they apparently still don't know that we're about to ruin their day. The order comes from the bridge to launch the planes. One at a time the planes, which hang from chains on a rail, are moved to the drop gantry. There the plane's engines are started, and then its dropped out of the bottom of the zeppelin. This is a real deadly time to have your engine fail, because it is a long way down.

It always gets me—one instant everything around me is standing still, the next instant everything is moving at close to a hundred miles per hour. My plane hits the air as I gun The Beauty's engines to get the hell out of the way before Johnson's plane lands right on top of me. The smell of the overdrive, that wonderful mix of exhaust and raw gasoline—it's better than morning coffee to get you going.

Now, the secret of air privateering (or piracy for that matter) is to capture the booty, not just spread it around the landscape. Shooting down unprotected zeppelins is a piece of cake, but where's the profit in that? And most aren't so unprotected to begin with. The trick to it is to take the cargo ship whole, and destroy as little as possible so you have more to sell or trade. There are only two ways to take a cargo zeppelin; get a boarding party to take the bridge, or destroy all the out-board engine nacelles. These two approaches are often taken simultaneously; if the boarding party succeeds, you stop shooting.

As we get ourselves into formation, the spotters on the *Sky Hawk* report that the Confederate zep is launching planes, so it's going to be an interesting fight after all. The last plane to launch from our zeppelin carries the boarding party. These poor souls will be flown directly above the cargo zep and then have to jump for it. They carry only three things: a grappling hook, a revolver, and a parachute strapped to their back. It's a one-way trip straight down; as they fall, they try to grab onto the zep with the hook. If they succeed, they try to swing from the hook line to some place they can get inside the zeppelin. If they miss or slide off, it's a long fall to the ground. Most panic and immediately pop their chute, but by doing that they just sign their own death warrant, because the

cargo zeps' machine gunners will cut them to shreds. Your only chance of survival is to let yourself fall until you are away from the zeppelin and then pop the chute, but it's hard to remember that rule with the ground rushing up to meet you.

If you're "lucky," you make it inside the zeppelin, where you fight room to room and corridor to corridor in an attempt to capture the bridge. One of the first things you learn as a pirate or privateer is to not make friends with the guys in the boarding party, because odds are you won't see many of them again.

That's when I heard the first thunder of the morning. The *Sky Hawk's* cannons have fired the first salvo at the Confederate planes. It's the sound of that thunder that tells your guts that now is the time to start pumping adrenaline, because you're gonna die. We let the cannon guys get the first couple of shots in, and then we pray they stop shooting, because the two groups of planes are already intertwined in a deadly dogfight. I had been elected as the first "diver," which means that while the rest of the boys mix it up with the Rebs, I break off ASAP and do a run at the zep to blow off one of its engines. My team's job is to make sure I'm not followed—that way, when I get to the zep I only have to worry about the machine gun nests. If I live through the run, I return to the dogfight to even the odds for a while and then help shake loose the next guy for his run.

I pull into a barrel roll that should put my pursuer into Johnson's sights and shake me free for a run at the zep. It works and I dive for it. Most people think that to be safe you want to fly far away from the zeppelin's machine guns, but that's exact-

ly wrong. The ship's guns are bigger and have longer range, so if I'm out of range of their guns, I'm way out of range for mine. No, the secret to attacking a zep is to get in real close. As the boys from the *Sky Hawk* say, "If you don't leave a streak of paint from your wing tip on the zep's canvas, you were too far out." This makes the machine gunner's job real hard, because you're at a bad angle and he can't track you fast enough.

On my first pass I got in close to the zep but took a couple of hits from a gunner on the way; no serious damage. Avoiding the spikes that the nice

zeppelin designers are including for us flyboys nowadays, I maneuver into position and pump about a ton of lead into the starboard aft engine nacelle. I'm staring at that engine, waiting for the boom, or at least some smoke (when you knock out an engine, you get a cash bonus ... and I like cash), but I'm not looking at what's going on around me. One of the bad guys had broken off from the dogfight and managed to find a nice home right on my six. I wake up to this development when I hear the nearby thunder of his guns and see my right wing tip shred. Banking hard to the right, I dive toward the zeppelin. This frustrates him, because now he is afraid to fire

for fear of hitting his ride home. He takes the bait and follows me. I retrace my earlier route in and my pigeon stays on my tail. Just as I get to the engine nacelle I do a quick maneuver to bleed speed, my shadow dodges to avoid slamming into me and instead slams right into the engine nacelle. I may have to fight the captain for it, but that cash bonus is mine, I earned it.

It starts with sharp eyes, and it ends with fast reflexes. What a way to make a living.

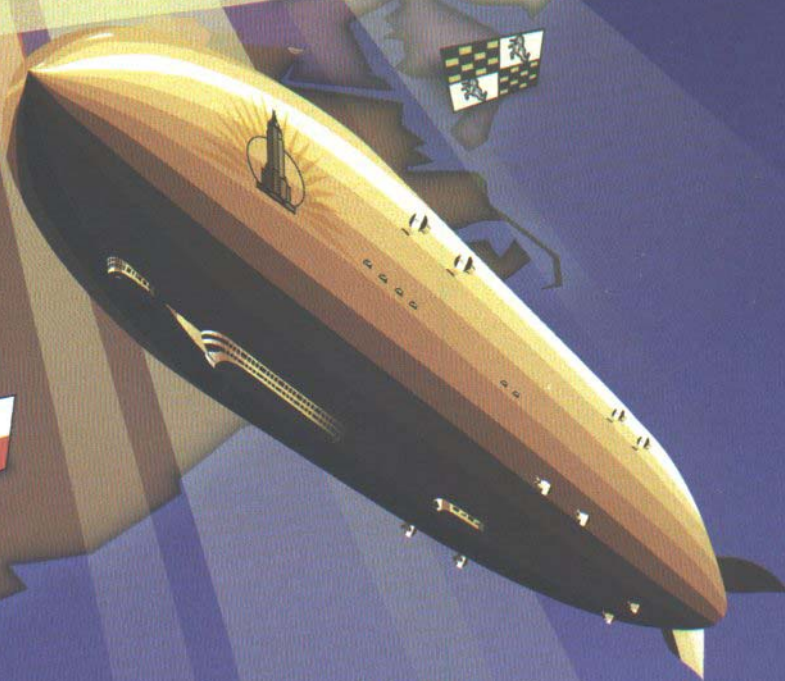
I had been elected as the first "diver," which means that while the rest of the boys mix it up with the Rebs, I break off ASAP and do a run at the zep to blow off one of its engines.

KEEP

INCENDIARY BLONDE



Now



Luxury Never Had It So Good

IMPERIAL AIR

Escort Service Provided by Blake Aviation Security

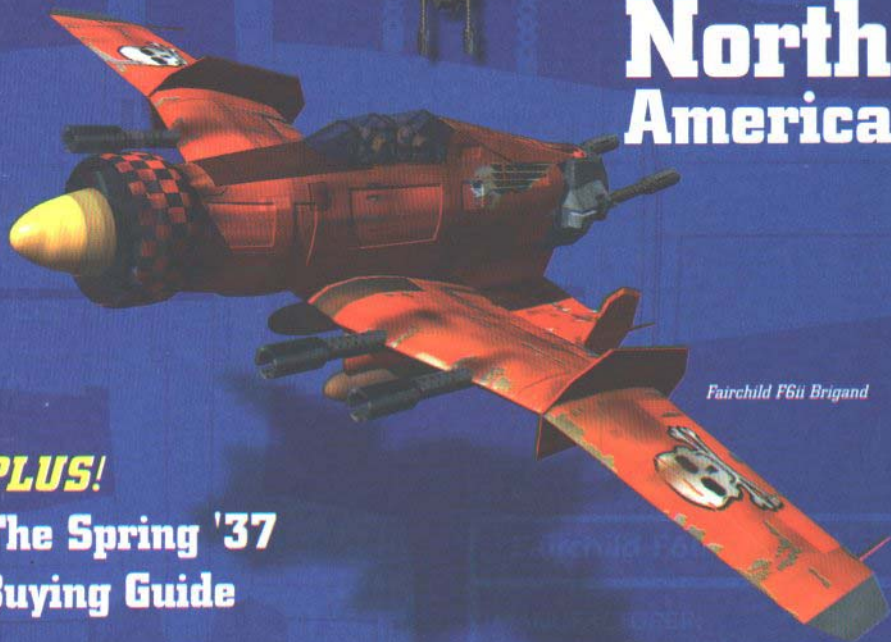
AIR ACTION^{Weekly}

SPRING 1937 - SPECIAL EDITION

ES, DC, PG, 45c / HW, TX, DX 30c / ISA 55c / CAN 75c



AAW Reviews the
Aircraft of
North
America



Fairchild F6U Brigand

PLUS!

The Spring '37
Buying Guide



MISS FORTUNE



FIRST AID
UNDER PA

LETTER FROM THE EDITOR 5**AIRCRAFT OF NORTH AMERICA**

Whittly & Douglas M210 Raven	7
Curtiss-Wright J2 Fury	11
McDonnell S2B Kestrel	15
Bell Valiant MkII	19
Curtiss-Wright P2 Warhawk	23
Grumman E-1C Avenger	27
Hughes-Lockheed Firebrand	31
Hughes Aviation Bloodhawk	35
Marquette PR-1 Defender	39
Fairchild F6II Brigand	43
Hughes P21-J MkIII Devastator	47
Sanderson FB14 "Vampire"	51
William and Colt Peacemaker 370	55
Ravenscroft Coyote	59

AIRCRAFT CONSTRUCTION

SYSTEM	63
Constructing Aircraft	63
Choose Aircraft Type	63
Choose Base Target Number and Class	63
Choose Maximum Speed	64
Choose Maximum G Rating	65
Choose Maximum Acceleration	65
Apply Maximum Deceleration	66
Choose and Allocate Armor	66
Choose Weapons	66
Determine Cargo Area	66
Fill Out Record Sheet	67

CLASSIFIED

ADVERTISEMENTS	69
-----------------------	----

Universe Concepts

Jordan Weisman
Dave McCoy

Universe Creation

Jordan Weisman
Michael A. Stackpole
Loren Coleman
Chris Hartford

Game Design

Jordan Weisman

Game Developer

L. Ross Babcock III

Additional Game and Universe Development

John Howard
Derek Carroll
Tom Peters
Victor Bonilla

Warriors of the Air

Special Issue written by:

Loren Coleman
Michael A. Stackpole
Jordan Weisman
L. Ross Babcock III

Aircraft of North America

Special Issue written by:

Chris Hartford

Aircraft Design System

L. Ross Babcock III

Editors

Sharon Turner Mulvihill
Diane Piron-Gelman
Derek Carroll

Art Directors

Jordan Weisman
Dave McCoy
John Howard

Graphic Designer

John Howard

Aircraft Design and Modeling

Lex Story
Dave McCoy

Aircraft Computer-Generated Images and Maps

Dave McCoy

Pilot Photo Compositing and Retouching

Dave McCoy
Tom Peters

Aircraft Blueprints

Victor Bonilla

National Flags, Emblems and Pilot Insignia

Victor Bonilla

Pilot Photos

Producer: Bob Fagan
Photographer: Tamara Staples
Stylist: Laura Holland
Make-up artist: James Boehmer

Crimson Skies Web Site (www.CrimsonSkies.com)

Derek Carroll

Playtesters

Bryan Nystul
Randall N. Bills
J.M. Albertson
David Abzug
Scott Janssens
Derek Carroll
John Howard
Victor Bonilla
Tom Peters
Sam Russell
The Singapore Longshoremen
Tom Evans
Scott Hopkins
John Kielman
Chris Smith
Christoffer "Bones" Trossen

A special thanks to J.M. Albertson for moving us from Europe to America and to Mitch Gitelman and Heinz Schuller for being there at the painful beginning.

On a personal note, I would like to thank all of the people who have worked at nights and on weekends to bring this common dream to life. A game may seem to be a small thing to be called a common dream, but it has indeed been a dream to work with such a talented group from around the world on a universe that has become an extension of all us. Thank you for what has been and I hope will continue to be a very rewarding experience.

Jordan Weisman

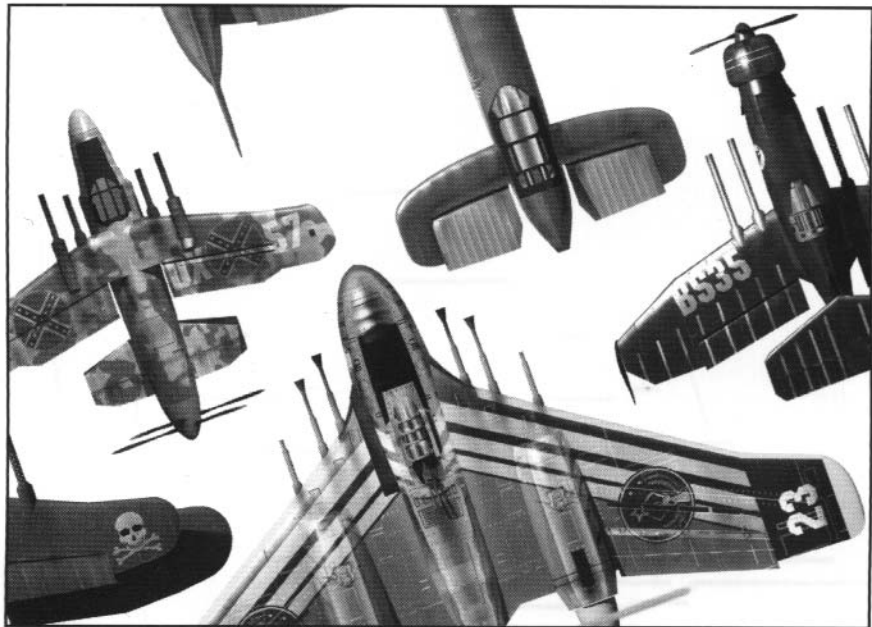
P.S. To all the wives, husbands, children, and significant others, (in my case Dawne, Zach, Nate, and Lucas) - thanks for not clipping our wings and letting us fly.

Published by:

FASA Corporation
1100 W Cermak Rd. Suite B305
Chicago, IL 60608

© 1998 FASA Corporation, All Rights Reserved.
Crimson Skies is a Trademark of FASA
Interactive. Used Under License.
Printed in the U.S.A.

AIR ACTION WEEKLY'S 1937 AIRCRAFT REVIEW



Since the inception of *Air Action Weekly*, the annual review of North American aircraft has been one of this magazine's major features. Our technical staff spent the past twelve months researching aircraft manufacturing, air combat actions and other aviation-related news; the following descriptions are the fruits of that research, based on careful weighing of a wide range of information.

Traditionally, the annual review focuses on a dozen aircraft—not necessarily the best or the newest designs, nor limited to American manufacturers, but instead those deemed to have had the greatest impact on the North American nations. These aircraft may belong to individuals, or have seen service in militias, pirate bands or national air forces.

Selecting a mere twelve aircraft from the more than one hundred designs and variants in service across the shattered American landscape is always a difficult task. This year, the introduc-

tion of several new models has made the choice that much harder, even when limiting the eligible designs to fighters and fighter-bombers. As a result, *Air Action Weekly* has expanded the number of aircraft reviewed to fourteen. This change allows us to cover a broader sweep of designs, from the ultra-sophisticated craft of Hollywood and the Dixie Confederacy to the aging vehicles in service with pirate groups.

Each design description contains background information on the design's creation, history and specifications, as well as manufacturers and famous pilots and planes associated with it. Though *Air Action Weekly* has made every effort to ensure the veracity of the facts presented, the management does not vouch for the accuracy of the information and accepts no liability for any injury or death resulting from misuse.

—John Graham, Technical Editor

THE
LIFE
OF
THE
NATION
Weekly



Whittly & Douglas M210 Raven

The years following the collapse of the United States saw a dramatic rise in the design and construction of military aircraft for use by government agencies, air militias and private citizens. Many of the new American nations lacked native industries, while ties to hostile new neighbors hamstrung others. The Industrial States of America soon dominated manufacturing, earning a reputation for quality mass production, though without the design flair of Hollywood and the Empire State (aviation heartland of the old America).

Whittly & Douglas was among the companies that took up the challenge, though a series of financial problems led it to be less than discriminating with regard to its customers. Consequently, Whittly & Douglas designs today are more likely to be seen in a pirate fleet than in the hands of their intended buyers, the ISA air militias.

DESIGN HISTORY

Intended for easy field maintenance, the M210 Raven is a highly customized aircraft; few

are configured in exactly the same way. A multi-role fighter and fighter-bomber, the Raven's shape and use of a pusher-prop give it agility rarely matched in its weight class and role. However, the design is also relatively underpowered, rarely exceeding 250 mph. Some modified Ravens use a supercharger with a nitro-boost system, though the nose on these planes has a tendency to rise and buck when the craft hits higher than normal speeds.

Unusually for a fighter-bomber, the M210 Raven is a single-seat design. Some groups that use it, most notably the private air militia known as the Detroit Crusaders, have added a seat for a weapons operator in the rear of the plane's spacious cockpit. Being seated so close to the engine, however, makes communication with pilots extremely difficult.

Three sets of wing-mounted guns are the aircraft's principal armaments, providing firepower that can rapidly shred opposing vehicles. The largest are the 50-caliber Sperry-Browning "Hurricane" cannons, one mounted in the

inboard weapon bay on each wing. The other two pairs are 40-caliber "Gatekeeper" machine guns, two per wing in the outboard mountings. The ammunition feed mechanism's poor design, however, requires all the guns to use the same ammunition type. Wing pylons allow the Raven to carry rockets, aerial torpedoes or bombs. Despite limited cockpit visibility, the craft has earned a reputation for precision delivery of its payload; pilots learn to use the Raven's distinctive nose to aim.

Though surpassed in many respects by several more modern designs, this aircraft's ease of maintenance, adaptability and sheer numbers (with more than 750 remaining in service) will keep the Raven a common sight in the skies over the disunited states of America.

MANUFACTURER

Founded in 1920, the Douglas Aircraft Company was heavily involved in the development of civil aviation. It opened aircraft plants across North America throughout the twenties, until the Crash of '29 shattered the company and drove CEO Donald Douglas to the brink of bankruptcy. Faced with rising debts, Douglas had little choice but to enter into partnership with Chicago financier Albert Whittly, whose business acumen and hard-nosed policies had saved his own Racine Bank. The partnership prompted the relocation of the company headquarters to Chicago, but Whittly & Douglas remained low on operating capital despite the financier's involvement.

The collapse of the USA in 1930 deepened the company's financial crisis, as the sudden halt

of inter-state trade crippled company operations. Salvation came in the unlikely person of Hollywood entrepreneur Howard Hughes, who had formed his own aircraft company just before the Crash. Hughes offered to purchase the Douglas plant at Clover Field in Santa Monica, and the capital from this transaction allowed Douglas to claw its way out of the Great Depression. The first new aircraft produced by the company since the Crash—the civilian DC-2 Iroquois—entered service in 1931, followed in 1933 by

Whittly & Douglas' first military plane, the M210 Raven fighter-bomber. A dedicated fighter, the F370 Vulture, entered service in 1935.

Whittly-Douglas currently operates three plants: one in Chicago, Illinois (ISA), one in Oklahoma City and one in Tulsa, Oklahoma (Republic of Texas).

**"So it's not
cutting-edge
—it works,
and that's
good enough
for me."**

**—The Black Swan,
1937**

ROLE AND DEPLOYMENT

Though intended as a ground attack craft, the M210 Raven has carved out a niche as an anti-aircraft gunship. The Raven's mix of agility and firepower make it ideal for this task, allowing for selective targeting of engine pods or weapons, or wholesale destruction of gas cells. However, this same mix of capabilities has proven the bane of many Raven pilots. The lack of effective opposition to the Raven's heavy guns in its early years made many flyers overconfident, prompting them to dogfight with enemy escort aircraft. Though the Raven's agility still gives it something of an edge in these engagements, its poor acceleration and deceleration, combined with a low maximum speed com-

In the Service of



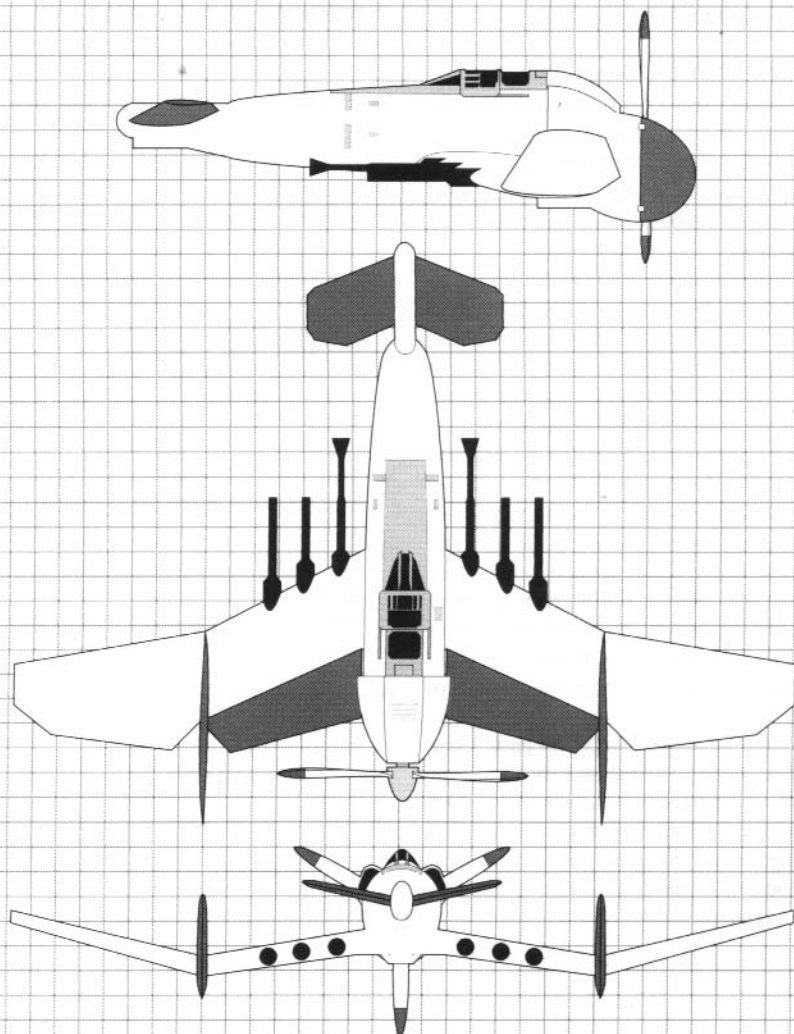
Black Swan



ISA



Texas



Whittly & Douglas M210 Raven

Class:
Heavy Fighter (pusher)

MANUFACTURER:
Whittly & Douglas, Chicago, USA

ENGINE:
Pratt & Whitney Hornet Series II (1,261 hp)

WING SPAN: 33 ft., 11 in. **LENGTH:** 25 ft., 5 in. **HEIGHT:** 12 ft., 2 in.
(excluding prop)

Loaded Weight:
10,750 lbs

Service Ceiling:
21,000 ft.

Range:
400 miles

Max. Speed:
250 mph

Max Accel:
32.8 feet/second

Max Decel:
65.6 feet/second

WEAPONS:

(2) Sperry-Browning "Hurricane" 50-caliber cannons, (4) Sperry-Browning "Gatekeeper" 40-caliber machine guns

pared to more modern craft, leave the Raven vulnerable when facing such opponents.

PILOTS AND CAMPAIGNS

Edward "Mad Eddie" Sears flies with the Black Swan and has earned a reputation as an innovative, if reckless, pilot. Sears is credited with "inventing" the use of bombs against aerial targets in the group's infamous engagement with the ISS *Indomitable*.

Moving to attack what they thought was an ISA cargo ship, the pirates were horrified to learn that their prey was actually a disguised combat airship, complete with several squadrons of escort fighters. Thrown on the defensive, the pirates faced a potential rout. In an attempt to avoid the airship's fighter escort, Sears and his wingman flew along the larger vessel's length—an action similar to flying low over a ground target. This gave Sears an idea for evening up the battle. He made a second pass over the airship, this time a thousand feet above it, and dropped his entire bomb payload. Striking slightly off the airship's centerline, the attack punctured several starboard gas cells, which gave the zeppelin a pronounced list.

Seeing the airship founder, the pirate forces rallied and managed to beat back the ISA fighters. Without the fighter screen to ward off the Black Swan's band, the *Indomitable* was easy prey. Its wreckage, which lies some 50 miles south of Columbus, Ohio, stands as a mute testament to pirate ingenuity.

Whittly & Douglas M210 Raven Game Statistics

Base Target Number 4 7,000 lbs.

Maximum Speed: 3 1,680 lbs.

Maximum Gs: 3 2,100 lbs.

Acceleration Rate: 1 560 lbs.

Armor Points 280 840 lbs.

Nose 50

Port Wing Leading 50

Port Wing Trailing 40

Starboard Wing Leading 50

Starboard Wing Trailing 40

Tail 50

Weapon	Arc	Mass
50 Caliber	Forward	400 lbs.
50 Caliber	Forward	400 lbs.
40 Caliber	Forward	250 lbs.
40 Caliber	Forward	250 lbs.
40 Caliber	Forward	250 lbs.
40 Caliber	Forward	250 lbs.



Curtiss-Wright J2 Fury

In 1903, the Wright brothers entered the history books by making the first powered flight at Kittyhawk, North Carolina. The company they founded has steadily grown, going from strength to strength despite mergers, buyouts and litigation. The J2 Fury fighter, so ably used by the Black Swan's forces, is the latest in a line of aircraft directly descended from the original Wright Flyer.

Developed to meet the demand for increased air power in the newly fractured America, the abilities of the Fury make it a much sought-after plane. Curtiss-Wright's unique position as a multinational company has made its planes, especially the Fury, a common sight in the North American skies.

DESIGN HISTORY

Eschewing the fashionable pusher-prop in favor of a traditional engine and propeller assembly, the Fury incorporates a number of tried and tested systems that make it a solidly reliable aircraft. Powered by a 14-cylinder Wright R-1800-C engine, the Fury can reach almost 250 mph in

level flight and still remain maneuverable thanks to its wing-and-tail assembly. This capability comes with a trade-off; the craft is nose-heavy, with a tendency to stall at speeds usually considered safe. An attempt by Curtiss-Wright to rectify this problem with canard wings adversely affected maneuverability and was therefore abandoned.

A massive 70-caliber Goliath cannon is located on the plane's centerline, mounted on a pylon long enough to place its barrel outside the propeller disc. Though the gun can deliver devastating firepower, it is also prone to jam, which often forces the pilot to rely on the Fury's four wing-mounted 40-caliber cannons. These guns can fire at longer ranges than their larger relative, but lack the Goliath's stopping power. When combined with rockets, however, whose massive warheads can easily rip through armor and vital systems, the smaller-caliber guns can do considerable damage. Dum-dum and magnesium rounds are particularly effective at exploiting rocket-made armor breaches, and are widely regarded as a standard feature of the Fury.

The location of the cockpit at the base of the plane's T-shaped tail has earned the Fury a reputation as a difficult aircraft from which to bail. A traditional side-leap maneuver would cause the pilot to collide (fatally) with the tail assembly. Instead, bailing Fury pilots must hang from the cockpit and aim for the narrow gap between tail and wing—a tough proposition in the heat of combat. The side-ways-hinged canopy, which restricts entry and egress to the left side of the aircraft, only adds to the problem.

MANUFACTURER

Founded in Dayton, Ohio, the Wright Company spent its early years fighting patent infringement cases, and despite gaining sizable sums from royalties, soon found itself outclassed by its competitors. The company struggled until 1915, three years after Wilbur Wright's death, when Orville Wright sold it to a New York finance company and created the Curtiss-Wright Corporation. The company swiftly became one of the most diverse in North America, expanding to include plants in upstate New York; Columbus, Ohio; St. Louis, Missouri; and Louisville, Kentucky.

The Crash and the subsequent dissolution of the United States threatened Curtiss-Wright's survival, but the company soon bounced back with the release of the J1 Ascender in 1931. The J2 Fury quickly followed in 1932, the P2 Warhawk and the J3 Eagle in 1934. A new model, the J4 Crusader, is currently undergoing trials at Buffalo and is expected to enter service in 1938.

Curtiss-Wright's multinational holdings pose a particular problem, with research and manufacturing sites spread across the Empire State, the

ISA, Dixie and Appalachia. The mutually antagonistic relationships between these countries have prompted Curtiss-Wright to develop inventive shipping and management policies, and the company is legally headquartered in neutral Columbia. CEO Glenn Wagner has won concessions from the governments in whose territory his plants lie to allow free passage of Curtiss-Wright goods in exchange for favorable purchase deals. Ironically,

the Fury has become a mainstay of pirate bands like the Black Swan's and others, and is frequently used to attack Curtiss-Wright airships.

"A sleek and deadly beast, just like the Black Swan."

—Jonathan "Ghengis" Kahn, 1937

ROLE AND DEPLOYMENT

Until recently a mainstay of the ISA, the Fury is being withdrawn from front-line service and replaced by the GM Tempest. Dixie and Empire State use has likewise fallen off in the past year as more

advanced aircraft come into service, resulting in a burgeoning market in second-hand Furies. Most go to private individuals or small militia units, from which many have fallen into the hands of pirate bands.

The craft serves best as an interceptor, using its mix of speed and agility along with raw firepower to harass enemy aircraft. The Fury also works well as an anti-zeppelin platform; its centerline Goliath cannon allows for precision strikes against engine pods or gun turrets. Some groups also use the Fury in a ground-support role, attacking buildings and ground units. However, the need to dive at the target to bring the cannons to bear exposes the plane to withering return fire, and tends to result in excessive losses.

— In the Service of —



Black Swan



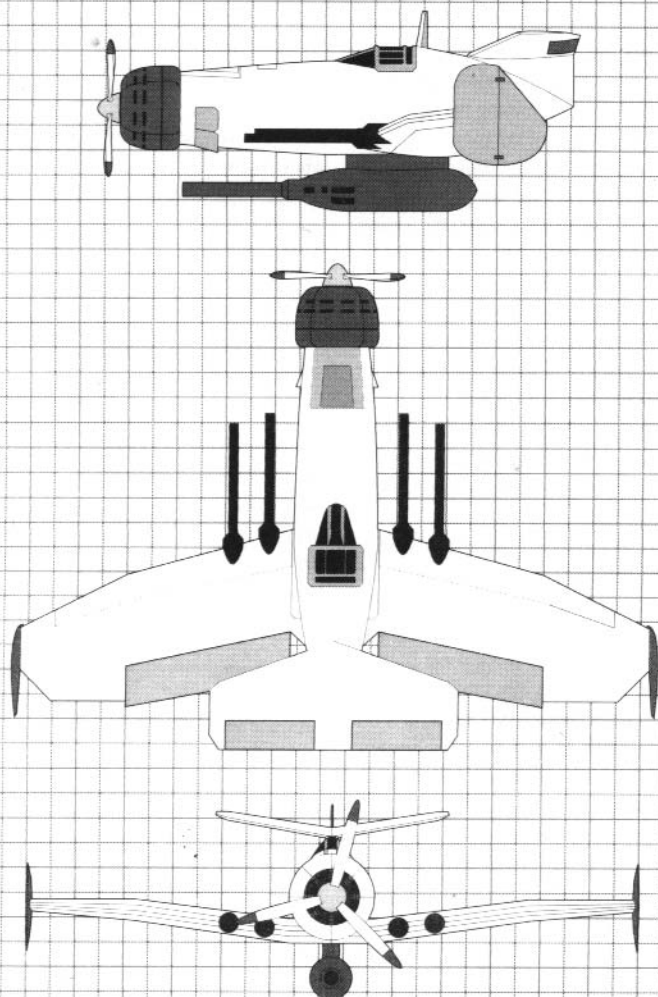
ISA



Empire State



Dixie



Curtiss-Wright J2 Fury

Class:
Fighter (Tractor)

MANUFACTURER:
Curtiss-Wright Aviation, Cleveland, Ohio, USA

ENGINE:
14-cylinder Wright r-1800-C (856 hp)

WING SPAN: 28 ft., 4 in. **LENGTH:** 21 ft., 3 in. **HEIGHT:** 14 ft., 9 in.
(excluding prop)

Loaded Weight:
7,000 lbs

Service Ceiling:
18,000 ft.

Range:
400 miles

Max. Speed:
250 mph

Max Accel:
65.6 feet/second

Max Decel:
65.6 feet/second

WEAPONS:

(2) Bruin Armaments 30-caliber machine guns, (2) Bruin Armaments 40-caliber machine guns, (1) Bruin Armaments "Goliath" 70-caliber cannon

PILOTS AND CAMPAIGNS

Blonde and petite, pilot Judith "Valkyrie" DuChamp is the physical opposite of her boss, the Black Swan. Like the Swan, however, she has carved out her own niche in the male-dominated world of American air aces, earning the respect of her colleagues and the fear of her enemies. Raised in Colorado, Du Champ was the daughter an aircraft engineer who worked for the pirate captain Red Sky. Judith grew up longing to become a pilot; she got her chance in 1932, with the arrival of a new recruit to Red Sky's band.

Already an accomplished aviator, Judith was allowed to serve as her father's assistant on a raid into Arixo. The pirate band attempted to hijack a passenger zeppelin, but soon found themselves competing for the prize with another pirate band, the Sun Children. Red Sky's airship came under attack, and a direct hit to its crew quarters badly injured several pilots.

Seeing her opportunity, DuChamp took off in the Fury that belonged to Roman "Caesar" Spencer. Almost immediately, she encountered the newest Red Sky pilot beset by three Sun Children aircraft. She moved to assist, using sonic rockets as a distraction and giving the friendly time to evade. The hunted then became the hunters, as the rescued Red Sky pilot shot down two pursuers. Judith downed the third, earning the new recruit's respect and gratitude.

That recruit was the Black Swan. When the Swan left Red Sky's group, Judith went along as her wingman, and now serves as a squadron commander with the Black Swan gang. Her father, "Pop" DuChamp, is the chief mechanic on the gang's airship, the *Huntress*.

Curtiss-Wright J2 Fury Game Statistics

Base Target Number	7	4,000 lbs.
Maximum Speed:	3	600 lbs.
Maximum Gs:	3	840 lbs.
Acceleration Rate:	2	240 lbs.
Armor Points	220	660 lbs.
Nose	40	
Port Wing Leading	40	
Port Wing Trailing	30	
Starboard Wing Leading	40	
Starboard Wing Trailing	30	
Tail	40	
Weapon	Arc	Mass
30 Caliber	Forward	150 lbs.
30 Caliber	Forward	150 lbs.
40 Caliber	Forward	250 lbs.
40 Caliber	Forward	250 lbs.
70 Caliber	Forward	850 lbs.



McDonnell S2B Kestrel

The states of the old American South—now known as Dixie—have long distrusted the North and the union. The Civil War, which arose out of the region's failed bid for independence in the 1860s, was fought for numerous reasons, and few of the issues were resolved after the war. It therefore came as little surprise when the Southern states followed Texas in seceding from the USA..

Early clashes with French Louisiana and the region that would become the Empire State demonstrated the need for strong air power, which the rise in piracy served to underline. The newly independent Confederacy had its fair share of suitable manufacturers, but the Northern states had a technological advantage that Dixie struggled to match. Help soon materialized from the British Empire, which gave Dixie access to European-built aircraft as well as advanced design and manufacturing processes. Working in partnership with the British, the Confederation has closed the technology gap and even overtaken the ISA and the

Empire State in many areas. McDonnell's Kestrel is a prime example of this Dixie-British partnership.

DESIGN HISTORY

The Kestrel uses a unique dual hull that allows for enhanced stability in level flight. The design got off to a bad start when the prototype's nose gear collapsed after the craft's second flight, but that design flaw has been rectified in production. Equipped with two Rolls-Royce Merlin II engines, each with 1,180 horsepower, the Kestrel is a fast aircraft that can carry a substantial load of bombs and rockets. However, the hard-to-handle airframe design gives the craft poor turning and climbing rates.

Despite its handling problems, in the right hands the Kestrel's centerline-mounted gun pod can prove devastating. Its seven weapons—two 30-caliber machine guns, two 40-caliber machine guns and three 60-caliber cannons—are primarily intended to engage slow-moving targets and are

of limited use against agile fighters. Most Kestrel pilots use the gun cluster to attack unarmored ground and air targets. When combined with the bombs and rockets mounted on the eight wing pylons, these armaments make the Kestrel a deadly, if ungainly, aircraft.

The Kestrel has earned a reputation for endurance, capable of flights of up to 600 miles without needing drop tanks. Of the hundred Kestrels so far built, thirty have been sold to European nations and ferried across the Atlantic via Greenland and Iceland. Of these, ten belong to private individuals and have seen action in the Spanish Civil War.

MANUFACTURER

Incorporated in 1933, McDonnell began life as a component manufacturer for Curtiss-Wright. In 1934, it entered a "strategic partnership" with the British Hawker Company. The first fruit of this alliance, the Kestrel, was built in St. Louis, Missouri, and entered service in 1936. McDonnell opened a second plant in Memphis, Tennessee in 1937, exploiting Appalachia's lower wage base.

McDonnell is currently embroiled in a series of bitter legal battles with the ISA's General Motors company. GM claims that McDonnell violated numerous patents and stole key design elements when they employed ex-General Motors designer, John-Paul Astin. Fortunately for McDonnell, GM has fallen afoul of the Confederacy's byzantine legal system, which protects Dixie companies

against outside threats. Escalating costs may yet force GM to abandon the suit.

ROLE AND DEPLOYMENT

The Kestrel's heavy payload makes it ideal for anti-zeppelin attack missions, but its limited maneuverability makes it a poor candidate for anti-fighter operations. Most Kestrels serve in state or private militias, where they are used to suppress pirate bases or other ground targets. The craft's excellent range makes it ideal for deep strikes. However, few modern fighters have the range to escort the Kestrel all the way to its target; consequently, the plane is often restricted to lightly defended objectives.

The principal Kestrel formation involves six aircraft, broken into three two-plane elements, each of which is assigned its own objectives to attack with guns, rockets or bombs. Bomb attacks are made by diving at the target,

then releasing the bomb load and pulling up. A few supremely skilled pilots use a technique called "lobbing," climbing toward the target and releasing the bombs so that they fall in the target's vicinity. Though less accurate than the traditional method, the extended range of such attacks allows qualified pilots to minimize return fire.

PILOTS AND CAMPAIGNS

Fighter-bombers, including the Kestrel, make up more than three-quarters of the Well's Sharks militia of Pensacola. The militia works

**"When they said
Through adversity
to the stars,
I don't think
this is what they
had in mind ..."**

**—James "Smiley" Gleeson,
pilot with the Winged Gator
Gang, Florida**

In the Service of



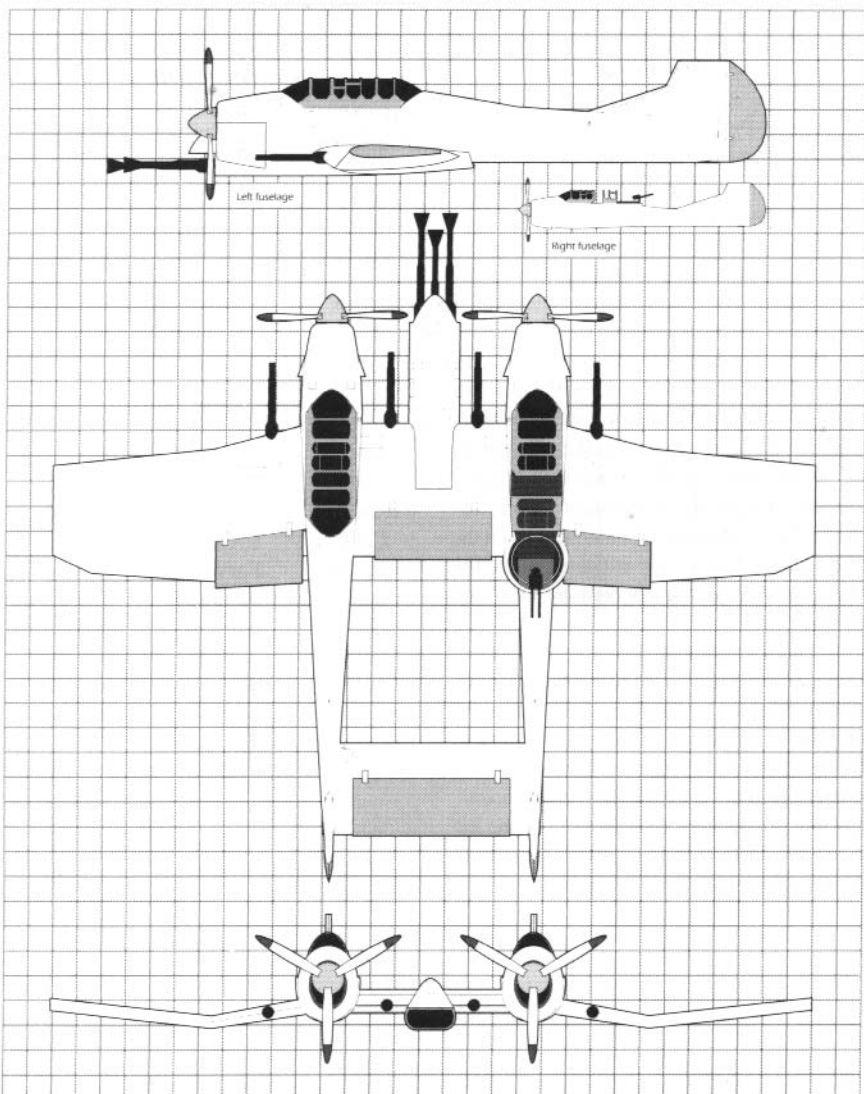
Dixie



Great Britain



Canada



McDonnell S2b Kestrel

Class:
Heavy Fighter (Tractor)

MANUFACTURER:
McDonnell Aircraft Corporation,
St. Louis, Missouri, Dixie

ENGINE:
(2) Rolls Royce Merlin IIs (1,180 hp each)

WING SPAN: 39 ft., 7 in. **LENGTH:** 34 ft., 10 in. **HEIGHT:** 13 ft., 8 in.
(excluding prop)

Loaded Weight: 12,000 lbs	Service Ceiling: 25,000 ft	Range: 600 miles
Max. Speed: 250 mph	Max Accel: 98.4 feet/second	Max Decel: 65.6 feet/second

WEAPONS:
(2) Sperry-Browning "Zephyr" 30-caliber machine guns, (2) Sperry-Browning "Gatekeeper" 40-caliber machine guns,
(3) McDonnell "Bullfrog" 60-caliber cannons

closely with the Florida Coast Guard, providing devastating firepower against hostile naval targets. The unit's most recent engagement occurred in March of 1937 against an unidentified surface vessel harassing Dixie, French Louisiana and British shipping in the Dixie Gulf. When this mysterious light cruiser fired on and sank a Coast Guard vessel, Well's Sharks went into action.

Led by Captain Jackson Wells, the militia searched for the rogue ship and eventually sighted it 200 miles south of Mobile. A squadron of Kestrels flew out to engage the vessel, targeting its gun turrets and bridge to allow a Coast Guard team to board. The first attack runs, by Captain Wells, inflicted minimal damage; luckily, the rogue ship's anti-air defenses were equally ineffectual. As the second wave moved to attack, the raider deployed a quartet of Chance-Vought Skewer seaplanes. Two of these aircraft never made it off the water, gunned down as they moved to launch. The other pair were quickly shot down by the Kestrel squadron.

A third assault wave, led by Martin "Spider" Adams, concentrated on the rear gunnery turrets. Initially delighted to see his payload shatter the large turret, Adams quickly found joy turning to dismay as the strike triggered a back-blast that tore into the ship's magazine. The resulting explosion tore the unknown raider in two, sinking her in minutes. There were no survivors; the origin of the marauding vessel remains unknown.

McDonnell S2B Kestrel Game Statistics

Base Target Number	3	8,000 lbs.
Maximum Speed:	3	2,160 lbs.
Maximum Gs:	2	1,600 lbs.
Acceleration Rate:	3	880 lbs.
Armor Points	250	750 lbs.
Nose	50	
Port Wing Leading	40	
Port Wing Trailing	40	
Starboard Wing Leading	40	
Starboard Wing Trailing	40	
Tail	40	

Weapon	Arc	Mass
30 Caliber	Forward	150 lbs.
30 Caliber	Forward	150 lbs.
40 Caliber	Forward	250 lbs.
40 Caliber	Forward	250 lbs.
60 Caliber	Forward	600 lbs.
60 Caliber	Forward	600 lbs.
60 Caliber	Forward	600 lbs.



Bell Valiant MkII

Nowhere was the introduction of advanced British technology more keenly felt than in the creation of light, agile fighter craft. A number of Dixie companies benefited from contacts with their Old World cousins, among them Bell Aircraft Corporation. Alliances with Rolls-Royce and more recently the Canadian Car and Foundry Company (C.C.F.) have allowed Bell to gain a decisive advantage over its competitors—one that Bell's contacts in the ISA appear set to maintain.

DESIGN HISTORY

First built in Marietta, Georgia, the Valiant entered service in 1934. Small and agile, it was an ideal dogfighter, capable of out-turning almost every opposing craft. Until recently only the People's Collective Defender and General Motors' Tempest matched the Valiant's performance.

Initially equipped with a Pratt and Whitney P7 750 horsepower engine, the Mark I version of the aircraft lacked the acceleration and top speeds of many contemporary planes. The inclusion of a Rolls-Royce Morgana engine solved that problem,

increasing the horsepower to 910 and the top speed to more than 300 mph. The Mark II Valiant quickly became this plane's standard configuration, as the Mark Is were upgraded with the new engine.

To gain its speed and maneuverability, the Valiant sacrifices payload and is armed only with six light machine guns. The added damage potential of magnesium rounds makes them a favorite among Valiant pilots; rockets are likewise considered an essential part of the weapon loadout.

The combination of a cruciform tail and a pusher-prop limits the Valiant's ability to use runways. Unlike most craft, which come in for landings at near-stall velocity in a nose-high attitude (usually between 30 and 45 degrees) to bleed off speed, the Valiant can only land at a nose altitude of 10 degrees without risking damage. This means that the airplane must approach the runway at a shallow angle, which in turn means higher landing speeds and the need for a longer runway. Some pilots can land on standard-length runways, approaching in a traditional nose-high attitude

and dropping the nose at the last minute to a "safe" angle. However, the split-second timing and spatial awareness needed to perform this maneuver generally means that only the best or most desperate pilots use it. This flaw does not affect carrier operations, where a retractable "skyhook" allows the Valiant to be dropped from an airship and recovered in a similar manner.

The Valiant's cockpit is spacious for the plane's overall size. A few variant Valiants have appeared in the past six months that add room for a second crew member—not a human copilot, but a dog intended to provide warning of beeper-seeker ultrasonic guided missiles. The high-pitched noise of the missile's "tag" is beyond the range of human hearing, but clearly audible to dogs; suitably trained animals can provide sufficient warning to throw off inbound missiles.

Ironically, Bell's partner, Rolls-Royce, threatens the Valiant's continued existence. Rolls-Royce's new Phantasm design, though heavier, operates in similar roles. Both are high-speed, agile craft intended for interception and dogfighting. However, the weapons and armor of the newer Phantasm give it a decisive edge that outweighs its increased cost. With rich individuals dominating the Valiant market, the price gap is unlikely to harm the Phantasm's sales.

MANUFACTURER

After being let go by Consolidated Aircraft in the wake of the Crash, Lawrence Bell founded Bell

Aircraft Corporation in 1931. Originally located in the Empire State, Bell relocated its headquarters to Marietta, Georgia, following the death of Lawrence Bell and nineteen workers in a terrorist attack on the Buffalo factory in early 1933. New CEO Bradley Carmichael has never accepted the official Empire State report, that blamed a Unionist

terror group, and instead believes that business rivals—most likely Grumman or Curtiss-Wright—set out to destroy Bell Corporation. No evidence exists to support this theory, but that has not prevented Carmichael from declaring a moratorium on sales to the Empire State.

In 1934, Bell entered a partnership with the Rolls-Royce Company. The use of Rolls-Royce's advanced engines made possible a whole new generation of air-

craft. In October of 1936, Bell entered a similar partnership with Montreal-based C.C.E.; the two companies' first joint venture was the construction of a new plant in Burlington, Vermont, in the Maritime Provinces. This plant has so far only carried out assembly work, but is expected to begin full-scale manufacturing by the autumn of 1938. Shortly after forming the second partnership, Bell began retro-engineering a captured Hughes Aviation Bloodhawk, leading to a complex legal action in which Bell remains enmeshed. These legal troubles prompted Bell to make contacts with the General Motors/Messerschmitt partnership in the ISA; Bell is still exploring the possibilities.

**"It may be small
and lightly armed,
but don't bet
against this agile
little blighter."**

*—Pilot officer Michael Kirk-
Rawlins, RAF liaison to the
Dixie Confederacy*

— In the Service of —



Dixie



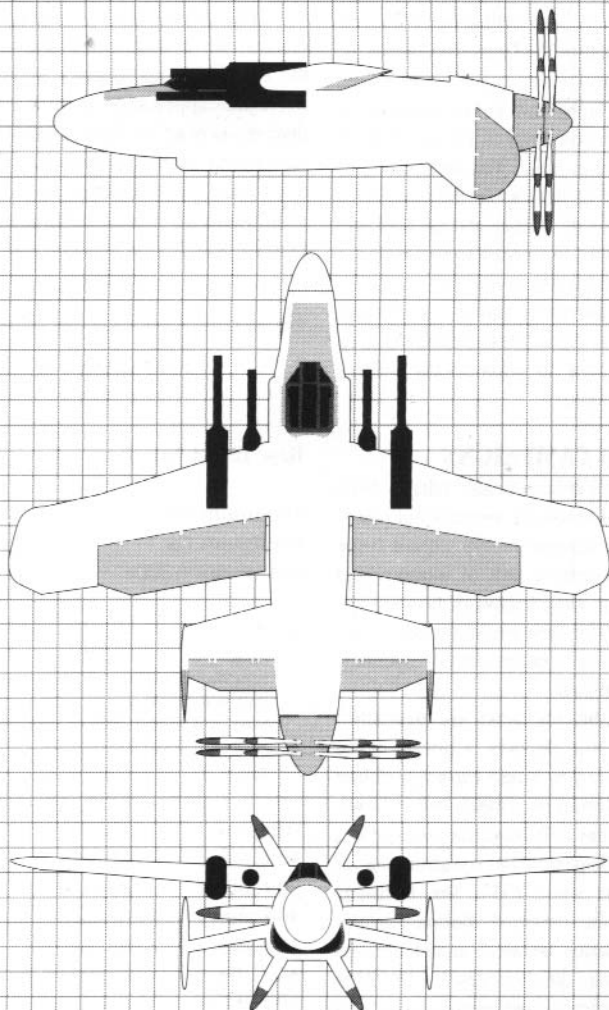
Texas



Utah



Arixxo



Bell Valiant Mark II

Class:
Fighter (Pusher)

MANUFACTURER:
Bell Aircraft Corporation, Marietta, Georgia

ENGINE:
Rolls Royce Morgana (910 hp)

WING SPAN: 24 ft., 3 in. **LENGTH:** 23 ft., 7 in. **HEIGHT:** 15 ft., 1 in.

Loaded Weight:
3,000 lbs

Service Ceiling:
17,500 ft.

Range:
350 miles

Max. Speed:
300 mph

Max Accel:
65.6 feet/second

Max Decel:
65.6 feet/second

WEAPONS:
(6) Springfield Mark IV 30-caliber machine guns

ROLE AND DEPLOYMENT

Almost three hundred of the inexpensive but effective Valiants have been built at Bell's Marietta facility. Most remain in the Dixie Confederacy, in service with state and private militias, as well as in the possession of individuals and corporations. A handful have also been seen in the Republic of Texas, in Utah and in Arixo. With the opening of Bell's new factory in Burlington, the number of Valiants in service with Quebec and the Maritime Provinces is expected to increase dramatically.

The main restriction on the craft's use is its long runway requirement and an operational range of only 350 miles. These limitations keep most Valiants serving as point-defense fighters rather than interceptors.

PILOTS AND CAMPAIGNS

Most Dixie air militias include Valiants, but it takes a good pilot to use the aircraft's full potential in speed and maneuverability without being held back by its relative lack of weapons and armor. Most often, close teamwork between aircraft compensates for these weaknesses, with anywhere from two to a dozen aircraft operating toward a common goal.

These pack-hunting tactics are exemplified by the Alabama Mud Hoppers, a private militia based in Mobile. Led by British expatriate Robert Wooten-Taylor (known as "English Bob," though not to his face), this little band has prosecuted a feud with the Chapeau d'Or squadron out of French Louisiana since 1935. The Louisiana squadron flies the imported Morane-Saulnier MS382 fighter, which is better armed but less maneuverable than the Bell design. The Mud Hoppers rely on surprise and numbers to pick off MS382s, often attacking a lone pair with six Valiants. The Louisiana pilots decry this tactic as

unfair and cowardly, and frequently stage counter-raids on the Dixie force's airfield.

This private war has escalated in recent months with the involvement of a squadron from the French Foreign Legion's Dervish unit. The Dervishes' appearance in turn prompted the deployment of an elite Dixie squadron, the Second Alabama Air Guard. These two units have encountered each other, but have not yet exchanged shots. Residents of both Atlanta and Baton Rouge, however, fear that this situation may escalate.

Bell Valiant MkII Game Statistics

Base Target Number 8 3,000 lbs.

Maximum Speed: 4 720 lbs.

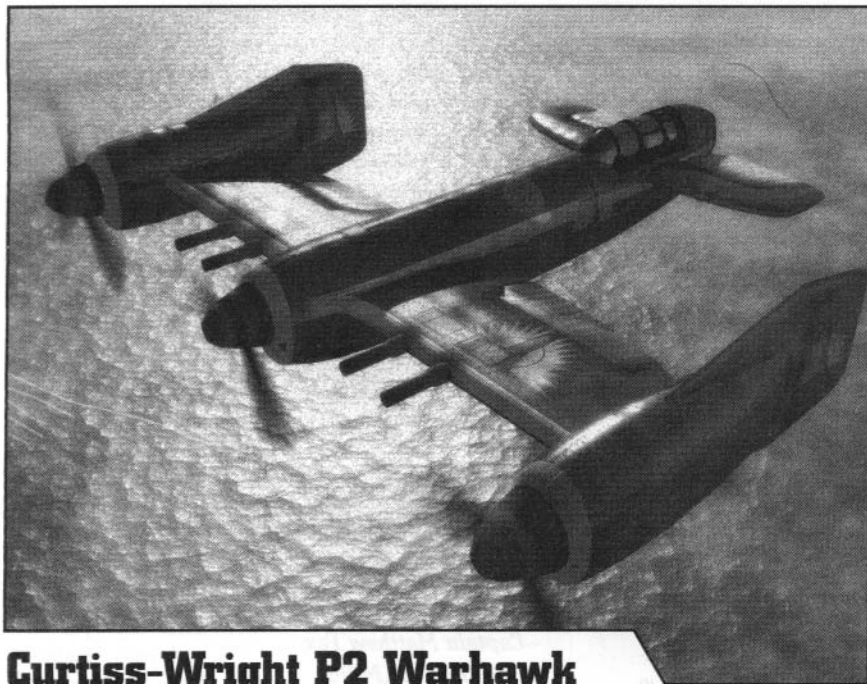
Maximum Gs: 4 840 lbs.

Acceleration Rate: 2 150 lbs.

Armor Points 130 390 lbs.

Nose	30
Port Wing Leading	20
Port Wing Trailing	20
Starboard Wing Leading	20
Starboard Wing Trailing	20
Tail	20

Weapon	Arc	Mass
30 Caliber	Forward	150 lbs.
30 Caliber	Forward	150 lbs.
30 Caliber	Forward	150 lbs.
30 Caliber	Forward	150 lbs.
30 Caliber	Forward	150 lbs.
30 Caliber	Forward	150 lbs.



Curtiss-Wright P2 Warhawk

Once the financial heart of the United States, the Empire State struggled to survive the collapse of America, as it lacked many of the industries and resources necessary to prosper. Almost immediately engaged in low-level hostilities with the Industrial States of America, the Empire State was hard-pressed to defend the resources it had, particularly the mineral-rich land of Pennsylvania. Fortunately, the Empire State could call on several experienced aircraft and airship manufacturers within its borders, all of whom rose to the challenge of defending their new nation. Within weeks, they were operating at full capacity to meet the demands of state and private militias. At the forefront was Curtiss-Wright, whose first Empire State-produced craft was the P2 Warhawk.

DESIGN HISTORY

Built at Curtiss-Wright's Buffalo plant, the Warhawk entered service in 1932. Intended as a light bomber, it was designed with an emphasis on payload and endurance rather than speed and agility. This bias is clear from the plane's wing and

engine configuration; it carries three Wright R-1350 radial engines, one in the fuselage and one at each wingtip, each capable of delivering 736 horsepower. This arrangement results in sluggish handling, with the wingtip engine pods serving as counterweights that hold the craft level. In an attempt to alleviate this problem, Curtiss-Wright replaced the traditional tail assembly with wingtip rudders. The fix met with limited success, however, giving the Warhawk a tendency to sideslip when turning.

Many pilots complain that the Warhawk is nose-heavy and does not perform well in the event of an engine failure. On paper, the Warhawk can fly with only two engines; in practice, however, the loss of a wingtip engine causes major handling problems and generally prompts the crew to bail out.

This design is also notable for its unusual landing gear: three retractable wheels, one per engine, and a small fixed wheel at the aircraft's tail. This arrangement leads to a noticeable bump when the aircraft hits the runway, and the steep



angle at which the aircraft is inclined makes taxiing difficult. With ground steering controlled by a combination of the tail wheel, wingtip rudders and differential throttling,* many Warhawk pilots choose to be towed to their shelters or stands. Similarly, the Warhawk's large wingspan means that pilots must take particular care when launching or being recovered from an airship carrier, though the craft's low stall speed allows for easy link-ups with the recovery apparatus.

For all its handling problems, the Warhawk can carry an impressive weapons load. The wing-mounted cannons are of varying caliber, giving the craft a versatile balance of range and firepower. Poor maneuverability often limits the usefulness of these weapons, however. Many Warhawks serve as gunships, using a mix of cannons, rockets and bombs to attack relatively static targets like airships, heavy bombers and ground facilities.

MANUFACTURER

The Warhawk is a product of Curtiss-Wright's Empire State arm, and the majority of the five hundred built to date came out of the Buffalo factory. The remainder were built at the Louisville plant in Appalachia, which was constructed to take advantage of that country's lower wages. Curtiss-Wright uses Appalachia's semi-neutral status to facilitate sales to third parties and avoid the Empire State's restrictions on trade with hostile powers. However, the market for the Warhawk has

steadily declined as more modern craft enter service, and reports from the Buffalo plant suggest that production of the plane may soon be suspended in favor of an as-yet unannounced design. Warhawk manufacturing at the Louisville plant looks set to continue, probably with a view to sales in less discerning and more price-conscious nations such as Utah, Colorado and Arixo.

ROLE AND DEPLOYMENT

**"I used to think
this was the
goofiest plane
in service. Then I
saw what it did
to my airfield."**

*—Captain Matthew Fox,
2nd Ohio Air Militia*

Though considered somewhat dated, the Warhawk excels at long-distance precision strikes. Able to cruise at high altitude, the craft can fly up to 750 miles on its internal fuel tanks, further if some of its payload is sacrificed for drop tanks. Equipped with such tanks, Warhawks have made non-stop flights from the Buffalo factory to Seattle and

Portland in Pacifica.

The aircraft's large wing area and multiple engines allow it to operate at high altitudes, allegedly up to 37,000 feet. This allows the Warhawk to engage high-flying strategic bombers above the service ceiling of regular interceptors; when combined with the aircraft's exceptional range, this high-flying capability makes the Warhawk an excellent bomber escort.

PILOTS AND CAMPAIGNS

Though the Broadway Bombers are the most famous Empire State unit, they are not alone in

In the Service of



Empire



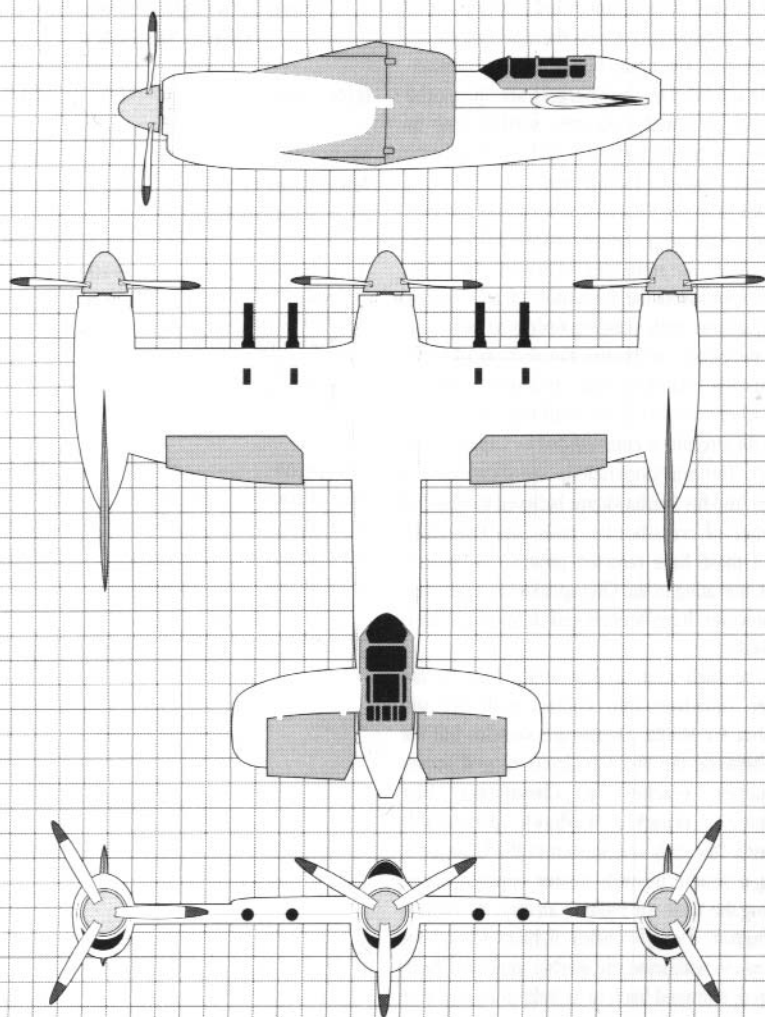
Arixo



Colorado



Utah



Curtis-Wright P2 Warhawk

Class:
Heavy Fighter (Tractor)
MANUFACTURER:

Curtis-Wright, Buffalo, New York, Empire State

ENGINE:

(3) Wright R-1350s (736 hp each)

WING SPAN:

39 ft., 7 in.

LENGTH:

9 ft., 6 in.

HEIGHT:

27 ft., 2 in.

Loaded Weight:

13,250 lbs

Service Ceiling:

37,000 ft.

Range:

750 miles

Max. Speed:

200 mph

Max Accel:

32.8 feet/second

Max Decel:

65.6 feet/second

WEAPONS:

(4) Sperry-Browning "Crusader" 60-caliber cannons

their efforts to defend their new nation. The New Jersey Chargers, though somewhat less glamorous than their companions across the Hudson, are no less dedicated. The brainchild of Newark industrialist Edward Newton, the Chargers are sponsored by several industrial concerns, serving both as defenders of the factory sites and as escorts for shipments within the Empire State.

Officially, the Chargers never cross the border into neighboring nations; unofficially, however, the story is somewhat different. In 1936, Newton sponsored the formation of an "aggressor" squadron, with standing orders to take "any action necessary" to ensure the security of allied interests—a mandate that included offensive action where needed. This small unit, numbering only eight aircraft, is commanded by Captain Ryan Gardner. The unit's operations are secretive, but Gardner and his Warhawk are believed to have led a number of cross-border raids into Columbia. Most of these have targeted pirates, particularly groups operating in the Chesapeake Bay area; several, however, have been aimed at Newton's business rivals.

One such raid, in late 1936, brought the Charger squadron into contact with the 9th Columbia Air Militia. Details are sketchy, but the battle between the two squadrons ranged across the upper reaches of Chesapeake Bay. Eyewitnesses report a Warhawk, presumably Gardner's (the only one known in the Chargers), cutting a swathe through lighter opposition and engaging the Ninth Air Militia's airship, the *George Washington*. Though enemy fighters forced the Warhawk to withdraw, the airship appeared badly damaged; it limped back to its Baltimore yard with two destroyed engine pods and several punctured gas cells.

Curtiss-Wright P2 Warhawk Game Statistics

Base Target Number	2	9,000 lbs.
Maximum Speed:	2	1,440 lbs.
Maximum Gs:	3	3,240 lbs.
Acceleration Rate:	1	900 lbs.
Armor Points	340	1,020 lbs.
Nose	70	
Port Wing Leading	50	
Port Wing Trailing	50	
Starboard Wing Leading	50	
Starboard Wing Trailing	50	
Tail	70	
Weapons	Arc	Mass
60 Caliber	Forward	600 lbs.
60 Caliber	Forward	600 lbs.
60 Caliber	Forward	600 lbs.
60 Caliber	Forward	600 lbs.



Grumman E-1C Avenger

The Empire State has prospered in the years since the old USA's collapse, regaining its role as a major financial center and becoming a key political player among the nations of North America. Hard pressed militarily by the ISA and Dixie, as well as by Québec, the Empire State has spent considerable effort on aircraft design and manufacture. A major area for aircraft manufacturing before the U.S. breakup, the Empire State has many advantages over its neighbors and an excellent reputation for quality designs. Though some companies have relocated outside the Empire State, others have risen to take their place. Grumman, originally a design bureau, has also become a well-respected manufacturer of aircraft, with several models of the Avenger to its credit.

DESIGN HISTORY

The first Avenger to leave Grumman's Long Island works in 1932 was a far cry from the powerful aircraft favored by the aces of the Empire State. Like the modern Avenger E-1C, the original E-1 model could reach speeds up to 250 mph, powered by a pair of air-cooled, 630 horsepower

Feldman 16-valve engines. The use of twin engines, not common in an aircraft as small as the Avenger, allows for an unusual mix of speed and fuel efficiency when compared to a single large engine. This extends the craft's operational range by almost 50 percent over comparable aircraft. One drawback, however, is that the engines serve as counterweights and hinder maneuverability.

The new Avenger, the E-1C model introduced in 1936, retained the original plane's twin-engine configuration, but made sweeping changes to the aircraft's armor and armaments. Two of the original 30-caliber cannons were upgraded to 60-caliber guns, and the remaining six fire-linked to improve shot-grouping. The new design also added more wing pylons, increasing the number of hard-points for external ordnance to eight. The aircraft received a moderate armor boost to the cockpit, which greatly increased the pilot survival rate at the price of marginally more aircraft losses.

Many pilots complain that the extra weight from the modifications has adversely affected the aircraft's handling, giving it a generally sluggish response to the stick and a poorer turning circle.

This loss of performance, they claim, offsets the increased firepower of the E-1C. As one such pilot was heard to say, "What's the use of bigger guns if you can't aim them properly?" However, more accomplished pilots such as Loyle Crawford and Terrance Hobart of the Broadway Bombers seem happy with the modifications. The Avenger is a difficult aircraft to master, but a lethal tool in the hands of the right pilot.

MANUFACTURER

Born in the wake of the Crash, the Grumman Aircraft Engineering Corporation came into existence on December 6, 1929—one of the few companies to exploit America's deteriorating financial and political conditions. With the collapse of the USA and the conflict that ensued, the Grumman design bureau soon earned a reputation for producing top-notch aircraft. In those early years, the team subcontracted to other companies, designing for the Fairchild Bandit and, more controversially, the General Motors Lancer. In 1932, the company entered the manufacturing field with the E-1 Avenger. The design proved popular with the affluent citizens of the Empire State, particularly the group known as the Broadway Bombers, and the growth spurred by steady sales soon lifted

the company's shares into the Wall Street top ten.

The past few years, by contrast, have seen a steady decline in Avenger sales as more modern designs came on the market. As a stopgap measure until Grumman's new Courser design enters service (expected in 1938), the company has released the upgraded Avenger E-1C model.

**"In the Avenger,
Grumman struck a
happy medium between
a plane that
looks great and one
with the power
to back it up.
You've got to have
the heart, or you
shouldn't take
the stage."**

*—Major Loyle Crawford,
Madison Venturers Squadron,
Broadway Bombers Militia*

ROLE AND DEPLOYMENT

Despite its high price tag, the Avenger has become the signature aircraft of the Empire State. Media exposure through units like the Broadway Bombers has driven up sales among independently wealthy citizens, though less well-off individuals and many state militias prefer cheaper but less capable aircraft.

The design principally acts as a fast, hard-hitting interceptor, a task for which its combination of range and firepower is ideal. Most Avengers used in the Empire State operate in this role, though a handful serve as reconnaissance or light-strike craft. Mediocre maneuverability and armor make this aircraft a poor choice for dogfighting, and so the Avenger rarely serves as an escort.

— In the Service of —



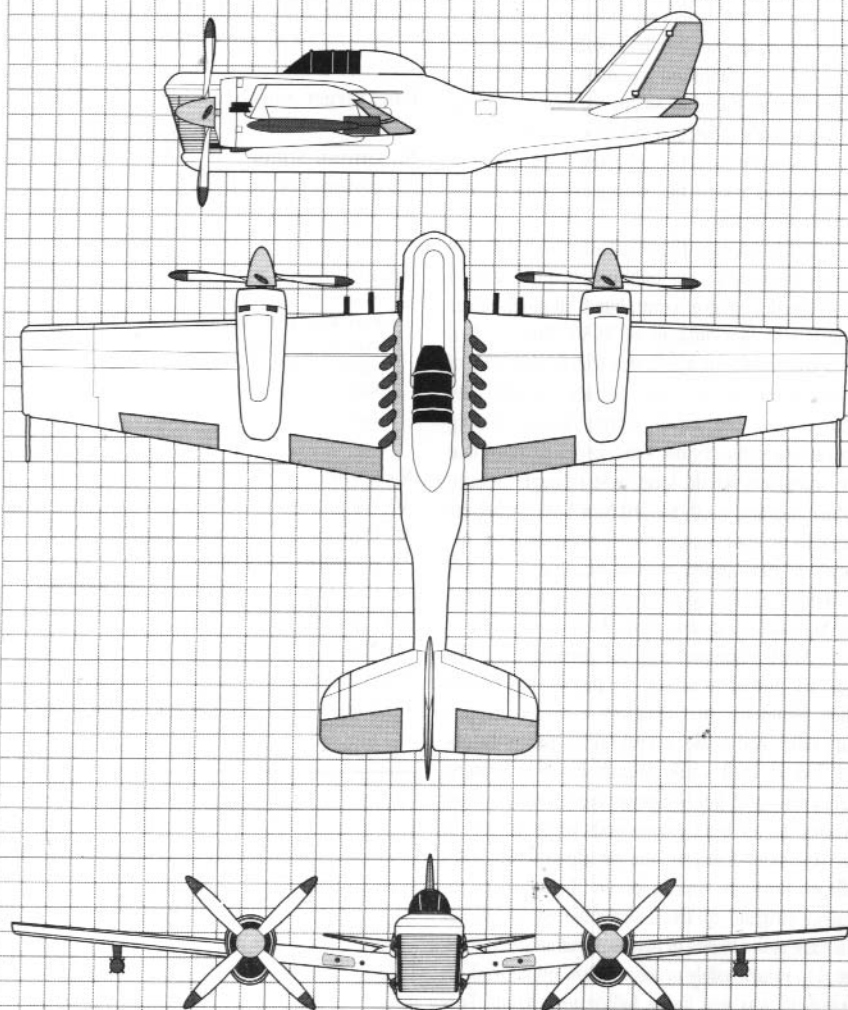
Empire



Appalachia



Pacifica



Grumman E-1C Avenger

Class:
Fighter (tractor)

MANUFACTURER:

Grumman Aircraft Engineering,
Long Island, New York, Empire State

ENGINE:

(2) Feldman-16s (630 hp each)

WING SPAN: 38 ft., 5 in. **LENGTH:** 24 ft., 10 in. **HEIGHT:** 12 ft., 8 in.

Loaded Weight:
7,000 lbs

Service Ceiling:
18,000 ft.

Range:
600 miles

Max. Speed:
250 mph

Max Accel:
32.8 feet/second

Max Decel:
65.6 feet/second

WEAPONS:

(6) Sperry-Browning "Zephyr" 30-caliber machine guns, (2) Sperry-Browning "Crusader" 60-caliber cannons

PILOTS AND CAMPAIGNS

One of two Broadway Bombers squadrons supported by the Rockefeller family, the Gramercy Hussars have established a reputation for efficiency and daring. Based in Albany, upstate New York, the squadron's principal task is to secure the air routes between Syracuse and New York City. The Hussars also patrol the smugglers' runs in the Catskill Mountains.

Led by Captain Theresa Wells-Vanderbilt, the squadron came to the public's attention after it intercepted a major contraband shipment near Kingston in late autumn of 1936. Rumors had been circulating for weeks that a large shipment of booze from Québec was headed through the Adirondacks, but winter storms limited airship operations in the region. Vanderbilt suspected that the smugglers would loop west through Ontario before heading south toward New York, using the Catskills as concealment and protection from the weather. Her hunch proved accurate; in early November, Hussar scouts reported an unidentified airship working its way through the mountains.

Newly equipped with the Avenger E-1C, the Hussars moved to attack. As the airship passed Slide Mountain, the squadron emerged from a side valley and made several raking passes before the bandit craft could launch its own fighters. Vanderbilt and her wingman made several runs against the airship's engine pods while the rest of the squadron distracted the airship's escorts. Pilot officer Royman Harris forced the crew of an enemy Brigand to eject, but suffered significant damage at the hands of twin Bell Valiants. He managed to return safely to base; fellow pilot Elizabeth Schofield was less lucky, falling to a bandit Fury after downing its companion. With their airship crippled and about to be boarded, the four remaining bandit fighters fled.

Grumman E-1C Avenger Game Statistics

Base Target Number	7	4,000 lbs.
Maximum Speed:	3	600 lbs.
Maximum Gs:	2	480 lbs.
Acceleration Rate:	1	200 lbs.
Armor Points	200	600 lbs.
Nose	50	
Port Wing Leading	30	
Port Wing Trailing	30	
Starboard Wing Leading	30	
Starboard Wing Trailing	30	
Tail	30	
Weapon	Arc	Mass
30 Caliber	Nose	150 lbs.
30 Caliber	Nose	150 lbs.
30 Caliber	Nose	150 lbs.
30 Caliber	Nose	150 lbs.
30 Caliber	Nose	150 lbs.
30 Caliber	Nose	150 lbs.
60 Caliber	Nose	600 lbs.
60 Caliber	Nose	600 lbs.



Hughes-Lockheed Firebrand

"Build on success" is a key principle of business and warfare. Hughes Aviation, one of North America's newest aeronautical engineering companies, has done just that, launching four successful aircraft designs since the company's founding in 1929. The latest of these, the Firebrand fighter-bomber, demonstrates Hughes' commitment to design innovation and pushing the aviation-technology envelope.

DESIGN HISTORY

In a marked deviation from conventional design philosophies, the Firebrand is a "flying wing," with a vertical aileron but no tail assembly. Instead, the aircraft maneuvers using flaps on the leading and trailing wing edges. With such a large wing area, the Firebrand can attain altitudes of up to 35,000 feet, and carries a formidable weapon payload. The trade-off for these capabilities is lesser agility, speed and acceleration.

Powered by twin Wright Tornado G500 engines and pusher propellers, the Firebrand can reach a respectable 250 mph in level flight.

Ordinarily fuel-efficient, the engines' fuel consumption increases drastically as the plane's speed does—three times the normal rate at top speed. This excessive fuel consumption is probably responsible for several officially unexplained Firebrand crashes.

The two-man tandem cockpit has excellent all-round visibility and is equipped with dual controls that allow either crew member to pilot the aircraft. This feature is particularly valuable on long flights, as it allows the pilot and copilot/bombardier to share their responsibilities. The Firebrand has an operational range of 800 miles, provided its speed does not exceed 180 mph.

As with many pusher-prop aircraft, bailing out can be a tricky proposition, as the configuration of the main fuselage and engine pods funnels escaping aviators toward the propellers. In theory, the blades should lock in a "clear" position when the engines are manually shut down; in practice, however, damage to the propellers, transmission or engine can cause this system to fail.



Nose-mounted 50- and 70-caliber Sperry-Browning cannons provide the Firebrand's main armament, backed by rockets and bombs. Armor-piercing rockets are the most common underwing payload, but many crews choose to carry non-lethal rockets on the two outermost pylons. This additional means of distracting enemy aircraft or anti-aircraft crews is invaluable to the ungainly Firebrand, considerably enhancing its chances of defeating enemy craft and escaping.

The only factory-built variant of the Firebrand replaces the lower 50-caliber cannons with photographic equipment. Operated by the co-pilot, these twin cameras can each take fifty pictures, individually or simultaneously for stereoscopic images.

MANUFACTURER

In 1924, a young Texan named Howard Hughes inherited the family business of manufacturing oil well drill bits, and with the resulting wealth set off to Hollywood to pursue his dreams. He had become a major film producer by 1928, and so turned his attention to his other passion: flying. A pilot since 1919, he founded the Hughes Aviation Company in early 1929 to further his piloting ambitions. The company developed the Hughes Lancer, a one-off aircraft with which Hughes set the world air-speed record at 352 mph—just six days before the stock market crash.

Hughes exploited others' misfortunes mercilessly in the ensuing months, acquiring resources and facilities from those badly hurt by the Crash

and the dissolution of the USA. This explosive growth showed a clear return in 1931 with the launch of the popular Devastator fighter; Hughes Aviation built on this success with the C-2 Conestoga civil transport in 1933 and the superlative Bloodhawk fighter in 1936.

The Firebrand, launched in 1937, marks a new direction for Hughes Aviation. It owes its existence to a partnership with

Lockheed, formerly among Hughes Aviation's greatest rivals. Built at Lockheed's Burbank plant but using predominantly Hughes components, the Firebrand embodies a détente between the companies after the legal wrangles of 1935-36. As well as gaining access to each other's technical resources, the strategic

alliance between Hughes and Lockheed also offers the possibility of enhanced sales, with Lockheed's heavy aircraft marketed to Hughes' predominantly fighter-orientated clientele and vice versa. Plans are already well advanced for licensed manufacture of the Firebrand and the Bloodhawk in the Republic of Texas and Great Britain, where Lockheed is already well established.

ROLE AND DEPLOYMENT

One of the newest aircraft in use, fewer than sixty Firebrands are in service. To date, all but one are in Hollywood. Almost half serve in the state militia, with the remainder split between private militias and corporations. A single Firebrand was flown to Lockheed's Fort Worth facility, where it currently serves as a demonstration craft for potential Republic of Texas buyers.

**"Buy the best?
Sure, but Hughes
won't let me."**

*—Squadron Leader
Garret Dawes,
2nd Atlanta Air Militia*



Hollywood



Texas

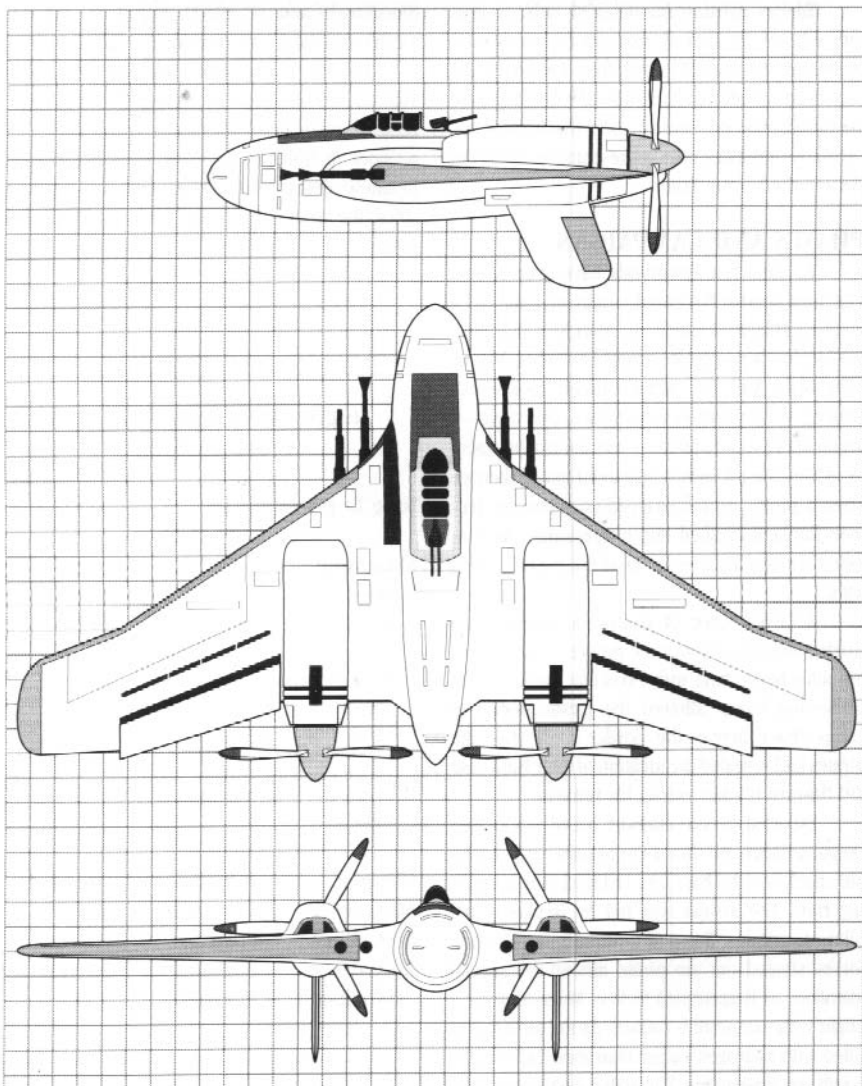


ISA



Empire State

In the Service of



Hughes-Lockheed Firebrand

Class:
Heavy Fighter (pusher)

MANUFACTURER:
Hughes Aviation Company,
Culver City, Hollywood

ENGINE:
(2) Allison X-900s (790 hp each)

WING SPAN: 39 ft., 7 in. **LENGTH:** 27 ft., 2 in. **HEIGHT:** 9 ft., 6 in.

Loaded Weight: 13,250 lbs	Service Ceiling: 37,000 ft.	Range: 750 miles
Max. Speed: 200 mph	Max Accel: 32.8 feet/second	Max Decel: 65.6 feet/second

WEAPONS:
(2) Barret Arms 50-caliber cannons, (2) Barret Arms 70-caliber cannons

Hughes Aviation has exerted tight control over sales of the aircraft. Attempts by Dixie-based groups or individuals to purchase the Firebrand have been rebuffed in light of legal wrangling over the Bloodhawk; by contrast, sales discussions are currently underway with representatives from the ISA and the Empire State.

PILOTS AND CAMPAIGNS

To date, few Firebrands have seen action. The most notable Firebrand engagement, in 1937, involved Hughes Aviation. In March of that year, the Mexico-based pirate group Los Lobos Negros (The Black Wolves) raided southern Hollywood, striking as far north as Los Angeles. One target—accidentally, as it happens—was the Hughes facility at Long Beach, which sustained minor damage when a pirate aircraft snagged on a barrage balloon line and crashed into a warehouse. An outraged Howard Hughes ordered the pirates “dealt with.”

A mixed force of Hollywood Knights and Hughes Air Guard drove the pirates from the city, but after negotiating with President Madison, the Hollywood forces allowed the pirate airship to escape back across the border. Only after the pirates had revealed the location of their Baja base did Howard Hughes extract his revenge.

Escorted by Bloodhawks based out of San Diego, a dozen Air Guard Firebrands made multiple attacks on the base and reduced it to a smoking ruin. The assault was led by Hughes’ chief pilot, Jonathan “Samurai” Murayama. Hughes’ forces singled out the pirate airship for special attention; as it attempted to flee, Murayama set it alight with magnesium rounds. As the airship was filled with hydrogen rather than inert helium, the result was devastating. The action cost Hughes two

Bloodhawks and a single Firebrand, the latter to mechanical failure en route back to Los Angeles.

Despite being decorated by President Madison for his actions, Murayama—a second-generation Japanese-American—found himself an outsider in Hollywood society. He and others of Japanese descent have been further ostracized since the outbreak of war between China and Japan.

Hughes-Lockheed Firebrand Game Statistics

Base Target Number	4	7,000 lbs.
Maximum Speed:	3	1,680 lbs.
Maximum Gs:	2	1,260 lbs.
Acceleration Rate:	1	560 lbs.
Armor Points	330	990 lbs.
Nose	60	
Port Wing Leading	60	
Port Wing Trailing	50	
Starboard Wing Leading	60	
Starboard Wing Trailing	50	
Tail	50	
Weapon	Arc	Mass
50 Caliber	Forward	400 lbs.
50 Caliber	Forward	400 lbs.
70 Caliber	Forward	850 lbs.
70 Caliber	Forward	850 lbs.



Hughes Aviation Bloodhawk

Built around the heart of the North American film industry, the nation of Hollywood—formerly the state of California—earned a reputation for wealth and prosperity that has been an advantage and a curse. Along with the steady influx of immigrants seeking opportunity, Hollywood also attracts the attention of less desirable elements: the pirates and privateers who regard it as rich pickings.

Fortunately, California was a major center for aircraft manufacture at the time of the U.S. breakup. This fact, combined with the wealth of many of its citizens, guaranteed the creation of a host of private militias, all seeking to protect their interests. These groups' demands prompted steady evolution in aircraft design, as much for aesthetic as for practical purposes. In Hollywood, flying "last year's" design is a clear sign of social ineptitude and relative poverty.

The Hughes Aviation Bloodhawk is the latest in a line of superlative aircraft from Hollywood's premiere aircraft manufacturer. It epitomizes style

and function, engineered as much for its deadly appearance as its equally deadly capabilities. It is also one of the most expensive aircraft ever built, but in Hollywood that's all part of the game.

DESIGN HISTORY

Though the Bloodhawk incorporates few revolutionary ideas, the design's balance of new and old concepts makes it in a superlative aircraft and one of the most sought-after designs in North America.

The plane entered service in 1936, manufactured at Hughes Aviation's Culver City plant. Powered by a fuel-injection Allison V-1690 engine that produces 1,288 horsepower, the craft also uses a pusher-prop that allows it to attain speeds of just over 300 mph in level flight, with 350 mph possible in a dive. The airframe is stressed to allow speeds in excess of 450 mph, though no currently available version of the Bloodhawk can achieve such speeds. The airframe's construction reflects forward planning by the Hughes team,

allowing them to upgrade the plane's power plant without redesigning the chassis.

The combination of a pusher-prop and the plane's rear wing design poses its own problems, however. Though extremely maneuverable at high speeds, the Bloodhawk does not perform well at low velocities and has an unusually high stall speed. Damage to the nose-mounted canard wings exacerbates this problem. These stubby wings, counterbalanced by the engine, play an integral part in keeping the aircraft aloft.

Nose-mounted cannons, two 30-caliber and two 40-caliber, serve as the Bloodhawk's primary weapons. All are manufactured by Browning and are capable of a high fire rate with little risk of jamming. The weapons' location allows for deadly accuracy, earning the Bloodhawk a reputation for lethality despite its relatively modest armament. Four double-attachment, under-wing pylons allow the aircraft to carry rockets or external fuel tanks as required, though the latter have a detrimental effect on the aircraft's handling; they are generally only used when moving aircraft from one location to another or on long-range escort missions.

MANUFACTURER

The flagship of Hughes Aviation's fighter design group, the Bloodhawk is the focus of a bitter legal dispute with Bell Aircraft Corporation. In November of 1936, Dixie's First Georgia Air Militia captured a squadron of Bloodhawks being

shipped by air to a private client in the Empire State. The majority of the captured planes entered service with the First, but at least one appears to have reached the Bell plant at Marietta, where it became the subject of extensive examinations. Hughes quickly filed suit against Bell, but the Dixie company apparently expected the case to founder in the Confederacy's legal system. They had not counted on Hughes' determination.

In March of 1937, Hughes Aviation Company acquired the Laister-Kauffman glider plant in St. Louis, which effectively granted Hughes the status of a Dixie corporation and circumvented the Confederacy's protectionist policies. With their position badly undermined and legal costs spiraling out of control, Bell prepared for the worst.

Then rescue came from an unexpected source: a partnership with Messerschmitt/General Motors. M/GM offered to bankroll Bell's defense in exchange for access to the Bloodhawk research. The case is scheduled for trial in January, 1938.

ROLE AND DEPLOYMENT

The Bloodhawk is currently a backbone design among Hollywood aviators, particularly the Hollywood Knights group. A handful are also in service with the Republic of Texas, the Empire State and Dixie. The latter are the subject of considerable acrimony between Hughes and the Confederacy that has prompted the virtual blacklisting of Dixie-based clients. The recent raid by Dixie forces on Manhattan, in which the

**"The Bloodhawk
is as much a
fashion statement
as a superlative
killing machine."**

*—Harlan Ostroff,
Hollywood Knights,
1937*



Hollywood



Empire State

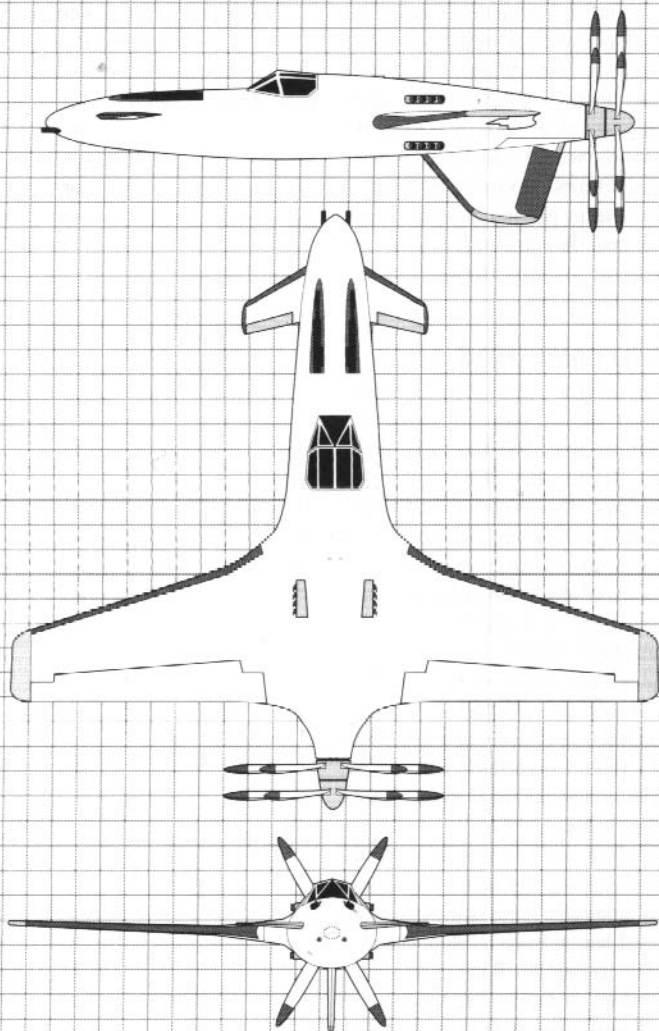


Texas



Dixie

In the Service of



Hughes Aviation Bloodhawk

Class:
Fighter (Pusher)

MANUFACTURER:
Hughes Aviation Company,
Culver City, Hollywood

ENGINE:
Allison V-1690 (1,288 hp)

WING SPAN: 29 ft., 6 in. **LENGTH:** 27 ft., 6 in. **HEIGHT:** 14 ft., 1 in.

Loaded Weight: 8,250 lbs	Service Ceiling: 22,000 ft	Range: 400 miles
Max. Speed: 300 mph	Max Accel: 65.6 feet/second	Max Decel: 65.6 feet/second

WEAPONS:

(2) Barrett Arms "Mustang" 30-caliber machine guns, (2) Barrett Arms "Ranger" 40-caliber machine guns

Confederate pilots used several captured Bloodhawks, has further heightened tensions.

Though the Bloodhawk remains one of the best aircraft made in North America, the recent introduction of the Rolls-Royce Phantasm has spurred development of a Bloodhawk Mark II. Hughes Aviation will not settle for being second-best, and its design teams are working to increase the Bloodhawk's engine power and agility in line with the British craft. However, without access to advanced Merlin or Morgana engines, Hughes' engineers face a difficult task.

PILOTS AND CAMPAIGNS

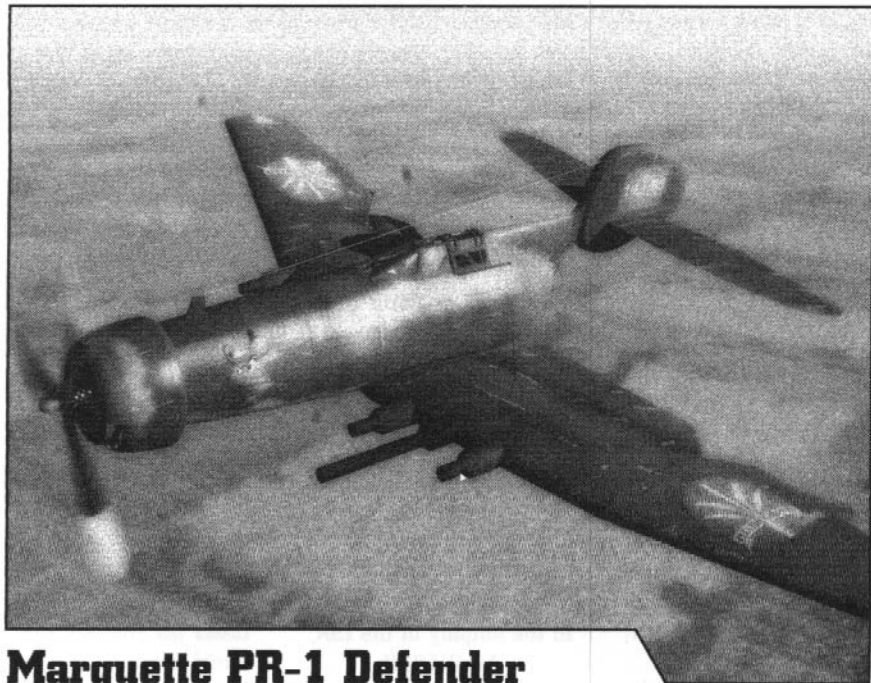
Not surprisingly, the most famous Bloodhawk pilot is Howard Robard Hughes, president of Hughes Aviation. Though not officially a member, Mr. Hughes has flown with the Hollywood Knights. The owner of numerous restaurants, hotels and casinos, Mr. Hughes is prominent in Hollywood society. Among the richest and most powerful men in the nation at a mere thirty-two years of age, he is widely regarded as one of the most eligible bachelors in Los Angeles. He is also the one-time holder of the world air speed record, and the current holder of the fastest coast-to-coast flight time (7 hours 28 minutes, set in 1935). Mr. Hughes is currently planning an attempt to set the around-the-world speed record, due to take place in June of 1938.

A fully credited ace, with seventeen aircraft and one shared zeppelin kill to his name, Mr. Hughes boasts formidable flying skills. One local reporter accused him of being a "glory hound," who deliberately ignored his flying companions and their objectives in favor of racking up an impressive kill total. Though that reporter was quickly dismissed, the accusation struck a nerve among Mr. Hughes' detractors.

Hughes Aviation Bloodhawk Game Statistics

Base Target Number	6	5,000 lbs.
Maximum Speed:	4	1,600 lbs.
Maximum Gs:	4	1,800 lbs.
Acceleration Rate:	2	350 lbs.
Armor Points	150	450 lbs.
Nose	40	
Port Wing Leading	20	
Port Wing Trailing	20	
Starboard Wing Leading	20	
Starboard Wing Trailing	20	
Tail	30	

Weapon	Arc	Mass
30 Caliber	Forward	150 lbs.
30 Caliber	Forward	150 lbs.
40 Caliber	Forward	250 lbs.
40 Caliber	Forward	250 lbs.



Marquette PR-1 Defender

When Samuel Morrow formed the communist People's Collective in 1931, he abrogated all loans and mortgages, thereby saving the farmers of the Midwest from economic ruin in the Great Depression. Knowing that the bankers of the industrial states would soon move to repossess what they regarded as stolen property, Morrow created the People's Militias, outfitting them with locally produced arms and equipment.

Though hard-pressed in the early months after the collapse of the United States, the People's Militias held their own, first against federal troops and later against raids by the nascent Industrial States of America. However, these early border clashes demonstrated one gaping hole in the militias' defense: lack of air power. The Collective had no native aircraft industries, and so its governing body instituted a crash program to remedy the problem. The PR-1 Defender is the first fruit of that effort.

DESIGN HISTORY

The lack of accomplished aviation engineers in the People's Collective hampered early design efforts, but by early 1932 the prototype Defender began test flights at the Marquette Airworks plant west of Des Moines. Massing a little under 6,000 pounds, the Defender was lighter than many of its contemporaries; its designers apparently hoped that the agility of the small airframe would offset the plane's payload disadvantage. Though sound in theory, in practice the designers' inexperience coupled with the committee's orders to meet a wide range of operational demands resulted in an aircraft whose performance is mediocre at best.

Poor airframe design and an under-powered engine limit the Defender to 250 mph in level flight, though a competent pilot (rare in the Collective) can attain 300 mph when diving. The Juarez 720-horsepower engine, based on a Mexican design from the 1920s, is too small for the airframe; efforts to make up for the power shortfall by supercharging the engine have resulted in poor fuel efficiency and a tendency for the

engine to cut out when subjected to high G-forces. Later-model Defenders, upgraded with Russian fuel systems, avoid this problem. Of the three hundred Defenders in service, however, fewer than forty include such modifications.

With regard to maneuverability, the designers exceeded expectations. Though ISA's General Motors Tempest and the Dixie-built Bell Valiant can now boast equal or better capabilities, for its time the Defender's turning ability was unmatched. A competent pilot can use the Defender's turning ability to keep the craft out of harm's way while plotting his or her own attacks. The rear-lifting canopy limits rearward visibility, however, and hinders the craft's ability to avoid tailing.

A pair of Czech-made 50-caliber cannons and a single 30-caliber machine gun form the Defender's principal armament. The designers argue that this configuration is more effective than the four 30-cal guns found on many other craft of similar size, and it is true that the guns' increased penetration has proved decisive in several engagements. In the event of a mechanical failure, the pilot must rely on rockets and other external ordnance.

MANUFACTURER

The first aircraft produced by state-owned Marquette Airworks, the Defender earned the company a reputation for light air-superiority

planes despite problems with the original model. Dixie and the ISA regularly target the Des Moines, Iowa factory complex, braving return fire from two squadrons of Defenders and Defiants as well as massed flak batteries. The Defiant is Marquette's second design, and has so far performed reasonably well.

Marquette's current project is a marked change for the company: an extended-range fighter-bomber, presumably intended to strike targets deep in the ISA. However, the decision by the People's Committee to build the Yakovlev 4 design, recently licensed from Russia, at a new plant in Rapid City has prompted outrage among the citizens. Only the threat from nearby Lakota has prevented widespread protest.

**"Designed by
committee and built
by morons—
this is what
'Made in America'
truly means."**

**—Günther Lützow,
German instructor
in the employ of the ISA,
April 1936**

ROLE AND DEPLOYMENT

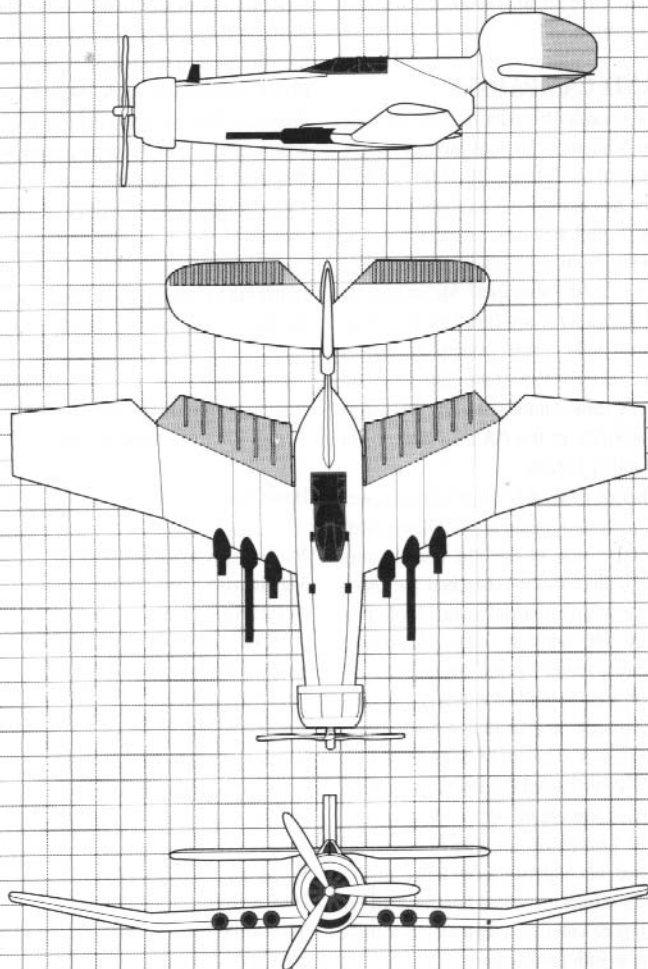
Though occasionally used for anti-airship or ground-attack missions, the Defender has failed dismally in such roles, being too light to carry an effective weapon load or to withstand return fire. The design's primary task is to engage and defeat enemy aircraft, but its short operational range restricts it to defensive operations or carrier-based deep strikes. In the latter case, the Defender generally serves as an airship escort rather than a strike aircraft.

The People's Militias deploy their Defenders in 12-plane groups, subdivided into 6-plane squadrons. Unlike most American nations, which

In the Service of



People's Collective



Marquette PR-1 Defender

Class:
Fighter (tractor)

MANUFACTURER:
Marquette Airworks, Des Moines, Iowa

ENGINE:
Juarez (720 hp)

WING SPAN: 26 ft., 8 in. **LENGTH:** 22 ft., 5 in. **HEIGHT:** 13 ft., 2 in.
(excluding prop)

Loaded Weight:
7,000 lbs

Service Ceiling:
18,000 ft.

Range:
400 miles

Max. Speed:
360 mph

Max Accel:
32.8 feet/second

Max Decel:
65.6 feet/second

WEAPONS:
(2) Czech 50-caliber cannons, (1) Czech 30-caliber machine gun

have adopted two-plane elements, some units in the People's Collective Air Militia use an outdated three-plane formation.

PILOTS AND CAMPAIGNS

The most notable Defender pilot is Comrade Captain Aaron Whittaker. Though nicknames are discouraged within the People's Air Militia as divisive, Whittaker has earned the moniker "Easter" for his ability to pull victories out of a hat. The nickname comes from a comment attributed to Comrade Major Todd "Slingshot" McFarlane, in reference to Whittaker's two-hundred-plus missions and thirty kills. "More surprises than a child's Easter basket," McFarlane allegedly said after Whittaker's most famous exploit: the interception and downing of the ISA's German "flight instructor," Günther Lützow.

In October of 1936, Whittaker's element was patrolling the contested region around Bettendorf, on the Collective's side of the old Iowa-Illinois border. As the Collective force reached the outer boundaries of its patrol area and turned for home, a squadron of GM Tempests attacked without warning. Whittaker found himself dueling Lützow, but was hard-pressed to evade the deadly fire from the heavier ISA aircraft and its skilled pilot.

Knowing he would be cut to ribbons in open sky, "Easter" Whittaker used the Defender's agility to hug the ground, forcing his opponent to fly with uncharacteristic caution or else risk an accident. Whittaker turned his superior knowledge of the terrain to deadly advantage, extending his lead on the ISA plane before entering a tight turn that took him nose-to-nose with the German.

Firing a flare rocket as he completed the maneuver, Whittaker closed with his temporarily distracted opponent, battering him with rocket fire that ravaged the Tempest's port wing. In a desperate attempt to evade the onslaught, Lützow threw his Tempest into a tight series of maneuvers, which only served to increase the wing damage. Realizing he could not escape Whittaker, Lützow gained altitude and bailed out of his stricken craft. Ironically, the ISA pilot was unharmed in the engagement while Whittaker broke both legs upon returning to base. His undercarriage, damaged in the duel, collapsed on landing.

Marquette PR-1 Defender Game Statistics

Base Target Number	7	4,000 lbs.
Maximum Speed:	3	600 lbs.
Maximum Gs:	4	1280 lbs.
Acceleration Rate:	1	280 lbs.
Armor Points	140	420 lbs.
Nose	30	
Port Wing Leading	20	
Port Wing Trailing	20	
Starboard Wing Leading	20	
Starboard Wing Trailing	20	
Tail	30	
Weapon	Arc	Mass
50 Caliber	Forward	400 lbs.
50 Caliber	Forward	400 lbs.
30 Caliber	Forward	150 lbs.
30 Caliber	Forward	150 lbs.
30 Caliber	Forward	150 lbs.
30 Caliber	Forward	150 lbs.



Fairchild F6II Brigand

Pirate attacks against shipping began within weeks of the USA's collapse, initially disorganized ground-based assaults and later carefully arranged strikes from carrier airships. Maintaining their aircraft's reliability and firepower soon became key concerns for the attackers, who were operating outside the law and were therefore denied access to many repair and maintenance facilities. Together with a general reluctance on the part of manufacturers to sell aircraft to less-than-reputable individuals, these requirements have helped determine the selection of aircraft used by pirate bands.

Pirate aircraft tend to come from a select few sources. Designs produced in neutral nations like Columbia, Ontario or Free Colorado are the most common, but the easy availability of these craft means that many also serve in private or state militias. The Fairchild Company of Columbia is a favored source of pirate aircraft; Columbia's much-vaunted neutrality prevents Fairchild from refusing sales, even to known pirates such as the Red Skull gang.

DESIGN HISTORY

The Brigand entered service in 1935, deployed as part of the Arlington Angels squadron in Columbia. It quickly earned a reputation as a reliable and accomplished attack aircraft, prompting widespread sales.

Powered by a single 16-cylinder Pratt & Whitney R600 engine, delivering 991 horsepower, the Brigand is fast but fuel-hungry. Much of the craft's poor fuel efficiency can be blamed on the fuel injection system, though its design does allow the craft to operate without taking into account the effect of gravity on fuel flow. The engine's large size when compared to the airframe has an additional feature—either a benefit or a flaw, depending on the circumstances and on different people's opinions. The engine's high torque acts on the fuselage, requiring the pilot to apply almost constant leftward pressure on the stick to prevent an engine-powered roll. Many pilots find this unsettling and modify the controls so that the neutral stick position holds the craft level; others exploit this feature to ease rightward turns.

The Brigand's compact shape and power grant it unusual agility for a heavy fighter. It makes an ideal anti-zeppelin platform, and many pirate groups use it to cripple their prey before boarding. However, the Brigand's poor turning circle and mediocre acceleration make it easy pickings for dedicated fighters.

Heavily armed, the craft sports two 50-caliber cannons per wing, each capable of delivering explosive, armor-piercing or incendiary shells. In addition, the co-pilot controls an electrically operated rear-facing turret that sports a pair of 30-caliber machine guns. Though the guns' accuracy is debatable, the turret serves to discourage close pursuit.

MANUFACTURER

The Fairchild Airplane Manufacturing Corporation was founded in 1925 at Hagerstown, Maryland. The company soon earned a reputation for quality civilian aircraft and grew by leaps and bounds through investments and acquisitions. In the years following the collapse of the United States, Fairchild's products became easy prey for pirates and privateers, which prompted the company to produce armed versions of its designs. The F4 Bandit fighter came off the production line in 1932, swiftly followed by the Corsair and the Brigand.

Over the past five years, the company has acquired a reputation for offering good value plus incentives for various groups to purchase its aircraft. The latter practice has made Fairchild one of the top ten companies in Columbia, though its

business rivals have decried some of its practices as unfair. A few have even charged Fairchild with deliberately fostering air piracy to ensure continued sales. While Fairchild certainly has benefitted from the increased sales brought about by the rise of air militias, company president Sherman Fairchild strenuously denies active support of any nation, faction or pirate band. He instead points to Fairchild's neutrality as the reason for its success, though some business rivals equate that neutrality with lack of morals.

**"It may be
ugly as sin,
but I'm willing to
sacrifice image for
that extra bit of
survivability."**

**—Winslow "Heartbreaker"
Davies, Red Skull Legion**

ROLE AND DEPLOYMENT

Though Fairchild's plants are all located in Columbia, the company has achieved enviable sales across North America. Built with export in mind, the Brigand serves in many North American nations. Militias in the Dixie Confederacy have been the largest buyers, closely followed by Appalachian and Empire State groups. The

only national government to have acquired the Brigand is Utah, where a single squadron serves along the Navajo border. However, the company's policy of neutrality means that many pirate bands also use the aircraft.

One popular rumor has it that former New York stockbroker Jonathan Kahn, aka "Ghengis" Kahn of the Red Skull Legion, traded his stocks in the company for a pair of Brigands. Kahn and Sherman Fairchild are certainly on good terms, and apparently knew each other before the Crash. Kahn is a regular visitor to the Hagerstown plant,

In the Service of



Red Skull Legion



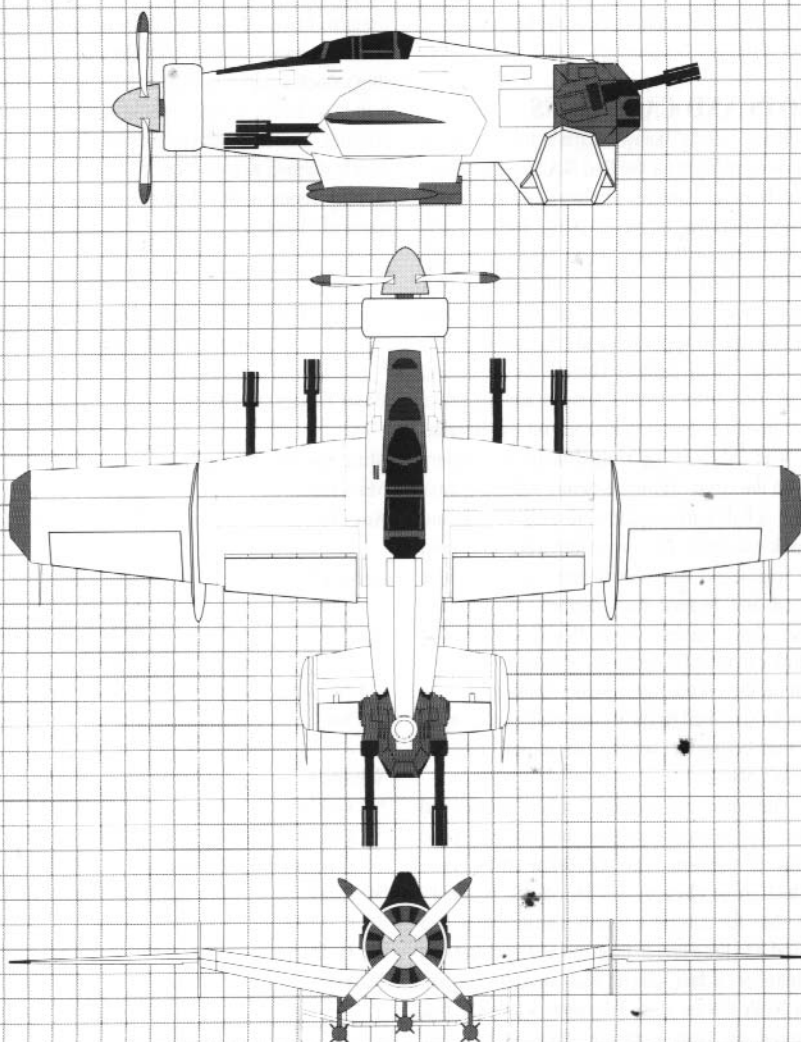
Dixie



Appalachia



Empire State



Fairchild F6II Brigand

Class:
Heavy Fighter (tractor)

MANUFACTURER:
Fairchild Aircraft Manufacturing,
Hagerstown, Maryland, Columbia

ENGINE:
Pratt & Whitney R600 (991 hp)

WING SPAN: 41 ft., 1 in. **LENGTH:** 30 ft., 9 in. **HEIGHT:** 12 ft., 11 in.

Loaded Weight: 11,250 lbs.	Service Ceiling: 18,000 ft.	Range: 350 miles.
Max. Speed: 250 mph	Max Accel: 65.6 feet/second	Max Decel: 65.6 feet/second

WEAPONS:
(2) Westmore "Dragon" 30-caliber machine guns, (4) Anderson Mk 103 50-caliber cannons

and the Red Skull Legion makes extensive use of all three Fairchild combat aircraft. Kahn pilots a modified Hughes Devastator.

PILOTS AND CAMPAIGNS

Harry "Lucky" Kenyon earned his nickname on his second flight for the Red Skull Legion, piloting a bomber-configured Brigand against a People's Collective target in 1936. With his copilot/bombardier Michael "Fritz" Schmidt, he was ordered to destroy the anti-aircraft defenses of a complex near Salina, Kansas, to allow the Red Skull's airship to approach and take on plunder.

While Skull fighters chased the defending aircraft away from the site, Kenyon and the other fighter-bombers began their runs on the installation. With flak bursting around them, the fighters dove on the target. Moments before releasing their bombs, a flak burst exploded just off Kenyon and Schmidt's wingtip. The two pilots were showered with fragments, but nonetheless released their payload and headed back toward the carrier. Before they reached it, a People's Collective Defender that had escaped the fighter sweep dove down on the bomber group. The combined fire of the eight Red Skull Brigands eventually drove it off, but not before it scored additional hits on Kenyon's plane.

Only after arriving back at the carrier did Kenyon and Schmidt recognize their amazing good fortune in surviving. The flak burst and cannon fire had come close to tearing off the Brigand's wing, but the aircraft's sturdy construction had allowed it to limp home. Even more surprising was the number of hits Kenyon had survived. He had been badly cut by glass fragments when the flak shattered the plane's canopy, then hit by metal

fragments from the cannon bursts. Despite these wounds, he had continued to fly the plane. When removing one fragment from Kenyon's chest, the ship's doctor told him that, had it hit a handspan higher or lower, it likely would have killed him. Schmidt, who had suffered minor injuries, immediately dubbed Kenyon "Lucky"—a moniker that quickly replaced his less complimentary nickname of "Newboy."

Fairchild F6II Brigand Game Statistics

Base Target Number	6	5,000 lbs.
--------------------	---	------------

Max Speed:	3	900 lbs.
------------	---	----------

Max Gs:	2	700 lbs.
---------	---	----------

Acceleration Rate:	2	350 lbs.
--------------------	---	----------

Armor Points	200	600 lbs.
--------------	-----	----------

Nose	40
------	----

Port Wing Leading	40
-------------------	----

Port Wing Trailing	30
--------------------	----

Starboard Wing Leading	40
------------------------	----

Starboard Wing Trailing	30
-------------------------	----

Tail	20
------	----

Weapon	Arc	Mass
50 Caliber	Forward	400 lbs.
50 Caliber	Forward	400 lbs.
50 Caliber	Forward	400 lbs.
50 Caliber	Forward	400 lbs.
30 Caliber	Turret	150 lbs.
30 Caliber	Turret	150 lbs.
Turret	Rear	550 lbs.



Hughes P21-J MkIII Devastator

Few aircraft have played as significant a role in the development of North American air warfare as the Hughes Devastator. Built principally as a fighter, but also including spotter and fighter-bomber variants, the Devastator is one of the oldest designs in widespread use. It has undergone several modifications to allow it to keep up with the host of newer designs; coupled with the plane's simplicity and versatility, these make it a favorite of smaller militias and pirate gangs.

DESIGN HISTORY

The first commercial design from what was then a new company, the Devastator was initially scorned for its tailless fuselage and use of a pusher-prop. Neither feature had previously appeared on aircraft, and pundits expected the design—which they termed “the product of a fevered imagination”—to prove a disaster. Surprisingly, however, the Devastator outmaneuvered and outran every design against which it was tested.

The original 12-cylinder Wright Cyclone engine, though underpowered by modern stan-

dards, gave the aircraft a top speed of 230 mph, a notable improvement over many of its contemporaries. When the design was revamped in 1934, a Tornado G450 engine with 1,468 horsepower replaced the Cyclone, increasing the plane's top speed to 270 mph.

The Devastator's factory-fitted armament consists of twin Anderson 50-caliber cannons, mounted in the nose forward of the cockpit. The second design revision, in 1935, added a United Munitions 40-caliber machine gun to the weapon load. The plane also features eight external ordnance points for rockets, bombs or external fuel tanks. The relative ease with which the craft's weapon load can be altered has prompted several custom configurations, making the Devastator one of the least predictable aircraft in today's skies.

Compared to more modern planes, the Devastator's cockpit is cramped and spartan, but many older pilots prefer this simplicity over the gadget-laden instrument panels of more contemporary craft. Many instruments now seen as essential were optional extras on the earliest

Devastators. It is not unusual to see a Devastator without an air-speed gauge or altimeter, even though these items became standard on the Mark II and Mark III versions.

When faced with modern fighters like the Bloodhawk, the GM Tempest or the Rolls-Royce Phantasm, the Devastator is clearly outclassed. However, many groups use the Devastator as a fighter-bomber, where its lack of speed is not a problem and its agility and firepower are above average. The versatile Devastator seems likely to remain in service for a number of years.

MANUFACTURER

Since first building it in 1931, Hughes Aviation has slowly scaled back manufacture of the Devastator in favor of more modern craft. The many Devastators in service have prompted the company to continue limited production of spare parts, but Hughes plans to cease this by the end of 1938. Current users of the plane will be relieved to know that Hughes recently concluded a deal with the De Bruin Company of Denver that ensures the Devastator's future. De Bruin's ties to the Boulder Pirate Haven have prompted many governments to criticize Hughes' decision, to which Hughes has responded in its traditional fashion by threatening to sue.

De Bruin, a long-time supplier of parts to Hughes, began licensed manufacture of the Devastator in February 1937, including at-order customizing of the weapon loadout and engine

specifications to meet each client's requirements. The standard Mark III design is the basic configuration, but two standard variants have appeared in recent months. The first downgrades the craft's speed in favor of armaments; the second downgrades the machine guns to twin 40-caliber Andersons in favor of greater rocket- and bomb-carrying capacity.

ROLE AND DEPLOYMENT

Most North American nations field some of the fifteen hundred existing Devastators in service. The largest number have been exported to Utah and Colorado, where the aircraft's rugged simplicity is a boon; however, these account for less than two hundred of the six hundred Devastators that remain in service. The rest are in private hands, largely a result of the thriving resale market that appeared following

the introduction of the Bloodhawk. Through such sales, many Devastators have fallen into pirate hands, where the design has proven to be a rugged workhorse. Many Colorado-based pirate bands fly the Devastator, as do groups like Jon "Ghengis" Kahn's Red Skull Legion, the Sun Children and the Communist Freedom League.

PILOTS AND CAMPAIGNS

The most famous Devastator pilot is former Manhattan stockbroker Jonathan "Ghengis" Kahn. Now head of the Red Skull Legion, Kahn can afford

**"Some planes
age gracefully
and are retired.
The Devastator
is anything but
graceful, and is
fighting retirement
tooth and nail."**

—Red Sky, Navajo Raider

In the Service of



Red Skull



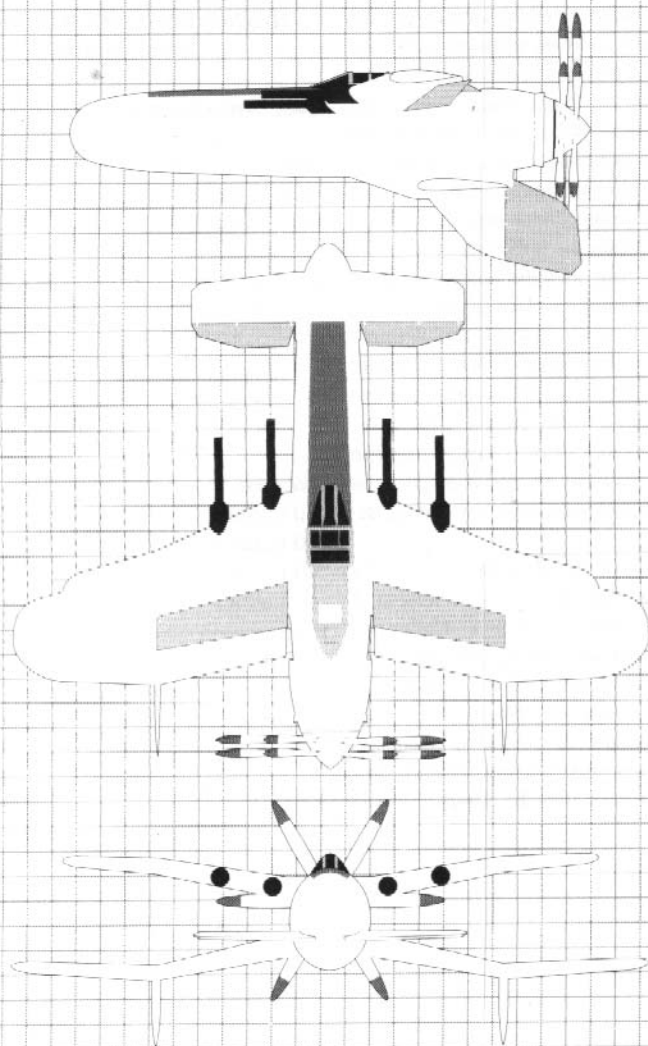
Utah



Free Colorado



King Cobras



Hughes P21-JMKIII Devastator

Class:
Fighter (pusher)

MANUFACTURER:
Hughes Aviation, / De Bruin Company,
Culver City, Hollywood Denver, Free Colorado

ENGINE:
Tornado G450 (1,468 hp)

WING SPAN: 31 ft. 11 in. **LENGTH:** 26 ft. **HEIGHT:** 16 ft. 3 in.

Loaded Weight: 9,500 lbs	Service Ceiling: 20,000 ft.	Range: 400 miles
Max. Speed: 300 mph	Max Accel: 98.4 feet/second	Max Decel: 65.6 feet/second

WEAPONS:
(4) United Munitions 40-caliber machine guns



to buy any aircraft he wants, and has bought a number of modern Fairchild aircraft for the Legion. Personally, however, he prefers to pilot the custom-variant Devastator he has used since his early days with the Purple Gang. Dubbed the "Whitney's Neglect," the aircraft is based on the Mark III Devastator chassis, but downgrades the engine to a 1,126-horsepower G320. The plane redlines at 250 mph, slower than the standard Mark III, but trades the higher speed for more payload space. Kahn used that space to upgrade his plane's weapons. In place of the standard model's four 40-caliber cannons, the "Whitney's Neglect" mounts three Sperry-Browning Crusader 60-caliber cannons, along with a slight reduction in armor to make room for the bulky guns. Though the 60s have a shorter effective range than the 50s they replaced, the added firepower is deadly against airships and other slow-moving targets.

In his custom aircraft, Kahn has earned a reputation from coast to coast as the scourge of shipping. The "Whitney's Neglect" typifies his fighting style, getting close to the target and pounding away. However, Kahn can also use subtlety and guile when it suits him. He is renowned for pushing his aircraft, convincing opponents they are facing a regular Devastator, and then shattering their illusions with the Sperry-Browning cannons.

Hughes P21-K MkIII Devastator Game Statistics

Base Target Number	5	6,000 lbs.
--------------------	---	------------

Maximum Speed:	4	2,160 lbs.
----------------	---	------------

Maximum Gs:	3	1,620 lbs.
-------------	---	------------

Acceleration Rate:	3	540 lbs.
--------------------	---	----------

Armor Points	220	660 lbs.
--------------	-----	----------

Nose	50
------	----

Port Wing Leading	30
-------------------	----

Port Wing Trailing	30
--------------------	----

Starboard Wing Leading	30
------------------------	----

Starboard Wing Trailing	30
-------------------------	----

Tail	50
------	----

Weapon	Arc	Mass
40 Caliber	Forward	250 lbs.
40 Caliber	Forward	250 lbs.
40 Caliber	Forward	250 lbs.
40 Caliber	Forward	250 lbs.



Sanderson FB14 "Vampire"

Though fighters are undoubtedly the kings of the air, their capabilities against ground targets are sorely limited. A fighter can use its cannons to strafe an unarmored target, but armor or fortifications render such attacks ineffectual. In most cases, hitting ground targets is a task for heavy fighters or even bombers, though the latter are rarely seen outside national air forces. But not all heavy fighters are alike. Some are lighter and more maneuverable, like smaller fighters, while others have more in common with heavy bombers. Intended as a light support bomber, the Sanderson FB14 "Vampire" falls solidly into the latter category, capable of delivering an impressive payload over long distances with considerable accuracy.

DESIGN HISTORY

One of the heaviest aircraft designated as a fighter, the two-seat Sanderson FB14 "Vampire" is more like a bomber than its fighter-bomber cousins. Massing almost 13,250 pounds, the FB14 is cumbersome and slow, but extremely well armed and armored.

Powered by a pair of tail-mounted Pratt and Whitney P12 engines mated to pusher props, which deliver a combined thrust of 1,590 horsepower, the FB14's maximum cruise speed is 200 mph. The two massive engines are fuel-efficient, giving the craft a 700-mile operational range. In addition, the large-bladed props combined with the aircraft's considerable wing surface give the FB14 an excellent climb rate and allow it to fly at altitudes of up to 25,000 feet. Few fighters can operate at such altitudes, which allows the FB14 to escape engagements with more agile craft and to fly long distances with minimal risk of interception. This high-altitude flight capability also makes the FB14 an ideal escort for heavy bombers and an excellent bomber-interceptor.

The plane's armaments are among the heaviest carried by any fighter. Twin Carver 40-caliber machine guns provide long-range hitting power, while shorter-range 60- and 70-caliber cannons mounted in wing pods do devastating close-in damage. Many pilots choose to augment these guns with armor-piercing and fragmentation rock-

ets or with bombs, thereby making the FB14 a truly fearsome aircraft.

As might be expected of a pirate band, the Redmann Gang often equips its FB14s with harpoon rockets that allow them to snatch cargo. They have this maneuver down to a fine art, but collecting the salvage from beneath the plane is often a tricky proposition.

The Sanderson FB14 has no official name, but is unofficially nicknamed the "Vampire." The name stems from the craft's high maintenance requirements, particularly its engines and control surfaces. The complex tail and engine assembly requires particularly careful maintenance if the FB14 is to remain airworthy. The craft consumes a disproportionate amount of time and money to remain fit to fly, though most users regard the aircraft's payload and accuracy as worth it.

MANUFACTURER

Established in 1893, the Sanderson Machine Corporation began as a tool manufacturer, and expanded into precision machining over the decades that followed. By the 1920s, the Tulsa, Oklahoma-based company's concerns ranged from oil derricks to small arms and automobile parts. In 1924, now-defunct North American Aviation contracted Sanderson to manufacture wings for its Gossamer courier aircraft, and later for the Dragonfly cargo transport.

The Crash and subsequent dissolution of the USA placed Sanderson Machine Corp. in a difficult position. North American Aviation went bankrupt,

its factories sold off to the highest bidder. Sanderson's aircraft division found itself with expertise and machinery but no work, until Matthew Sanderson, grandson of company founder Ewan Sanderson, decided it was time to cut out the middleman and produce aircraft. After poaching staff from troubled Douglas, also based in Tulsa, Sanderson set about producing its first plane: the C-10 transport, better known as the Charger.

The company followed up with its first military craft, the FB14 heavy fighter, in 1934. Though both Sanderson aircraft are infamous for frequent technical difficulties and high maintenance requirements, the company has ensured sales with a favorable pricing policy and its willingness to sell to anyone with the requisite funds. So far the Texas Rangers remain Sanderson's biggest single customer, but the company

makes the bulk of its sales to private buyers.

"Every rule has an exception that proves it. The B14 is that exception."

—Paulo Velasquez, Vampire pilot, the Redmann Gang

ROLE AND DEPLOYMENT

Though the "Vampire" was intended as a heavy fighter-bomber, two variants also exist. The first is a photo-reconnaissance plane that replaces the 40-caliber machine guns with additional fuel storage. This variant, with a range of 1,200 miles, is often used to examine sites in advance of an air or ground attack, allowing would-be attackers to adapt their battle plans to specific conditions. Several examples of this variant serve with the Texas Air Rangers along the Mexican border, providing a continually updated picture of the fron-

— In the Service of —



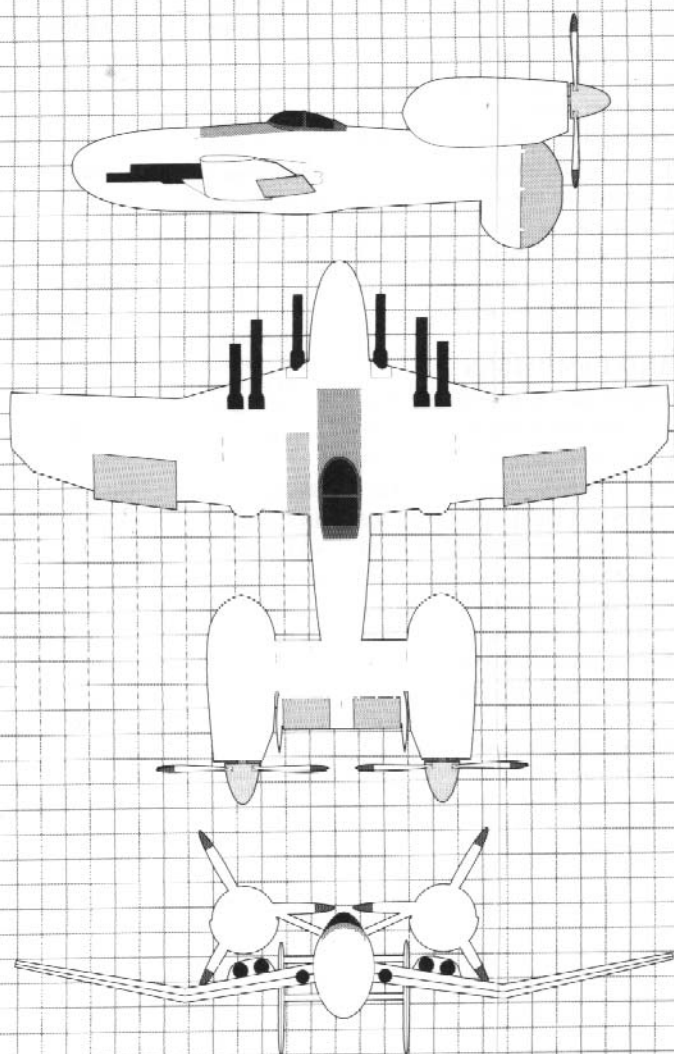
Redmann



Texas



Diamond Back Gang



Sanderson FB14 Vampire

Class:
Heavy Fighter (Pusher)

MANUFACTURER:
Sanderson Machine Corporation,
Tulsa, Oklahoma, Republic of Texas

ENGINE:
(2) Pratt & Whitney P12s (795 hp each)

WING SPAN: 27 ft., 6 in. **LENGTH:** 33 ft., 4 in. **HEIGHT:** 18 ft., 4 in.

Loaded Weight: 13,250 lbs	Service Ceiling: 25,000 ft.	Range: 700 miles
Max. Speed: 200 mph	Max Accel: 32.8 feet/second	Max Decel: 65.6 feet/second

WEAPONS:
(2) Carver Series II 40-caliber machine guns, (2) Carver Series IV 60-caliber cannons, (2) Carver Series V 70 caliber cannons

tier. Several others have been seconded to the Texan Cartographic Commission.

The second variant replaces the same two guns with a small, general-purpose cargo bay. These aircraft serve as couriers and mail carriers throughout the Republic of Texas. Texan mail routes extend as far as Albuquerque, Denver, New Orleans and Kansas City, crossing some of the most dangerous terrain in North America. The "Vampire's" range, weapon load and armor make it better suited than unarmed transport planes to delivering mail over such hostile territory.

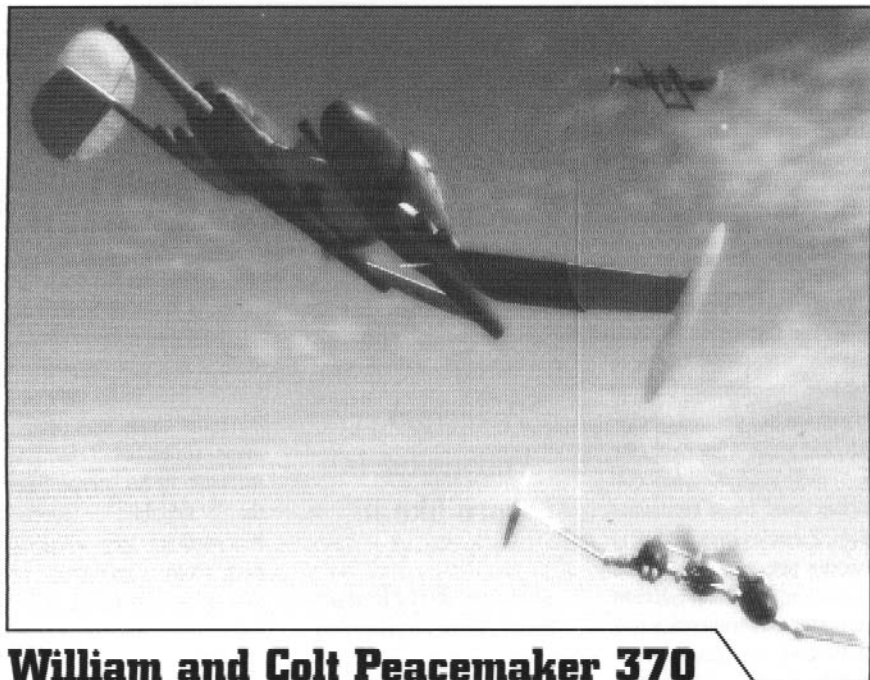
PILOTS AND CAMPAIGNS

Bill Redmann's gang in general has a reputation for cold brutality, but among the worst of the bunch are the crew of the "Vampire" known as the "Davy Crockett." Its pilot, George "Gunman" Foster, is a reckless but highly skilled pilot, and bombardier Ethan "Smokey" McCoy is known to target anything and everything in his sights. In June of 1936, the duo bombed a convent in Wichita Falls, taking out their frustration at having been turned back from an assault on a Texan cargo zeppelin. That callous act, which left seven nuns dead and twelve injured, shot Foster and McCoy high up on the Air Rangers' "Most Wanted" list, second only to Redmann himself.

Sanderson FB14 "Vampire" Game Statistics

Base Target Number	2	9,000 lbs.
Maximum Speed:	2	1,440 lbs.
Maximum Gs:	2	1,980 lbs.
Acceleration Rate:	1	900 lbs.
Armor Points	420	1,260 lbs.
Nose	80	
Port Wing Leading	70	
Port Wing Trailing	70	
Starboard Wing Leading	70	
Starboard Wing Trailing	70	
Tail	60	

Weapon	Arc	Mass
40 Caliber	Forward	250 lbs.
40 Caliber	Forward	250 lbs.
60 Caliber	Forward	600 lbs.
60 Caliber	Forward	600 lbs.
70 Caliber	Forward	850 lbs.
70 Caliber	Forward	850 lbs.



William and Colt Peacemaker 370

Within weeks of seceding from the Union, the Republic of Texas found itself at war with Mexico. A key factor in the Texans' victory was the use of superior air power to sweep the Mexican air force from the sky. With the Mexican fighters gone, Texan fighter-bombers pounded the invaders, attacking their formations and interdicting their supply lines to force their withdrawal.

Realizing that the withdrawal was likely temporary, the Texan Senate called upon the Republic's arms industries to develop newer and better weapons for use against future incursions. The government offered tax incentives to encourage such work, prompting the formation of numerous small aircraft manufacturers. Many experimented with new and innovative concepts, sometimes successfully. The William and Colt Peacemaker 370 was one such aircraft, whose sterling performance validated its unusual design.

DESIGN HISTORY

Though William and Colt's concept of a dual-hull fighter was not revolutionary, their execution

of the design was. Most such designs use two engines, one in each hull, with the cockpit located between them. The Peacemaker's engine was placed between the hulls, with the cockpit in one hull and much of the plane's weaponry in the other. Though seemingly unbalanced, this distribution of mass counteracts the torque of the massive 18-cylinder Guiberson Model 77 engine. The Model 77 uses diesel fuel rather than traditional aviation fuel, though this has proved a minor inconvenience within the Republic of Texas.

Overall, the Peacemaker's performance is unexceptional, with a top speed of 255 mph and a service altitude of 26,000 feet. The counterbalancing effect of the dual hulls gives the aircraft a relatively poor turn rate and a generally lazy response to the stick, offset by the versatility of the design and its potential payload.

The standard Peacemaker carries four fixed-forward, 60-caliber cannons, two per hull, and up to eight rockets. Some variants place the left hull cannon in a hydraulically operated turret and add a fifth gun that fires into the rear arc. This "gun-

ship" modification, with its need for additional crew positions, comes at the expense of more than half the aircraft's operational range. The Peacemaker can also serve as a light bomber, though its performance in such a role is generally inferior to a dedicated fighter-bomber's. It is unclear how much of the performance drop is due to the aircraft design and how much to pilot inexperience.

MANUFACTURER

The Crash of '29 shattered the once-prosperous North American Aviation company. Rapid expansion had drained off capital, and within a few weeks the seemingly solid company collapsed amid bitter recriminations. Factories were sold off at bargain prices, prompting the formation of small aircraft manufacturers scattered across Hollywood, the Empire State and the Republic of Texas. One site in Dallas was purchased by Dallas industrialist Bruce Williams and Benjamin Colt, descendant of Samuel Colt (of pistol fame). Both were keen amateur aviators and intended to use the plant to further their hobby. The dissolution of the United States and the Texan government's call for armaments, however, prompted the two men to design a new type of heavy fighter.

Their first effort proved unsuccessful, but they persevered, and in June of 1932 the first Peacemaker began trials. Despite a few early problems with the engine mounting, the project was judged a success and mass production began in October of the same year. A second design, the Rifleman, followed in 1936. That same year the

company acquired the former North American plant in Kansas City to produce a new line of civilian aircraft. However, strained relations with the People's Collective government have so far prevented the start of full production at the facility.

ROLE AND DEPLOYMENT

Never produced in large numbers, fewer than two hundred Peacemakers are in service. More than half of those serve in the Texas Air Rangers and the Republic of Texas Air Force, with the remainder scattered between local militias in

Texas, Arixo and Colorado. A number have found their way into pirate hands, most notably those stolen by "Marshal" Redmann in his escape from the Republic. Several Peacemakers have allegedly been seen supporting the Nationalist Kuomintang in the three-sided war in China. Assuming that rumor is true, how the aircraft got to China

remains a mystery.

Though it lacks the agility of many other fighters, the Peacemaker has proved an effective aircraft, relying on brute force rather than finesse. Its armor and firepower make it an ideal anti-zeppelin platform. The "gunship" variant is perhaps the most adept at this role, able to track and engage gun and engine pods without having to resort to hard maneuvering.

PILOTS AND CAMPAIGNS

After the Texas Air Rangers, the most famous (or infamous) Peacemaker pilot is "Marshal" Bill Redmann. A former Texas Air Ranger, Redmann proved to be a loose cannon and was court-mar-

**"Peacemaker?
Warmaker is
more like it!"**

*—Senator Rett Morgan,
Texas State Legislature*



Redmann



Texas

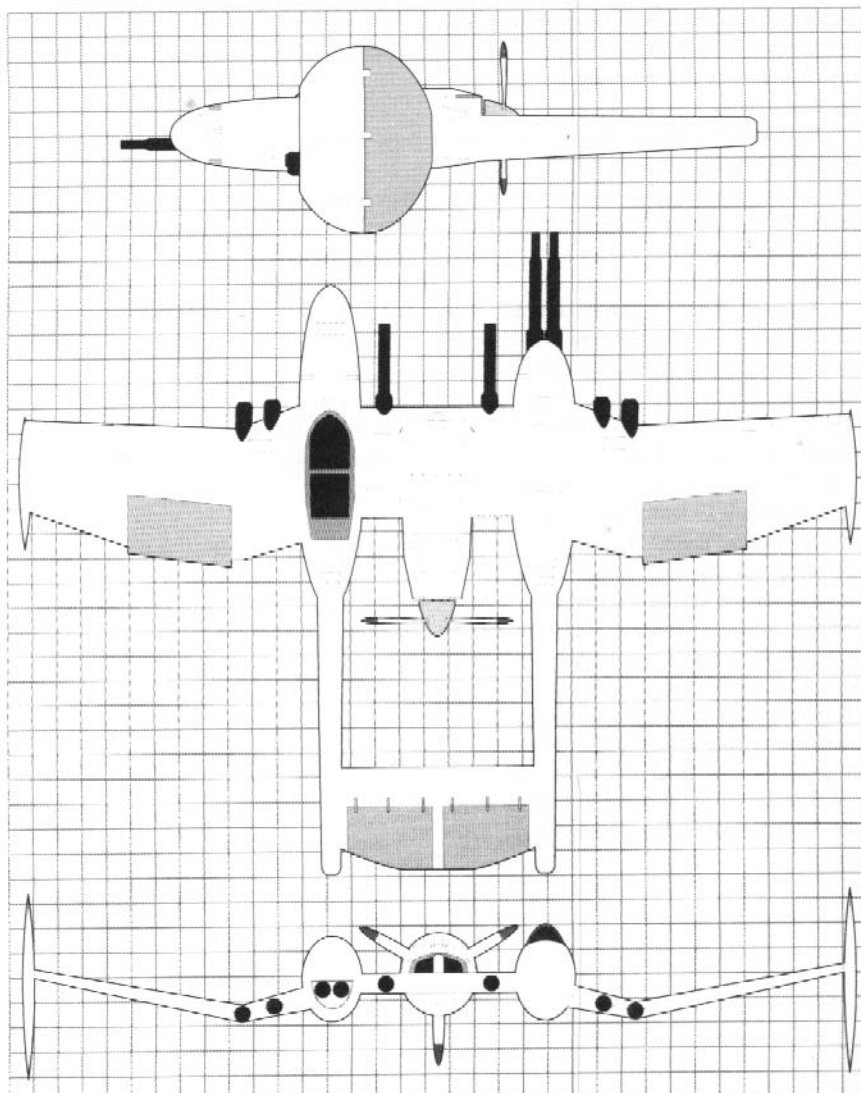


Arixo



Free Colorado

In the Service of



William and Colt Peacemaker 370

Class:
Fighter (Pusher)

MANUFACTURER:

William and Colt Aviation,
Dallas, Republic of Texas

ENGINE:

18-cylinder Guiberson Model 77 (1,126 hp)

WING SPAN: 35 ft., 5 in. **LENGTH:** 27 ft., 2 in. **HEIGHT:** 14 ft., 2 in.

Loaded Weight: 9,500 lbs	Service Ceiling: 26,000 ft.	Range: 400 miles
Max. Speed: 250 mph	Max Accel: 911.4 feet/second	Max Decel: 65.6 feet/second

WEAPONS:

(4) Colt Industries "Cheyenne" 60-caliber cannons

tialled after destroying a Dixie passenger zeppelin. After avenging himself against his former commanding officer, he fled, becoming first a mercenary, then a pirate.

Redmann's Peacemaker, his third since leaving the Rangers, is a stock model. He is said to favor a mix of magnesium and armor-piercing rounds. He also has a penchant for flak rounds, using them to herd targets into the killing zone of his guns.

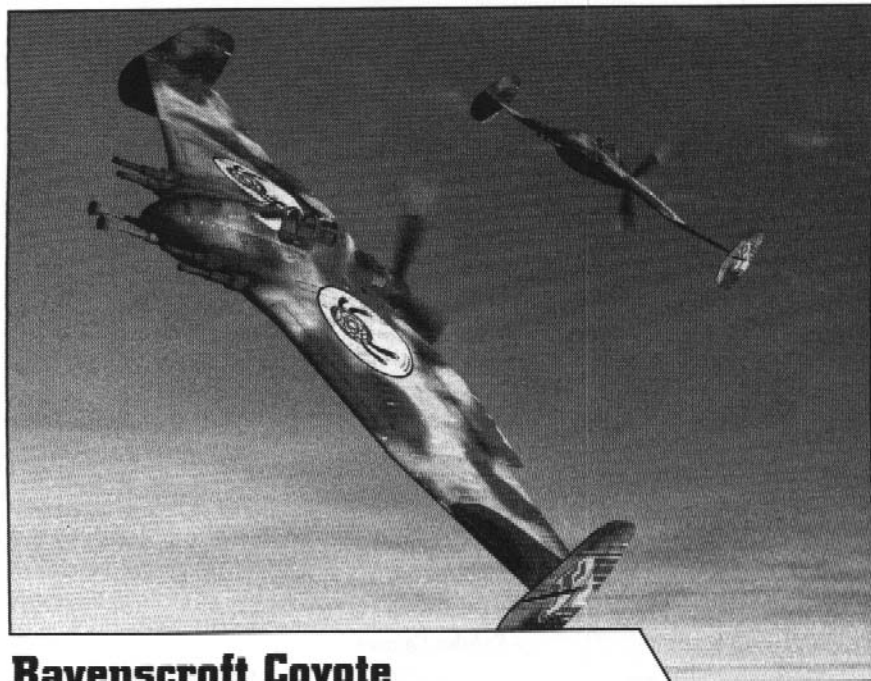
Redmann gives no quarter and asks for none, though he has been known to use other pilots' sense of honor against them. His murder of "Fireman" Kelly is among his most infamous exploits, but he has also lured Dixie and People's Collective pilots to their doom.

Early in his career, while employed in French Louisiana, he faked engine trouble to lure Dixie ace Martin "Banjo" McCauley to his death. Alternately opening and closing the throttle, Redmann made it look as if his Peacemaker was suffering engine problems. This prompted McCauley, who was known to be conscious of his "kill" total, to line up on Redmann's tail for a killing shot. Redmann then dropped air mines and gunned his engine. While McCauley was recovering from the impact of the mines, Redmann looped his aircraft to fall directly behind the Dixie pilot. McCauley did not live to learn from his mistake.

**William and Colt Peacemaker 370
Game Statistics**

Base Target Number	5	6,000 lbs.
Max Speed:	3	1,260 lbs.
Max Gs:	2	960 lbs.
Acceleration Rate:	3	540 lbs.
Armor Points	280	300 lbs.
Nose	50	
Port Wing Leading	50	
Port Wing Trailing	40	
Starboard Wing Leading	50	
Starboard Wing Trailing	40	
Tail	50	

Weapon	Arc	Mass
60 Caliber	Forward	600 lbs.
60 Caliber	Forward	600 lbs.
60 Caliber	Forward	600 lbs.
60 Caliber	Forward	600 lbs.



Ravenscroft Coyote

The collapse of the United States led to the resurgence of several Native American tribes. Some, like the Seminole and Miccosukee in Florida, created autonomous regions within the post-Collapse nations. Others, like the Sioux and Navajo, recreated their own nations. Though outsiders perceive both of the latter as unified, the Navajo Nation is actually a loose confederation of tribes who are often at odds with one another over issues of culture, policy or politics.

The Navajo Nation lies at the Four Corners nexus of Arizona, New Mexico, Colorado and Utah. The Navajo tribe dominates the region, but the nation includes sizable minorities of Hopi, Zuni, Ute, Apache and Pueblo Indians. Interestingly, the Apaches of the Whiteriver region have rebuffed attempts to incorporate them into the Navajo Nation; their territory remains an autonomous district of Arixo.

The relationship between the Hopi and Navajo tribes, never particularly good, has become increasingly strained in recent years. The Hopi are responsible for many of the Navajo

Nation's technological innovations that the Navajo tribe has appropriated, including the Coyote heavy fighter. Bickering over the issue has gradually escalated into clashes that threaten the stability of the region.

DESIGN HISTORY

The Coyote grew out of custom-built aircraft produced by the Hopi at Second Mesa. The prototype flew in late 1931; by mid-1932, it had come to the attention of the Navajo Council of Elders, who ordered a cadre of Wind Warriors to seize the design. Stripped and disassembled, the aircraft was quickly retro-engineered. Within six months, Ravenscroft Industries—a Navajo-owned company—had received the design schematics and begun production at its Farmington plant.

At first sight, the Coyote does not inspire confidence. Its construction looks unbalanced to the untrained eye, though in practice placing its cockpit away from the hull offers many advantages over a more traditional mono-hull design. Most importantly, the cockpit's placement counteracts

the torque of the 1,261-horsepower Cortez "Mountain Lion" engine, improving the aircraft's handling. Placing the cockpit away from the hull also allows for better visibility, particularly below the aircraft. This makes the Coyote an ideal spotter or light bomber and has earned it a place in many Navajo squadrons.

When combined with the complex system of hydraulics and cabling necessary to operate the aircraft, however, the cockpit-hull arrangement results in a generally sluggish response to the stick. Another side effect of the plane's unbalanced design is its unusual armor distribution. The armor protecting the off-center cockpit blends into the wing surface; together with the cockpit's structural bracing, this adds the equivalent of another thirty pounds of armor. Despite this, the aircraft's overall armor thickness is regarded as average for its mass.

The Coyote's most serious flaw may be its undercarriage. Several of the Ravenscroft prototypes suffered hydraulics trouble that resulted in the collapse of one or both legs during landing. Though no aircraft were lost, attempts to resolve this problem delayed the Coyote's entrance into active service by several months. The ensuing modifications were not wholly successful; the aircraft's undercarriage still has a reputation for collapsing in heavy landings.

MANUFACTURER

An Anglo-owned company until it was nationalized by the new Navajo Nation,

Farmington-based Ravenscroft Industries originally produced light machinery. As one of a handful of companies capable of the precision engineering required for aircraft manufacture, Ravenscroft was a natural choice to build the Navajo Nation's first aircraft plant. Construction of the assembly facility began in the fall of 1931, and the first aircraft rolled out in the spring of 1933.

The Ravenscroft plant is far from the usual mass-production facility. Production of the Coyote, Ravenscroft's only aircraft to date, numbers a mere twenty per year. The recent opening of a second plant in Cedar Ridge suggests that the company intends to step up its output. However, last month's raid on the new site by rogue Hopi warriors forced a delay in production, and so the first aircraft are not expected to roll off the Cedar Ridge production line until 1938.

**"The Navajo take
what they need
to survive.
The Coyote is
one such item."**

*—Soloho Salawa,
Hopi warrior*

ROLE AND DEPLOYMENT

The Coyote was designed as a multi-role craft and can

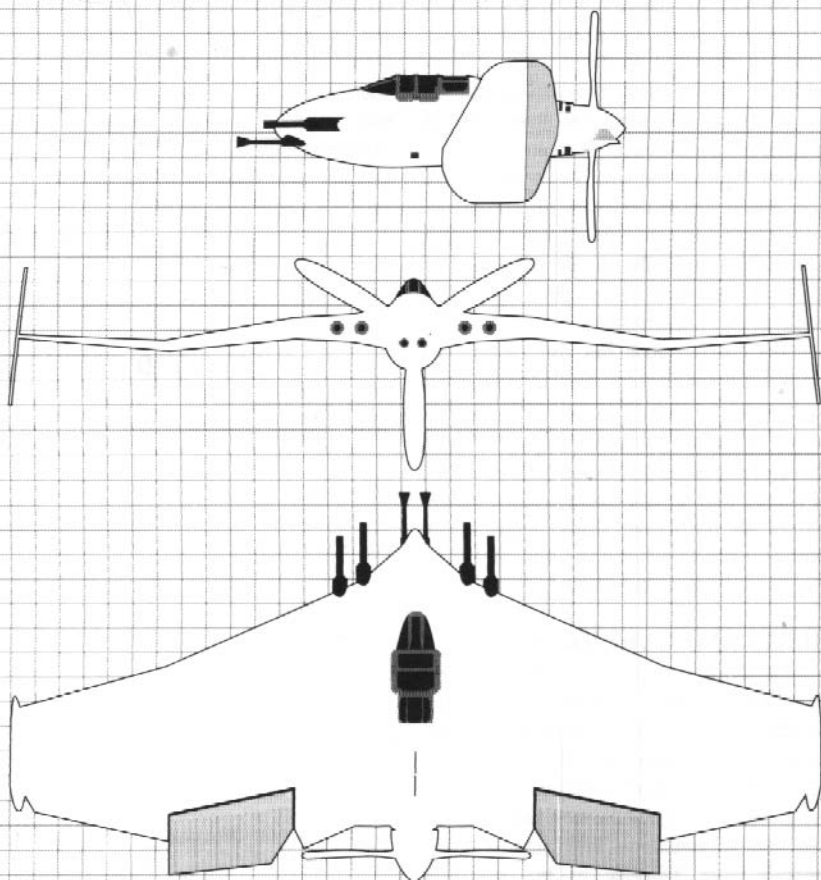
hold its own against most aircraft dedicated to single roles. In addition to acting as a spotter and bomber, the aircraft's heavy weapon payload makes it an ideal gunship. The Coyote's armaments include one pair each of Durango Arms 50- and 70-caliber cannons and a single 30-caliber machine gun. Copied from Sperry-Browning designs, these weapons are surprisingly reliable, with ammunition-feed mechanisms far superior to those of the guns on which they were based.

Despite the Coyote's relatively small numbers—less than a hundred in service—the plane

In the Service of



Navajo Nation



Ravenscroft Coyote

Class:
Heavy Fighter (Pusher)

MANUFACTURER:
Ravenscroft, Farmington, Navajo Nation

ENGINE:
Cortez "Mountain Lion" (1,261 hp)

WING SPAN: 35 ft., 6 in. **LENGTH:** 22 ft., 2 in. **HEIGHT:** 10 ft., 2 in.
(excluding prop)

Loaded Weight:
10,750 lbs

Service Ceiling:
21,000 ft.

Range:
400 miles

Max. Speed:
250 mph

Max Accel:
65.6 feet/second

Max Decel:
65.6 feet/second

WEAPONS:

(2) Durango Arms 70-caliber cannons. (4) Durango Arms 40 caliber machine guns

is a common sight in the Navajo Nation. It is rarely seen outside the nation's borders, however. Individual warriors as well as squadrons use the design, but more than one Coyote rarely appears in a single unit. Operating from airfields that are little more than clear patches of desert, most of the Navajo Nation's Coyotes fly against air forces from Free Colorado and Arixo. Coyote pilots play a major role in shutting down smuggling operations ferrying alcohol into the Navajo Nation. (Together with smallpox and influenza, the Navajo regard alcohol as the white man's curse against The People, as they call themselves.)

The Navajo Nation has civil (though not exactly warm and friendly) relations with Arixo, but its relations with Utah have their ups and downs. Utah is highly suspicious of the "heathen" Navajo, who return that sentiment in kind. During the Plateau Wars against Colorado-based pirates, however, the two nations shared limited intelligence against their common foe. Since then, relations have once again deteriorated.

PILOTS AND CAMPAIGNS

The Coyote played a major role in the 1936 Plateau Wars against Colorado based pirates, operating principally as a high-altitude spotter. Coyotes directed allied aircraft against pirate groups, while using their formidable firepower to devastating effect. One of the most famous Coyote pilots from that conflict was Rodrigo Matihab, who operated from Telluride in the San Juan Mountains. He chose to prove his skill as a warrior by fighting alone.

A militant Navajo, Matihab has painted twenty-six victory feathers on his aircraft, fourteen from the Plateau Wars, as well as eleven coup markers—all of them testifying to his courage and prowess. He made many of his kills during the Plateau Wars in swooping attacks from high astern, often against whole pirate squadrons,

using the speed and surprise from the dive to cancel out his plane's handling problems. The coup markers indicate passes through enemy formations made without any attempt to harm pirate aircraft. Such actions, though deemed foolhardy by many of the People, have nonetheless earned Matihab considerable fame. Though his kill count is lower than those of fellow warriors Soloho Salawa or Carlos Alchesay, Matihab's achievements have made him one of the most respected aviators in the Navajo Nation.

Ravenscroft Coyote Game Statistics

Base Target Number 4 7,000 lbs.

Maximum Speed: 3 1,680 lbs.

Maximum Gs: 2 1,260 lbs.

Acceleration Rate: 2 630 lbs.

Armor Points 240 720 lbs.

Nose 40

Port Wing Leading 40

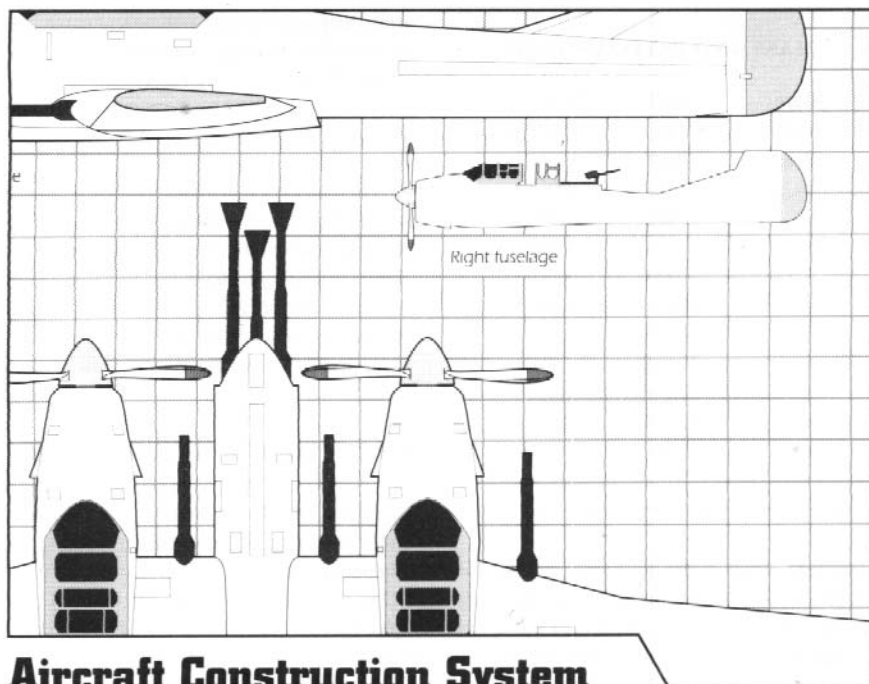
Port Wing Trailing 40

Starboard Wing Leading 40

Starboard Wing Trailing 40

Tail 40

Weapon	Arc	Mass
40 Caliber	Forward	250 lbs.
40 Caliber	Forward	250 lbs.
40 Caliber	Forward	250 lbs.
40 Caliber	Forward	250 lbs.
70 Caliber	Forward	850 lbs.
70 Caliber	Forward	850 lbs.



Aircraft Construction System

The North America of *Crimson Skies* is awash with aircraft designs, ranging from mass-produced models to home-built designs. For players who want to construct their own aircraft, the following section contains all the necessary rules and information. This section also discusses the cost of equipment, including wing-mounted ordnance such as rockets and bombs.

CONSTRUCTING AIRCRAFT

Crimson Skies uses a simple and flexible construction system that allows players to build a wide range of aircraft. This system revolves around the aircraft's base to-hit number, called the base target number, which determines an air-

craft design's available space and the mass of most components. The system includes the following ten steps.

STEP 1: CHOOSE AIRCRAFT TYPE

The aircraft of *Crimson Skies* fall into two categories: fighters and heavy fighters. Fighters are designed for dogfighting and interception, while heavy fighters serve as gunships and light bombers. Unlike fighters, heavy fighters may be equipped with a turret (Step 8, p. 66). Fighters may have a base target number between 10 and 5. Heavy fighters may have a base target number between 6 and 1.

STEP 2: CHOOSE BASE TARGET NUMBER AND CLASS

All *Crimson Skies* aircraft have a base target number between 10 and 1, a number that helps determine the craft's mass and maneuverability. A Base Target Number of 10, representing the

**AIRCRAFT BASE TARGET NUMBER
TABLE**

Aircraft Type	Base Target Numbers
Fighter	10–5
Heavy Fighter	6–1

MASS AND PAYLOAD TABLE

Base Target Number	Total Mass (lbs.)	Maximum Payload (lbs.)
10	3,250	1,000
9	4,500	2,000
8	5,750	3,000
7	7,000	4,000
6	8,250	5,000
5	9,500	6,000
4	10,750	7,000
3	12,000	8,000
2	13,250	9,000
1	14,500	10,000

smallest aircraft, is the most agile and therefore hardest to hit, but has minimal space for equipment, armor or weapons. An aircraft with a Base Target Number of 1, the largest possible, makes a much bigger target but can also carry large amounts of equipment, armor and weapons. The base target number also dictates the size of major components; see steps 3 through 5, pp. 59–61.

The total mass of all equipment and weapons included in an aircraft design may not exceed the maximum payload, which is determined by the base target number. Equipment,

armor and weapons may take up less space than the maximum payload, in which case treat any remaining payload as cargo space. The total mass and maximum payload for the various base target numbers appear in the Mass and Payload Table.

Bryn chooses to design a heavy fighter, which allows him to choose a base target number between 6 and 1. Bryn decides on a Base Target Number of 6. According to the Mass and Payload Table, Bryn's aircraft masses 8,250 pounds, of which 5,000 pounds is the maximum payload and may be used for components.

STEP 3: CHOOSE MAXIMUM SPEED

Now the player selects a maximum speed for his or her aircraft. This number determines the craft's maximum speed (without pushing the envelope) in the game. Players may choose Speed 1 (150 mph), Speed 2 (200 mph), Speed 3 (250 mph), Speed 4 (300 mph) or Speed 5 (350 mph). Fractional maximum speeds do not exist in *Crimson Skies*.

After selecting the aircraft's maximum speed, cross-reference it with the aircraft's base target number to determine the mass of the engine (in pounds, shown on the Engine Mass Table). Subtract this number from the maximum payload.

ENGINE MASS TABLE

Base Target Number	Maximum Speed				
	1	2	3	4	5
10	10	25	60	160	300
9	20	60	180	400	700
8	30	120	360	720	1,200
7	40	240	600	1,120	1,800
6	100	400	900	1,600	2,500
5	180	600	1,260	2,160	3,300
4	280	840	1,680	2,800	4,200
3	400	1,120	2,160	3,520	5,200
2	540	1,440	2,700	4,320	6,300
1	700	1,800	3,300	5,200	7,500

STRUCTURAL REINFORCEMENTS TABLE

Base Target Number	Maximum G Rating				
	1	2	3	4	5
10	20	60	120	200	300
9	60	160	300	480	700
8	120	300	540	840	1,200
7	200	480	840	1,280	1,800
6	300	700	1,200	1,800	2,500
5	420	960	1,620	2,400	3,300
4	560	1,260	2,100	3,080	4,200
3	720	1,600	2,640	3,840	5,200
2	900	1,980	3,240	4,680	6,300
1	1,100	2,400	3,900	5,600	7,500

Bryn decides he wants a fast aircraft, and considers Speed 4. However, a Speed 4 aircraft with a Base Target Number 6 would have an engine mass of 1,600 pounds, a third of the craft's available mass. Bryn chooses Speed 3, which gives the craft an engine mass of 900 lbs. Bryn has 4,100 lbs. left for other components.

STEP 4: CHOOSE MAXIMUM G RATING

Having selected maximum speed and engine mass, the player now chooses a Maximum G Rating. This rating determines the amount of stress the aircraft's wings can take without risking damage, and thereby governs its turning ability. Ratings range from 1 to 5, with Rating 1 the lowest. Fractional Maximum G Ratings do not exist in *Crimson Skies*.

After choosing the Maximum G Rating, cross-reference it with the aircraft's base target number to determine the mass (in pounds) of the necessary structural reinforcements (shown on the Structural Reinforcements Table). Subtract this number from the remaining payload.

Bryn decides he does not want a particularly agile aircraft and so chooses a Maximum G Rating of 2. Cross-referencing his plane's Base Target Number of 6 with 2 Gs, he finds that the structural reinforcements mass 700 lbs. He deducts this figure from the remaining pay-

load, leaving him with 3,400 lbs. for additional components.

STEP 5: CHOOSE MAXIMUM ACCELERATION

Next, the player determines the aircraft's maximum acceleration rating. This rating determines the aircraft's ability to increase its speed without pushing, and so limits the aircraft's maneuvering options. Rating 1 is 32.8 feet per second per second, Rating 2, 65.6 feet per second per second, and Rating 3, 98.4 feet per second per second. Fractional acceleration ratings do not exist in *Crimson Skies*.

MAXIMUM ACCELERATION TABLE

Base Target Number	1	2	3
10	10	20	45
9	20	50	105
8	120	150	180
7	200	240	280
6	300	350	400
5	420	480	540
4	560	630	700
3	720	800	880
2	900	990	1,080
1	1,100	1,200	1,300

After selecting the maximum acceleration rating, cross-reference it with the aircraft's base target number to determine the mass (in pounds) to be added to the engine (shown on the Maximum Acceleration Table, p. 65). Subtract this number from the remaining payload.

Bryn decides his aircraft should have average acceleration and chooses a Maximum Acceleration Rating of 2. That rating increases the aircraft's engine mass by 350 lbs., reducing the remaining available payload to 3,050 lbs.

STEP 6: APPLY MAXIMUM DECELERATION

All aircraft have a Maximum Deceleration Rating of 2. This rating determines the aircraft's ability to decrease its speed without pushing and so limits the aircraft's maneuvering options. Deceleration imposes no mass requirement. A Maximum Deceleration Rating 2 is equal to 65.6 feet per second per second.

STEP 7: CHOOSE AND ALLOCATE ARMOR

All aircraft mount armor to protect pilots and vital systems from enemy fire. Players may add armor to any of the six available facings—Nose, Fuselage, Port Wing Leading, Port Wing Trailing, Starboard Wing Leading, Starboard Wing Trailing and Tail Fuselage—up to the maximum limit for that location and airframe (as shown on the record sheet) at a cost of 3 pounds per armor box. Armor may only be purchased in 10-box rows (30 pounds per row). On the record sheet, all partial rows adjacent to critical components are free armor.

After determining the amount of armor, allocate it between the armor facings. Then subtract the total mass of the armor from the remaining payload.

Bryn adds 200 boxes (20 rows) of armor to his aircraft. This reduces the available payload by 600 lbs., to 2,450 lbs. He allocates the armor boxes as follows:

Nose	40
Port Wing Leading	40
Port Wing Trailing	30
Starboard Wing Leading	40
Starboard Wing Trailing	30
Tail	20

STEP 8: CHOOSE WEAPONS

Next, the player selects his aircraft's guns. Guns fall into five classes, or calibers; players may add up to eight of any combination of calibers to an aircraft, limited only by the available payload space. All guns are in a forward firing arc. Subtract the mass of these guns from the available payload.

GUN MASS TABLE

Gun Type	Mass
30-Caliber Machine Gun	150 lbs.
40-Caliber Machine Gun	250 lbs.
50-Caliber Cannon	400 lbs.
60-Caliber Cannon	600 lbs.
70-Caliber Cannon	850 lbs.

Heavy fighters may mount a forward- or rear-facing gun turret. This turret masses 400 lbs., plus half the weight of the guns it includes. Each turret may mount only two guns.

Bryn uses his remaining available payload to mount six guns: four fixed-forward 50-caliber cannons (400 lbs. each) and two 30-caliber machine guns (150 lbs. each) in a rear-facing turret. The turret masses 550 lbs. (400 lbs. plus half the mass of the 30-caliber guns, which comes to 150 lbs.) The guns take up all the remaining payload.

STEP 9: DETERMINE CARGO AREA

Any mass remaining from the construction process becomes the aircraft's cargo area. This space may range from small amounts of mass (5 to 25 pounds) unusable for any part of the design system, to cavernous cargo bays limited only by the maximum payload.

STEP 10: FILL OUT RECORD SHEET

After completing the construction process, the player fills out a record sheet with the aircraft's performance limits, armor and weapons. *Crimson Skies* includes four types of record sheets: fighters with a tractor (nose) propeller, fighters with a pusher (tail) propeller, heavy fighters with a tractor propeller, and heavy fighters with a pusher propeller. The choice of tractor or pusher prop is left to each player, but must be chosen during construction.

Players should not select ammunition for machine guns and cannons at this point. Such decisions are made at the start of each mission and may sometimes be changed between scenarios. Only one ammunition type may be allocated to each weapon; players cannot select for each shot or mix-and-match ammunition.

PAYLOADS TABLE

Payload	Hardpoints
Armor-Piercing Rocket	1
High-Explosive Rocket	1
Flak Rocket	.5
Drill Rocket	1
Flare Rocket	.5
Sonic Rocket	.5
"Beeper" Rocket	.5
"Seeker" Rocket	1
Aerial Torpedo	2
Bomb	Variable
Harpoon Rocket	.5

Each aircraft has eight hardpoints that can carry rockets and bombs. These ordnance types are also chosen at the beginning of a mission. Each rocket or bomb takes up the number of hardpoints indicated on the Payloads Table. Players may mount more than one of some types of ordnance on each hardpoint.

Bryn fills out a record sheet for his aircraft and names the plane the Cutlass. He assigns each gun to one of the eight available gun positions (in order to record hits against them). He places a 30-caliber machine gun in each of the Gun 4 and Gun 5 positions, and a 50-caliber cannon in the Gun 1, 2, 7 and 8 slots.

At the start of his first mission, he chooses the ammunition for each weapon. In the Gun 4 position (30-caliber) and the Guns 1 and 2 positions (50-caliber), he places armor-piercing (AP) rounds. In the Gun 5 position (30-caliber), he places magnesium (MG) ammunition, and in Guns 7 and 8 (50-caliber) he places dum-dum (DD) ammo. He then selects his rocket load: two armor-piercing rockets (1 hardpoint each), two fragmentation rockets (1 hardpoint each), four flare rockets (0.5 hardpoints each) and four sonic rockets (0.5 hardpoints each).

LA

Weekly

1937 Lighting, PRIME Condition

A beauty of plane, used for only two years in raids on zeppelin shipping over Ohio. Always kept in cherry condition: original engine, but lots more firepower. She now carries twin 70-cal. machine guns and sports a rack of 12 missiles. Asking \$12,800, but negotiable.

A priceless piece of art

Remember the art theft at the Empire State's Metropolitan Museum of Art? They never found the loot, but I found the plane! Small and extremely fast, she is the perfect plane for getting away, from the cops or just for the weekend. If you're interested in a STEAL, give me a call.

Due to be exhibited at the World's Fair

Top speed 295 miles per hour!!! This one-of-a-kind prototype racing plane can be in your hangar instead—for the right price! All legitimate offers considered.

"She saved my life and she'll do the same for you." Captain Lucas, Texas Air Rangers

I am parting with my beloved 1935 Grumman Avenger. This killer of a plane has served me well in combat against pirates and in the Second Battle of the Alamo against the Mexican Air Force. Asking \$7,500.00 (non-negotiable). No offers accepted from pirates or privateers.

Pilots wanted to dig gold in Alaska

Involves tight flying in dangerous canyons, most likely while under fire. Interested parties should apply in person at Petersons Aeroport. Ask for Jimmy.

We pay 3 times normal wages!

Due to regular air attacks on the oil wells of Boom Town, Alaska, we are in constant need of trained mechanics to keep the pumps running. If an occasional explosion doesn't faze you and you would enjoy all the extra money, just show up at the offices of Getty Oil, Main Street, Boom Town, Alaska.

The People of Alaska Need YOUR Help!

If you're a combat pilot, the people of the country of Alaska need your help. Alaska has become the second battleground of the Russian Revolution and we are tired of it. Good base pay, plus combat kill bonuses for any pilots who will aid us in kicking out both the White and Red Russians. Please contact John Franklin at the office of Internal Affairs, Alaskan Government. (Pilots must provide own planes.)

SACRIFICE 1934**Hughes Cross-Country Flier**

Converted for use in the Confederate Air Corps. Mounted twin 60-cals included. Rockets extra. Light on armor, but she's fast. Can arrange squadron escort

home for the right buyer. Asking \$7,950, Confederate currency.

Funeral Forces Sale!

1936 Ford "Blockade Runner" for only \$8,500. Husband used it for two years to fly 35 combat missions into the Black Hills and Montana. New engine 6 months ago. Full weapons overhaul last week. Never forced down. Pilot finally killed in hiking "accident."

Parts for sale or trade

1937 Kittyhawk. Five months old, two engagements. Run-in with the Black Swan left me with half a plane and a new appreciation for tail gunners. Take it all for \$3,500. Also, looking for piloting job far from Empire State.

PUBLIC NOTICE**OF FEDERAL AUCTION**

To be held in Annapolis, Columbia on 10/15/37.

Military surplus planes and maintenance equipment. High man-hours and sold as-is. Guns included, but no rockets or ammunition load-out. Planes may be viewed the day before auction at Wilson Fields.

**Emerald
SkyLimo
Out-of-
Business
Sale**

Selling off six GM-manufactured White Cloud deluxe sky taxis. All are in good running order and mount the legal maximum (in accordance with Empire State law) for weapons on commercial transport passenger vehicles.

**GenAir: Lake Geneva's
Annual Airshow**

Will be held August 6th through the 9th at the Greater Milwaukee Air Field. Concessions, entertainment and prize drawings. As part of the recent change of management, a special presentation of the ISA's Steel Skies militia has been arranged.

Have Tools, Will Travel

Specialty team available for airplane custom modifications. Radical structure modifications, weapon innovation, specialty ammunitions; can do! No Pirate Bands! Privateers considered on case by case basis.

Looking for hot pilots who own planes

Trans-state couriers need good pilots with stamina for small-package long-haul jobs. Security deposit required on cargo, but pays up to 3 cents per air mile plus fuel and munitions.

**Pacifica Opens
Trade with King
of Hawaii!!**

Recent expansion of Pacifica's trading with the Hawaiian Islands has resulted in new air routes being opened up by several large companies. Zeppelin crews and fighter escorts needed. Extensive background checks! Foul weather experience a must. Seattle-8521.

**Ladies,
you're in
demand with
the
Hollywood
Squires!**

The fabulous flyers in Hollywood demand the best in entertainment. If you think you've got what it takes—singer, dancer, or other talents—our scouts would like to interview you. This may be your big break!

(Not associated with the Hollywood Knights.)

Turret Gunner needed ASAP!

I got the plane and the contracts. Need someone to fly shotgun in the bubble. Appalachia, frequent runs from the Allegheny Mountains into the Industrial States of America. Flat rate or percentage.

Why sell out, when you can buy in?

The Texas Air Rangers are the best outfit in the North American Nations. We know it, and they know it. If you think you've got the stuff to join, apply now for testing. Or simply jump the border and fly to Austin. You make it, you're in.

Privately Funded Teams Mounting Search For Earhart!

G. Putnam has hired four zeppelins for an extensive search of the area in which his wife, Amelia, is believed missing. Interested pilots, contact Putnam Publishing.

Engineers, mechanics, delivery pilots, test pilots!

The ever-expanding production division of Howard Hughes Aviation is always hiring. We'll give you the chance to help design, build, or fly some of the fastest and deadliest planes currently on the market. Apply today. Recent employee difficulties have opened up three test-pilot positions. Hiring bonus! Good medical plan.

Scout the skies for us

Organization based out of Aspen, Colorado looking for good recon unit. Solo elite pilots considered, but would prefer a squadron with experience in target acquisition and tracking. Pay based on successful missions, and includes generous cut of salvage.

Will Fly For Food

Pilot with family to support seeking employment within the People's Collective. Have 1936 Lightning, fully loaded and tuned. Veteran of the 1930 "Crop Dueling" battles; have flown with the Dusters off and on since.

Wanted: Aircraft mechanic

Minimum 3 yrs exp, must like travel. Skill as gunner a plus. Apply Box 305, NY, ES.

Position Sought

Dispute with former employer has forced pilot with 5 yrs combat exp to seek new position. Flying against the Black Swan not a problem. Reply Box 1927, Atlanta, GA, DX.

Personal

To the Unionist pilot flying over Memphis—next time you will not be so lucky. I salute you for not shooting when I hit the silk.

—Colonel Andrea Hawkes, Flaming Witch Company.

Ford Skydagger for sale.

Standard configuration, w/2x.60 mgs, parachute included. She's sweet, but my wife's sweeter, and

hitting the silk is better with her. \$5,000 obo. Reply Box 823, NY, ES.

Found

Document satchel that survived a long fall—man handcuffed to it did not. Looks like blueprints, or is that a map to your secret base? Reply with code number on the docs and we'll start talking lucre. RFD 41, Tyler, Rep Texas.

Need help with Pest Control?

Empire State firm specializing in destruction of infestations, especially of flying pests. Reply c/o Nipsy Weston, Box 523, Queens, ES.

Will Pay for Information

Looking for information on the March 3rd raid of Empire State Shipping zeppelin, the ESS *Manhattan Straits*. Three missing passengers, one of them my fiancée. No questions asked! For the identity and location of the raiders, will sign over everything I own but plane and enough fuel money to get me in range. Respond in care of Air Action Weekly magazine.

Specialty ammunition guarantees your safety

Loads manufactured for planes or personal weapons. Send a dime for our catalog. Dr. Tycho's Specialty Munitions, 1345 E. Pearl St., Philadelphia, ES.

Position Sought

Navigation and logistics specialist seeks employment—boss got my wife and I got the sack. Have sample plans for prospective employers to examine. Reply Box 9932, Burlington, VT, MP.

For Sale

Hudson Kestrel, .70 nose, 2x.30 cal wings. Climbs slow, but can't beat the dive. Dad's gone so the farm is mine, but she's no duster so I have to part with her. \$2500 obo; will trade for tractor with disc-harrow and baler. Reply M. Stanley, General Delivery, Topeka, PC.

For Sale

Read about the truth behind the Unionist Militia and the League of Nations and President Harding's assassination. Learn how dark forces are manipulating YOU and what YOU can do about it. Send \$1.50 to O. Stone, Hollywood.

Career Opportunity

The Dixie Bureau of Security has positions open in a variety of departments, including Intelligence, Counter-Intelligence, Cryptography and Data Assessment. Good pay, great benefits and chance for advancement. Apply DBS, Box 1001, Atlanta, GA, DX.

Adventure

If you have courage and the will to reap the material benefits you deserve, Hell's Henchmen may be

for you. If you don't know how to fly, we can teach you. Apply in person, Boulder, CFS.

Diamondback Air Patrols

Copperhead Mining Company (CMC) out of Arizo is hiring fighter pilots for border-patrol duty out of Tucson and flying escort for CMC cargo zeppelins making runs over the Navajo Nation. Frequent rotations to Phoenix garrison for R&R guaranteed by contract.

Personal

Angel, the black wind blows at midnight. Prof. Diablo

Wanted:

My brother is missing. Last heard of in May, '36. 5'11", 175, green eyes, lt br hair, great smile. Mom is dying and wishes to see him again. If you have seen Sam Lodge,

reply Box 631, Cranston, AC. Reward offered—we don't have much, but will send what we have in exchange for verified information.

Air Action Weekly

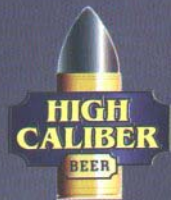
Classified Ads Get Noticed!

Only 10 cents per word! Send your message to any Air Action Weekly branch office.



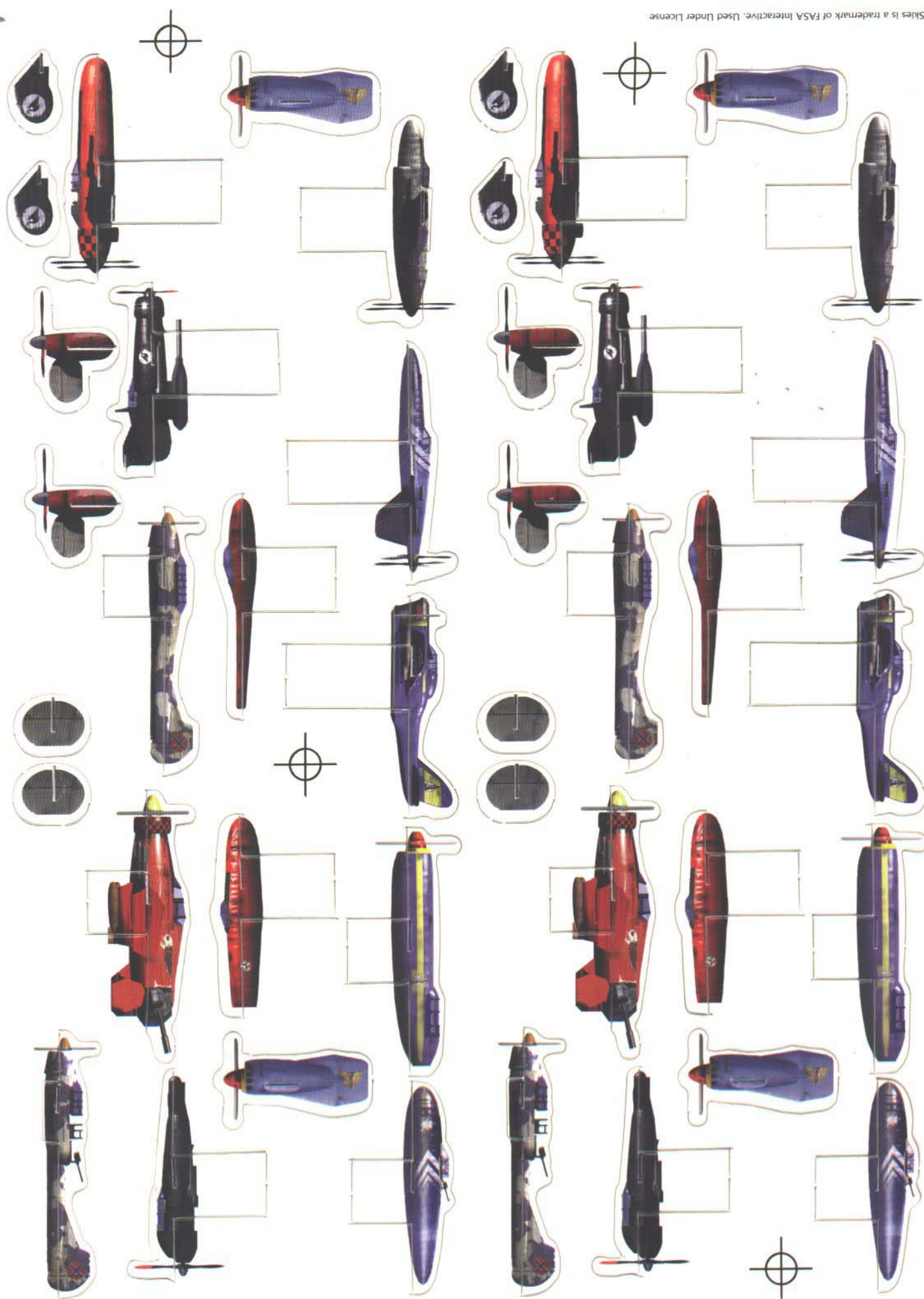
TARGET OF OPPORTUNITY

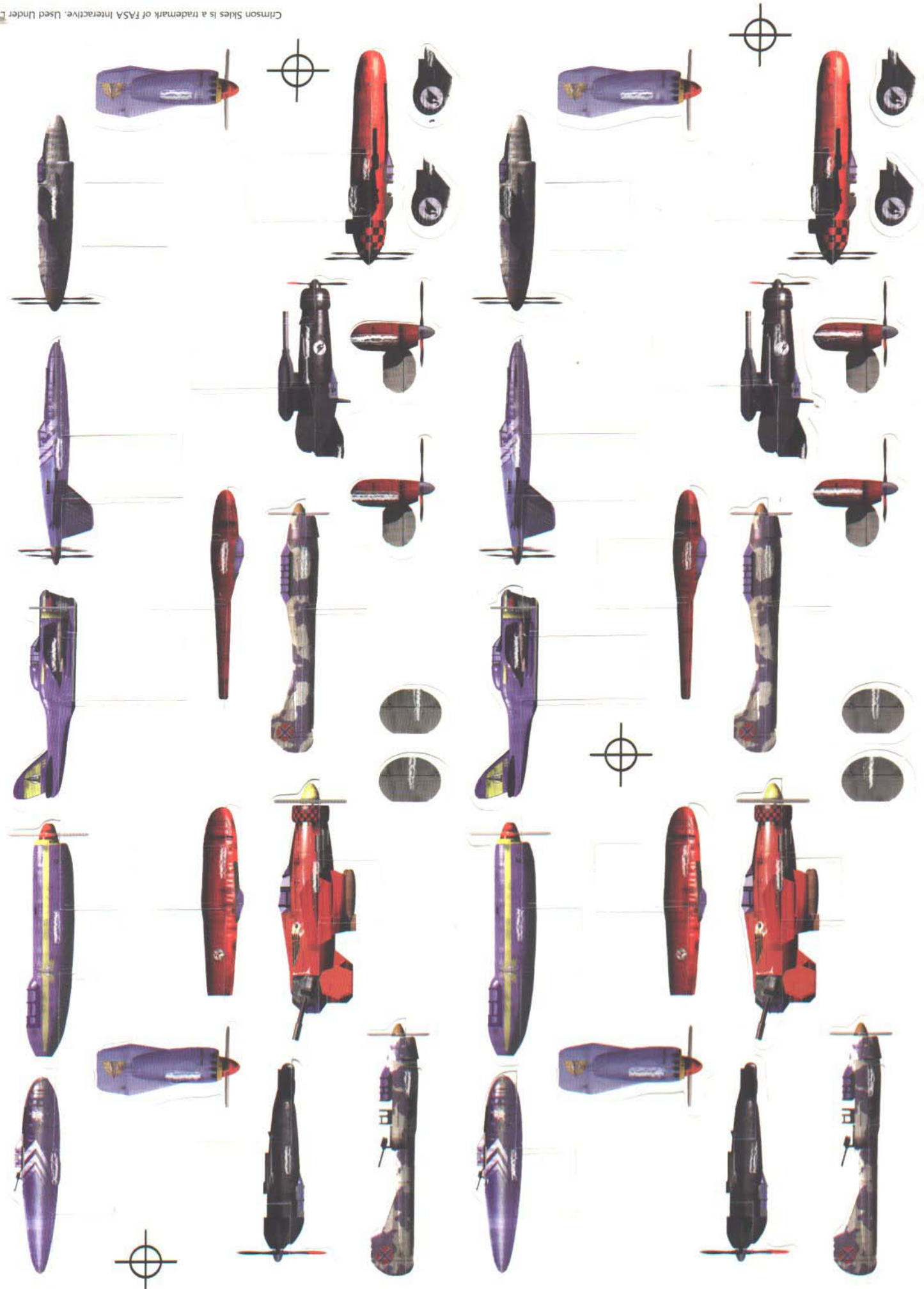


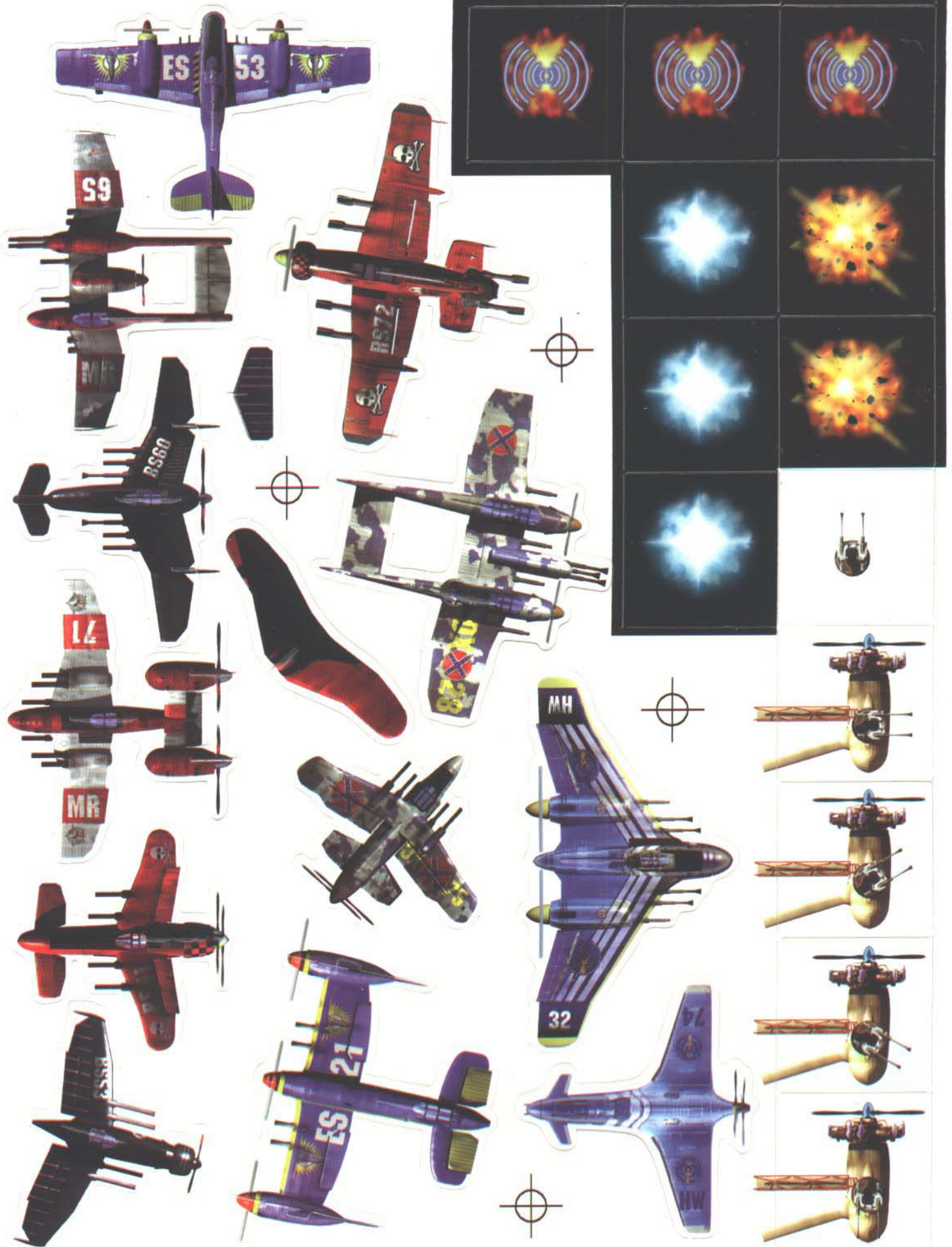


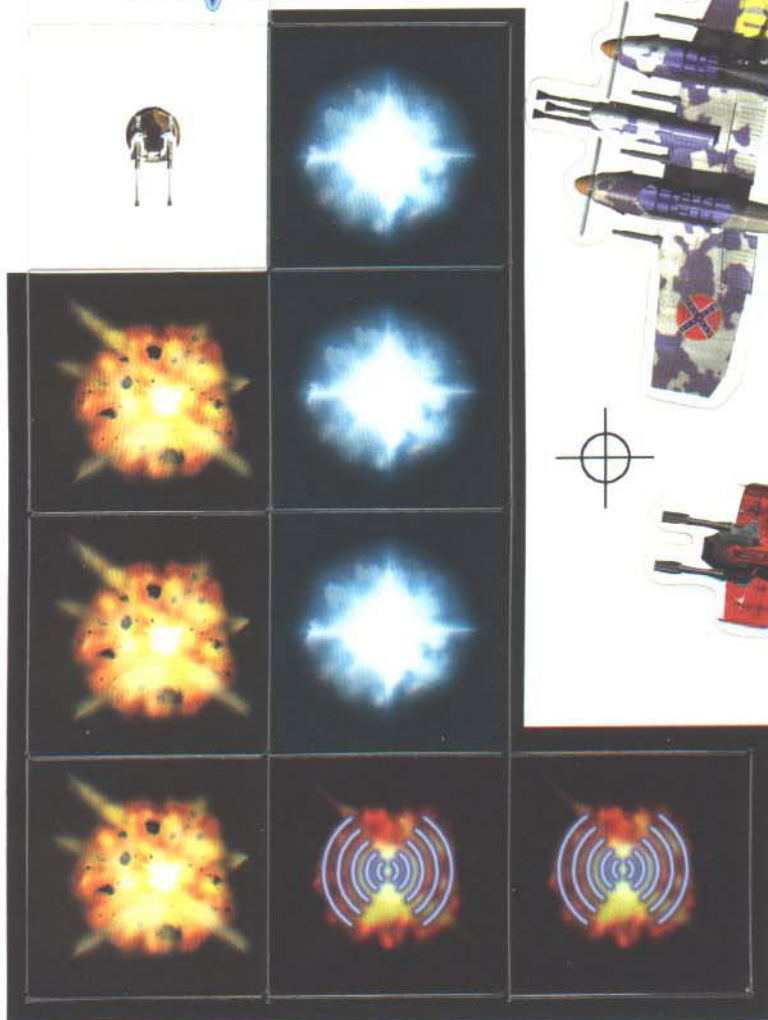
A Bold Taste for a Bold Adventure.





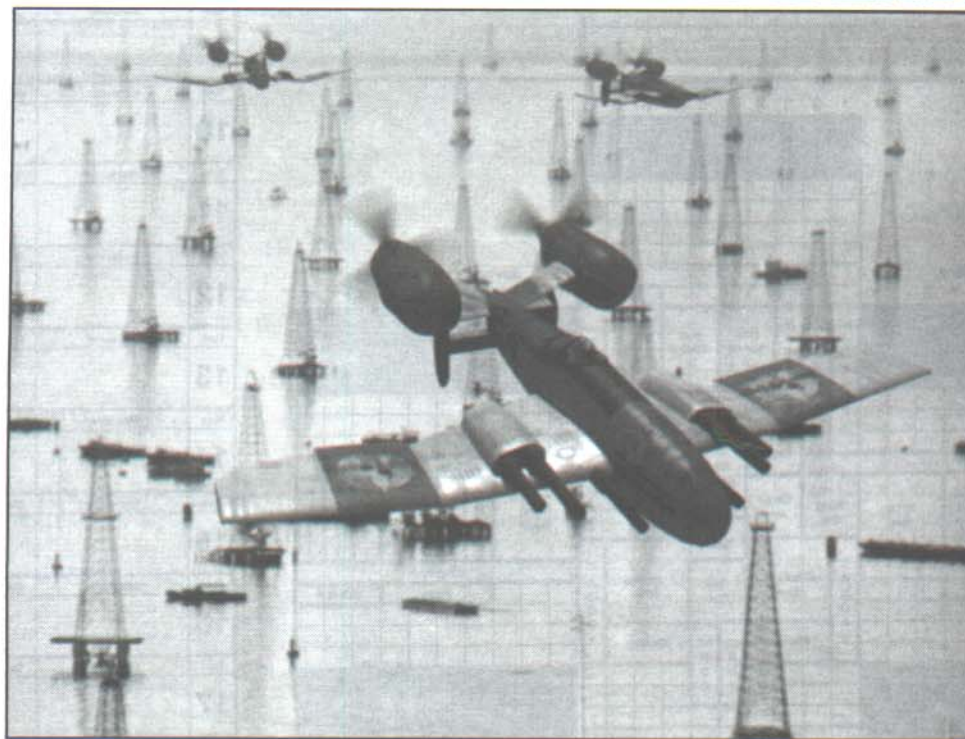








RECORD SHEETS AND TEMPLATES



FASA CORPORATION

1998

Photocopying permission granted for personal use only.



Hughes P21-J MkIII Devastator

Pilot Name	Kills	Squadron Name	Plane Name
Natural Touch	Sixth Sense	Dead Eye	Steady Hand

GUNS

	1	2	3	4	5	6	7	8
Caliber					40	40	40	40
Ammo								
Range								
Jammed								

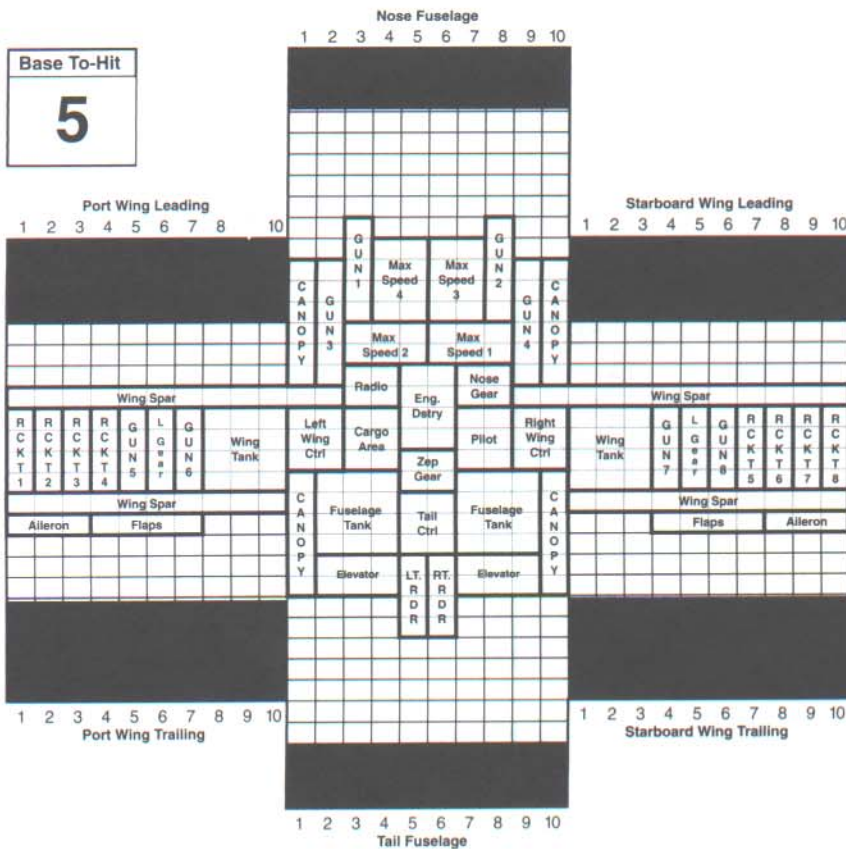
ROCKETS

	1	2	3	4	5	6	7	8
Type								
Range								

Experience Points
Combat Experience:
Survived Mission & Inflicted Damage (20pts) _____
1st Kill of mission (20 pts) _____
2nd Kill of mission (40 pts) _____
3rd Kill of mission (80 pts) _____
Additional Kills (80 pts each) _____
Additional Experience
Successful landing or zeppelin hook (10 pts) _____
Retrieved "memento" during bail-out (5 pts) _____
Rescued cargo or passenger (10 pts) _____
Bailed out without being shot down (-20 pts) _____
Fled engagement (-20 pts) _____
Total experience earned for mission _____

Base To-Hit

5



Redlining Engine Calculation

8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Starboard Gs Calculation

8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Stalling Calculation

8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Port Gs Calculation

8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Aircraft Performance

Max Speed										
Max Gs Port					4	Max Gs Starboard				
	3	2	1	0	3	0	1	2	3	
					2					
					1					
Max Decel	0	0	0							Max Accel
	1					1				
	2					2				
						3				

Turn	Maneuver	Gs	Specials	Jammed
1			Push Shock Smoke Shock-G	
2			Push Shock Smoke Shock-G	
3			Push Shock Smoke Shock-G	
4			Push Shock Smoke Shock-G	
5			Push Shock Smoke Shock-G	
6			Push Shock Smoke Shock-G	
7			Push Shock Smoke Shock-G	
8			Push Shock Smoke Shock-G	
9			Push Shock Smoke Shock-G	
10			Push Shock Smoke Shock-G	
11			Push Shock Smoke Shock-G	
12			Push Shock Smoke Shock-G	
13			Push Shock Smoke Shock-G	
14			Push Shock Smoke Shock-G	
15			Push Shock Smoke Shock-G	
16			Push Shock Smoke Shock-G	
17			Push Shock Smoke Shock-G	
18			Push Shock Smoke Shock-G	
19			Push Shock Smoke Shock-G	
20			Push Shock Smoke Shock-G	
21			Push Shock Smoke Shock-G	
22			Push Shock Smoke Shock-G	
23			Push Shock Smoke Shock-G	
24			Push Shock Smoke Shock-G	



Whittly & Douglas M210 Raven

Pilot Name	Kills	Squadron Name	Plane Name
------------	-------	---------------	------------

Natural Touch	Sixth Sense	Dead Eye	Steady Hand	Constitution	Quick Draw
---------------	-------------	----------	-------------	--------------	------------

GUNS	1	2	3	4	5	6	7	8
	Caliber	50	50		40	40	40	40
	Ammo							
	Range							
	Jammed							

ROCKETS	1	2	3	4	5	6	7	8
	Type							
	Range							

Experience Points

Combat Experience:

Survived Mission & Inflicted Damage (20pts) _____

1st Kill of mission (20 pts) _____

2nd Kill of mission (40 pts) _____

3rd Kill of mission (60 pts) _____

Additional Kills (80 pts each) _____

Additional Experience

Successful landing or zeppelin hook (10 pts) _____

Retrieved "memento" during bail-out (5 pts) _____

Rescued cargo or passenger (10 pts) _____

Bailed out without being shot down (-20 pts) _____

Fled engagement (-20 pts) _____

Total experience earned for mission _____

Turn	Maneuver	Gs	Specials	Jammed
1			Push Shock Smoke Shock-G	
2			Push Shock Smoke Shock-G	
3			Push Shock Smoke Shock-G	
4			Push Shock Smoke Shock-G	
5			Push Shock Smoke Shock-G	
6			Push Shock Smoke Shock-G	
7			Push Shock Smoke Shock-G	
8			Push Shock Smoke Shock-G	
9			Push Shock Smoke Shock-G	
10			Push Shock Smoke Shock-G	
11			Push Shock Smoke Shock-G	
12			Push Shock Smoke Shock-G	
13			Push Shock Smoke Shock-G	
14			Push Shock Smoke Shock-G	
15			Push Shock Smoke Shock-G	
16			Push Shock Smoke Shock-G	
17			Push Shock Smoke Shock-G	
18			Push Shock Smoke Shock-G	
19			Push Shock Smoke Shock-G	
20			Push Shock Smoke Shock-G	
21			Push Shock Smoke Shock-G	
22			Push Shock Smoke Shock-G	
23			Push Shock Smoke Shock-G	
24			Push Shock Smoke Shock-G	

Nose Fuselage

1 2 3 4 5 6 7 8 9 10

Base To-Hit

4

Port Wing Leading

1 2 3 4 5 6 7 8 9 10

Starboard Wing Leading

1 2 3 4 5 6 7 8 9 10

Port Wing Trailing

1 2 3 4 5 6 7 8 9 10

Starboard Wing Trailing

1 2 3 4 5 6 7 8 9 10

Tail Fuselage

1 2 3 4 5 6 7 8 9 10

Diagram showing aircraft layout with various components labeled: GUN 1, GUN 2, GUN 3, GUN 4, CANOPY, Elevators, Fuselage Tank, Radio, Zep Gear, Nose Gear, Wing Spar, Wing Tank, Left Wing Ctrl, Cargo Area, Tail Ctrl, Pilot, Right Wing Ctrl, Fuselage Tank, Eng. Dstry, Fuselage Tank, Max Speed 1, Max Speed 2, Max Speed 3, Max Speed 4, LT. RDR, RT. RDR, Aileron, Flaps.

Redlining Engine Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Starboard Gs Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Stalling Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Port Gs Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Aircraft Performance

Max Speed

Max Gs Port	Max Gs Starboard
3 2 1 0 3	0 1 2 3
2	1
0 0 0	0 0 0
1	1
2	
Max Decel	Max Accel



Pilot Name		Kills	Squadron Name		Plane Name	
Natural Touch	Sixth Sense	Dead Eye	Steady Hand	Constitution	Quick Draw	

GUNS	1	2	3	4	5	6	7	8
Caliber	30	30		70		40	40	
Ammo								
Range								
Jammed								

ROCKETS	1	2	3	4	5	6	7	8
Type								
Range								

Experience Points	
Combat Experience:	
Survived Mission & Inflicted Damage (20pts)	_____
1st Kill of mission (20 pts)	_____
2nd Kill of mission (40 pts)	_____
3rd Kill of mission (60 pts)	_____
Additional Kills (80 pts each)	_____
Additional Experience	
Successful landing or zeppelin hook (10 pts)	_____
Retrieved "memento" during bail-out (5 pts) *	_____
Rescued cargo or passenger (10 pts)	_____
Bailed out without being shot down (-20 pts)	_____
Fled engagement (-20 pts)	_____
Total experience earned for mission	

Turn	Maneuver	Gs	Specials		Jammed
1			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
2			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
3			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
4			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
5			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
6			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
7			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
8			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
9			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
10			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
11			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
12			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
13			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
14			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
15			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
16			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
17			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
18			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
19			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
20			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
21			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
22			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
23			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
24			Push	Shock	
			Smoke	Shock-G	

Redlining Engine Calculation
8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

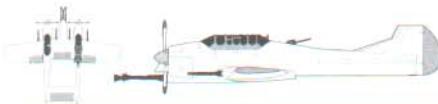
Starboard Gs Calculation
 8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Stalling Calculation
 8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Port Gs Calculation
 8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Aircraft Performance

Max Speed									
Max Gs Port					Max Gs Starboard				
	3	2	1	0	3	0	1	2	3
					2				
					1				
Max Decel			0	0	0	Max Accel			
			1		1				
			2		2				



McDonnell S2B Kestrel

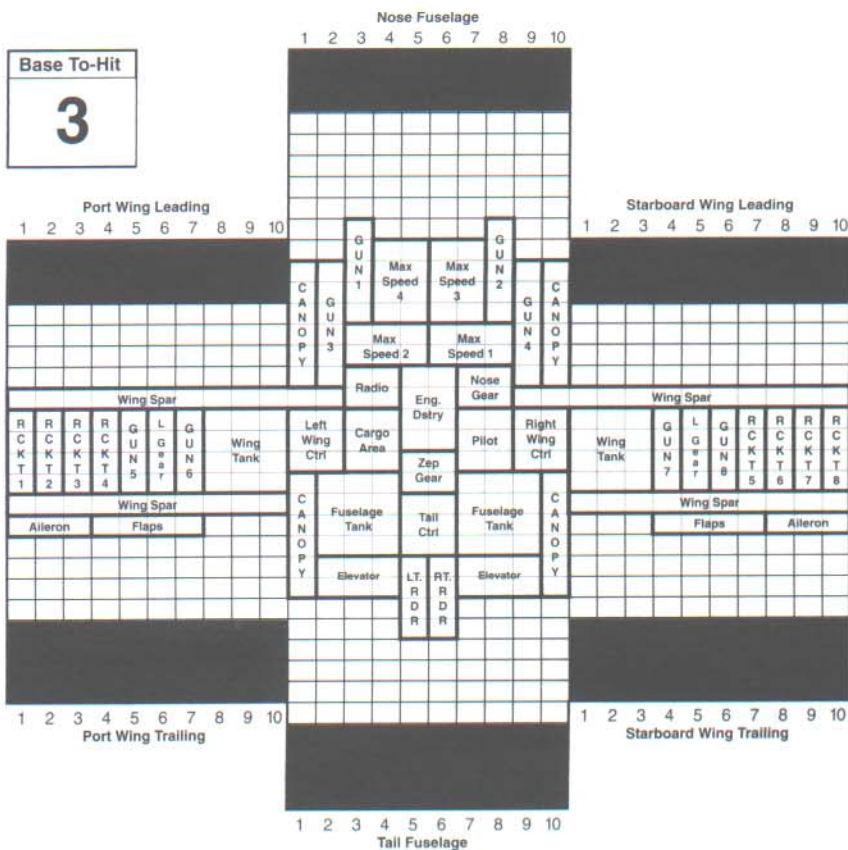
Pilot Name	Kills	Squadron Name	Plane Name

Natural Touch	Sixth Sense	Dead Eye	Steady Hand	Constitution	Quick Draw

GUNS	1	2	3	4	5	6	7	8
Caliber	60	60	60	40	30	30	30	
Ammo								
Range								
Jammed								

ROCKETS	1	2	3	4	5	6	7	8
Type								
Range								

Experience Points
Combat Experience:
Survived Mission & Inflicted Damage (20pts) _____
1st Kill of mission (20 pts) _____
2nd Kill of mission (40 pts) _____
3rd Kill of mission (60 pts) _____
Additional Kills (80 pts each) _____
Additional Experience:
Successful landing or zeppelin hook (10 pts) _____
Retrieved "memento" during bail-out (5 pts) _____
Rescued cargo or passenger (10 pts) _____
Bailed out without being shot down (-20 pts) _____
Fled engagement (-20 pts) _____
Total experience earned for mission _____



Redlining Engine Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

Starboard Gs Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

Stalling Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

Port Gs Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

Aircraft Performance

Max Speed									
Max Gs Port					Max Gs Starboard				
		2	1	0	3	0	1	2	
					2				
					1				
Max Decel		0	0	0	Max Accel				
		1			1				
		2			2				
					3				

Turn	Maneuver	Gs	Specials	Jammed
1			Push Shock Smoke Shock-G	
2			Push Shock Smoke Shock-G	
3			Push Shock Smoke Shock-G	
4			Push Shock Smoke Shock-G	
5			Push Shock Smoke Shock-G	
6			Push Shock Smoke Shock-G	
7			Push Shock Smoke Shock-G	
8			Push Shock Smoke Shock-G	
9			Push Shock Smoke Shock-G	
10			Push Shock Smoke Shock-G	
11			Push Shock Smoke Shock-G	
12			Push Shock Smoke Shock-G	
13			Push Shock Smoke Shock-G	
14			Push Shock Smoke Shock-G	
15			Push Shock Smoke Shock-G	
16			Push Shock Smoke Shock-G	
17			Push Shock Smoke Shock-G	
18			Push Shock Smoke Shock-G	
19			Push Shock Smoke Shock-G	
20			Push Shock Smoke Shock-G	
21			Push Shock Smoke Shock-G	
22			Push Shock Smoke Shock-G	
23			Push Shock Smoke Shock-G	
24			Push Shock Smoke Shock-G	



Bell Valiant MkII

Pilot Name	Kills	Squadron Name	Plane Name

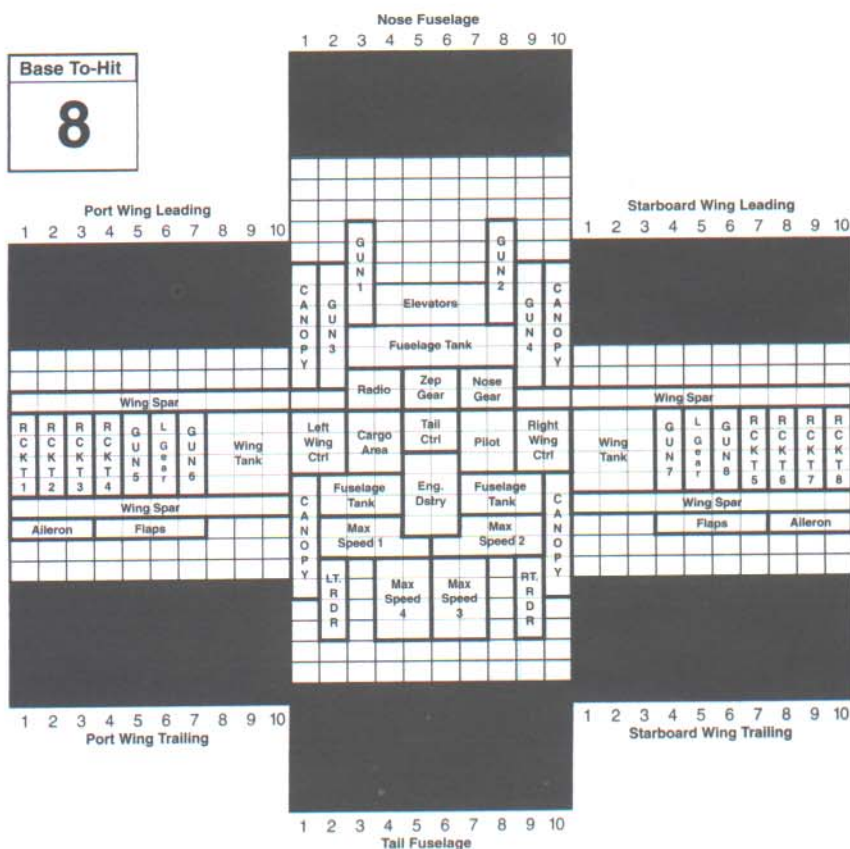
Natural Touch	Sixth Sense	Dead Eye	Steady Hand	Constitution	Quick Draw

GUNS	1	2	3	4	5	6	7	8
Caliber	30	30			30	30	30	30
Ammo								
Range								
Jammed								

ROCKETS	1	2	3	4	5	6	7	8
Type								
Range								

Experience Points
Combat Experience:
Survived Mission & Inflicted Damage (20pts) _____
1st Kill of mission (20 pts) _____
2nd Kill of mission (40 pts) _____
3rd Kill of mission (60 pts) _____
Additional Kills (80 pts each) _____
Additional Experience:
Successful landing or zeppelin hook (10 pts) _____
Retrieved "memento" during bail-out (5 pts) _____
Rescued cargo or passenger (10 pts) _____
Bailed out without being shot down (-20 pts) _____
Fled engagement (-20 pts) _____
Total experience earned for mission _____

Base To-Hit
8



Redlining Engine Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Starboard Gs Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Stalling Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Port Gs Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Aircraft Performance

Max Speed										
Max Gs Port					4	Max Gs Starboard				
4	3	2	1	0	3	0	1	2	3	4
2										
1										
0					0	0	Max Accel			
1							1			
2							2			
Max Decel							Max Accel			

Turn	Maneuver	Gs	Specials	Jammed
1			Push Shock Smoke Shock-G	
2			Push Shock Smoke Shock-G	
3			Push Shock Smoke Shock-G	
4			Push Shock Smoke Shock-G	
5			Push Shock Smoke Shock-G	
6			Push Shock Smoke Shock-G	
7			Push Shock Smoke Shock-G	
8			Push Shock Smoke Shock-G	
9			Push Shock Smoke Shock-G	
10			Push Shock Smoke Shock-G	
11			Push Shock Smoke Shock-G	
12			Push Shock Smoke Shock-G	
13			Push Shock Smoke Shock-G	
14			Push Shock Smoke Shock-G	
15			Push Shock Smoke Shock-G	
16			Push Shock Smoke Shock-G	
17			Push Shock Smoke Shock-G	
18			Push Shock Smoke Shock-G	
19			Push Shock Smoke Shock-G	
20			Push Shock Smoke Shock-G	
21			Push Shock Smoke Shock-G	
22			Push Shock Smoke Shock-G	
23			Push Shock Smoke Shock-G	
24			Push Shock Smoke Shock-G	



Sanderson FB14 "Vampire"

Pilot Name	Kills	Squadron Name	Plane Name

Natural Touch	Sixth Sense	Dead Eye	Steady Hand	Constitution	Quick Draw

GUNS	1	2	3	4	5	6	7	8
Caliber	40	40			60	70	70	60
Ammo								
Range								
Jammed								

ROCKETS	1	2	3	4	5	6	7	8
Type								
Range								

Experience Points

Combat Experience:

Survived Mission & Inflicted Damage (20pts) _____

1st Kill of mission (20 pts) _____

2nd Kill of mission (40 pts) _____

3rd Kill of mission (60 pts) _____

Additional Kills (80 pts each) _____

Additional Experience

Successful landing or zeppelin hook (10 pts) _____

Retrieved "memento" during bail-out (5 pts) _____

Rescued cargo or passenger (10 pts) _____

Bailed out without being shot down (-20 pts) _____

Fled engagement (-20 pts) _____

Total experience earned for mission _____

Base To-Hit

2

Nose Fuselage

1 2 3 4 5 6 7 8 9 10

Port Wing Leading

1 2 3 4 5 6 7 8 9 10

Starboard Wing Leading

1 2 3 4 5 6 7 8 9 10

Port Wing Trailing

1 2 3 4 5 6 7 8 9 10

Starboard Wing Trailing

1 2 3 4 5 6 7 8 9 10

Tail Fuselage

1 2 3 4 5 6 7 8 9 10

Diagram showing aircraft layout with various components labeled: GUN 1, GUN 2, GUN 3, GUN 4, Elevators, Fuselage Tank, Radio, Zep Gear, Nose Gear, Wing Spar, Wing Tank, Left Wing Ctrl, Tail Ctrl, Pilot, Right Wing Ctrl, Fuselage Tank, Eng. Dstry, Fuselage Tank, Max Speed 1, Max Speed 2, Max Speed 3, Max Speed 4, LT. RDR, RT. RDR, Aileron, Flaps.

Redlining Engine Calculation

8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Stalling Calculation

8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Starboard Gs Calculation

8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Port Gs Calculation

8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Aircraft Performance

Max Speed

Max Gs Port

Max Gs Starboard

Max Decel

Max Accel

Turn	Maneuver	Gs	Specials	Jammed
1			Push Shock Smoke Shock-G	
2			Push Shock Smoke Shock-G	
3			Push Shock Smoke Shock-G	
4			Push Shock Smoke Shock-G	
5			Push Shock Smoke Shock-G	
6			Push Shock Smoke Shock-G	
7			Push Shock Smoke Shock-G	
8			Push Shock Smoke Shock-G	
9			Push Shock Smoke Shock-G	
10			Push Shock Smoke Shock-G	
11			Push Shock Smoke Shock-G	
12			Push Shock Smoke Shock-G	
13			Push Shock Smoke Shock-G	
14			Push Shock Smoke Shock-G	
15			Push Shock Smoke Shock-G	
16			Push Shock Smoke Shock-G	
17			Push Shock Smoke Shock-G	
18			Push Shock Smoke Shock-G	
19			Push Shock Smoke Shock-G	
20			Push Shock Smoke Shock-G	
21			Push Shock Smoke Shock-G	
22			Push Shock Smoke Shock-G	
23			Push Shock Smoke Shock-G	
24			Push Shock Smoke Shock-G	



Turn	Maneuver	Gs	Specials		Jammed
1			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
2			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
3			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
4			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
5			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
6			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
7			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
8			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
9			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
10			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
11			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
12			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
13			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
14			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
15			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
16			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
17			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
18			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
19			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
20			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
21			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
22			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
23			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
24			Push	Shock	
			Smoke	Shock-G	

The diagram is a grid-based layout of the USS Arizona Memorial, showing the ship's structure and deck areas. The layout is divided into sections: Nose Fuselage (top), Tail Fuselage (bottom), Port Wing Leading (left), Starboard Wing Leading (right), Port Wing Trailing (bottom left), and Starboard Wing Trailing (bottom right). The central fuselage contains various compartments labeled: GUN 1, GUN 2, GUN 3, GUN 4, Elevators, Fuselage Tank, Radio, Zep Gear, Nose Gear, Left Wing Ctr, Cargo Area, Tail Ctr, Pilot, Right Wing Ctr, Wing Tank, Fuselage Tank, Eng. Dstry, Fuselage Tank, Max Speed 1, Max Speed 2, LT. RDR, Max Speed 4, Max Speed 3, and RT. RDR. The wings are divided into sections labeled Wing Spar, Wing Tank, Aileron, Flaps, and Max Speed. The tail section is labeled Tail Fuselage. The layout is numbered 1 through 10 along the top and bottom edges.

Port Gs Calculation
 8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Max Speed									
Max Gs Port					Max Gs Starboard				
		2	1	0	3	0	1	2	
					2				
					1				
		0			0	0			
		1							1
		2							2
									3



Pilot Name		Kills	Squadron Name		Plane Name
Natural Touch	Sixth Sense	Dead Eye	Steady Hand	Constitution	Quick Draw

GUNS	1	2	3	4	5	6	7	8
Caliber	40	40			40	70	70	40
Ammo								
Range								
Jammed								

ROCKETS	1	2	3	4	5	6	7	8
Type								
Range								

Combat Experience:

Survived Mission & Inflicted Damage (20pts)	
1st Kill of mission (20 pts)	
2nd Kill of mission (40 pts)	
3rd Kill of mission (60 pts)	
Additional Kills (80 pts each)	

Additional Experience

Successful landing or zeppelin hook (10 pts)	
Retrieved "mementos" during bail-out (5 pts)	
Rescued cargo or passenger (10 pts)	
Bailed out without being shot down (-20 pts)	
Fled engagement (-20 pts)	

Total experience earned for mission

[illegible]

Redlining Engine Calculation
 8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Starboard Gs Calculation
 8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Stalling Calculation
 8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Port Gs Calculation
 8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Aircraft Performance

Max Speed									
Max Gs Port					Max Gs Starboard				
		2	1	0	3	0	1	2	
					2				
					1				
Max Decel			0	0	0	Max Accel			
			1			1			
			2			2			



Experience Points	
Combat Experience:	
Survived Mission & Inflicted Damage (20pts)	_____
1st Kill of mission (20 pts)	_____
2nd Kill of mission (40 pts)	_____
3rd Kill of mission (60 pts)	_____
Additional Kills (80 pts each)	_____
Additional Experience	
Successful landing or zeppelin hook (10 pts)	_____
Retrieved "memento" during bail-out (5 pts)	_____
Rescued cargo or passenger (10 pts)	_____
Bailed out without being shot down (-20 pts)	_____
Fled engagement (-20 pts)	_____
Total experience earned for mission	_____

Base To-Hit

Aircraft Performance

Max Speed												
					5							
Max Gs Port					4	Max Gs Starboard						
5	4	3	2	1	0	3	0	1	2	3	4	5
					2							
					1							
			0	0	0							
Max Decel			1	1	1	Max Accel						
			2		2							
					3							

Port Gs Calculation
 8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**



Front Engine Fighter w/Turret

Pilot Name		Kills	Squadron Name		Plane Name	
Natural Touch	Sixth Sense	Dead Eye	Steady Hand	Constitution	Quick Draw	

GUNS	1	2	3	4	5	6	7	8
Caliber								
Ammo								
Range								
Jammed								

ROCKETS	1	2	3	4	5	6	7	8
Type								
Range								

Experience Points

Combat Experience:

Survived Mission & Inflicted Damage (20pts) _____

1st Kill of mission (20 pts) _____

2nd Kill of mission (40 pts) _____

3rd Kill of mission (60 pts) _____

Additional Kills (80 pts each) _____

Additional Experience

Successful landing or zepplin hook (10 pts) _____

Retrieved "memento" during bail-out (5 pts) _____

Rescued cargo or passenger (10 pts) _____

Bailed out without being shot down (-20 pts) _____

Fled engagement (-20 pts) _____

Total experience earned for mission _____

Nose Fuselage									
1	2	3	4	5	6	7	8	9	10

Port Wing Leading									
1	2	3	4	5	6	7	8	9	10

Starboard Wing Leading									
1	2	3	4	5	6	7	8	9	10

Port Wing Trailing									
1	2	3	4	5	6	7	8	9	10

Starboard Wing Trailing									
1	2	3	4	5	6	7	8	9	10

Tail Fuselage									
1	2	3	4	5	6	7	8	9	10

Turn	Maneuver	Gs	Specials		Jammed
1			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
2			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
3			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
4			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
5			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
6			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
7			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
8			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
9			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
10			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
11			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
12			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
13			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
14			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
15			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
16			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
17			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
18			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
19			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
20			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
21			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
22			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
23			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
24			Push	Shock	
			Smoke	Shock-G	

Redlining Engine Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

Stalling Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

Starboard Gs Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

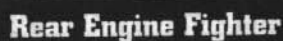
Port Gs Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

Aircraft Performance

Max Speed									

Max Gs Port					Max Gs Starboard							
5	4	3	2	1	0	3	0	1	2	3	4	5

Max Decel		Max Accel	
0	0	0	0
1	1	1	1
2	2	2	2
3	3	3	3



Experience Points	
Combat Experience:	
Survived Mission & Inflicted Damage	(20pts) _____
1st Kill of mission	(20 pts) _____
2nd Kill of mission	(40 pts) _____
3rd Kill of mission	(60 pts) _____
Additional Kills	(80 pts each) _____
Additional Experience	
Successful landing or zeppelin hook	(10 pts) _____
Retrieved "memento" during bail-out	(5 pts) _____
Rescued cargo or passenger	(10 pts) _____
Bailed out without being shot down	(-20 pts) _____
Fled engagement	(-20 pts) _____
Total experience earned for mission _____	

Max Speed												
					5							
Max Gs Port					4	Max Gs Starboard						
5	4	3	2	1	0	3	0	1	2	3	4	5
					2							
					1							
					0	0						
Max Decel							Max Accel					
					1		1					
					2		2					
					3		3					



Pilot Name	Kills	Squadron Name	Plane Name
T-6 Texan P-51 Mustang			

Natural Touch	Sixth Sense	Dead Eye	Steady Hand	Constitution	Quick Draw

GUNS	1	2	3	4	5	6	7	8
Caliber					60	60	60	60
Ammo								
Range								
Jammed								

ROCKETS	1	2	3	4	5	6	7	8
Type								
Range								

Experience Points	
Combat Experience:	
Survived Mission & Inflicted Damage	(20pts) _____
1st Kill of mission	(20 pts) _____
2nd Kill of mission	(40 pts) _____
3rd Kill of mission	(60 pts) _____
Additional Kills	(80 pts each) _____
Additional Experience	
Successful landing or zeppelin hook	(10 pts) _____
Retrieved "memento" during bail-out	(5 pts) _____
Rescued cargo or passenger	(10 pts) _____
Bailed out without being shot down	(-20 pts) _____
Fuel engagement	(-20 pts) _____
Total experience earned for mission	

Base To-Hit

2

Nose Fuselage

Base To-Hit

2

Port Wing Leading

Starboard Wing Leading

Port Wing Trailing

Starboard Wing Trailing

Tall Fuselage

Labels within the diagram include: Gun, Max Speed, Radio, Eng. Dntry, Nose Gear, Pilot, Right Wing Cntrl, Wing Tank, Fuselage Tank, Tail Cntrl, Elevator, LT. RDR, RT. RDR, and Aileron.

Redlining Engine Calculation

8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Stalling Calculation

8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Starboard Gs Calculation

8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Port Gs Calculation

8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

Aircraft Performance



Pilot Name		Kills		Squadron Name		Plane Name	
Natural Touch	Sixth Sense	Dead Eye	Steady Hand	Constitution	Quick Draw		

ROCKETS	1	2	3	4	5	6	7	8
Type								
Range								

Experience Points

Combat Experience:

Survived Mission & Inflicted Damage (20pts) _____

1st Kill of mission (20 pts) _____

2nd Kill of mission (40 pts) _____

3rd Kill of mission (60 pts) _____

Additional Kills (80 pts each) _____

Additional Experience

Successful landing or zeppelin hook (10 pts) _____

Retrieved "memento" during bail-out (5 pts) _____

Rescued cargo or passenger (10 pts) _____

Bailed out without being shot down (-20 pts) _____

Fled engagement (-20 pts) _____

Total experience earned for mission _____

Port Gs Calculation
 8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Max Speed									
Max Gs Port					Max Gs Starboard				
		2	1	0	3	0	1	2	
					2				
					1				
					0	0	0		
Max Decel								Max Accel	
					1				
					2				



Pilot Name	Kills	Squadron Name	Plane Name
0-10-12 1704C			

Natural Touch	Sixth Sense	Dead Eye	Steady Hand	Constitution	Quick Draw
100%	100%	100%	100%	100%	100%

GUNS	1	2	3	4	5	6	7	8
Caliber	50	50			70			70
Ammo								
Range								
Jammed								

ROCKETS	1	2	3	4	5	6	7	8
Type								
Range								

Experience Points	
Combat Experience:	
Survived Mission & Inflicted Damage	(20pts) _____
1st Kill of mission	(20 pts) _____
2nd Kill of mission	(40 pts) _____
3rd Kill of mission	(60 pts) _____
Additional Kills	(80 pts each) _____
Additional Experience	
Successful landing or zeppelin hook	(10 pts) _____
Retrieved "memento" during bail-out	(5 pts) _____
Rescued cargo or passenger	(10 pts) _____
Bailed out without being shot down	(-20 pts) _____
Fled engagement	(-20 pts) _____
Total experience earned for mission	

Turn	Maneuver	Gs	Specials		Jammed
1			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
2			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
3			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
4			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
5			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
6			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
7			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
8			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
9			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
10			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
11			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
12			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
13			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
14			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
15			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
16			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
17			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
18			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
19			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
20			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
21			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
22			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
23			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
24			Push	Shock	
			Smoke	Shock-G	

Base To-Hit

4

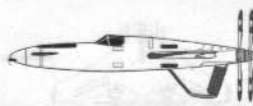
8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

Max Speed									
Max Gs Port					Max Gs Starboard				
		2	1	0	3	0	1	2	
					2				
					1				
		0	0	0			0	0	0
		1					1		
		2							
Max Decel					Max Accel				





Marquette PR-1 Defender

Pilot Name		Kills	Squadron Name		Plane Name	
Natural Touch	Sixth Sense	Dead Eye	Steady Hand	Constitution	Quick Draw	

GUNS	1	2	3	4	5	6	7	8
Caliber			30	30	30	50	50	30
Ammo								
Range								
Jammed								

ROCKETS	1	2	3	4	5	6	7	8
Type								
Range								

Experience Points

Combat Experience:

Survived Mission & Inflicted Damage (20pts) _____

1st Kill of mission (20 pts) _____

2nd Kill of mission (40 pts) _____

3rd Kill of mission (60 pts) _____

Additional Kills (80 pts each) _____

Additional Experience

Successful landing or zepplin hook (10 pts) _____

Retrieved "mementos" during bail-out (5 pts) _____

Rescued cargo or passenger (10 pts) _____

Bailed out without being shot down (-20 pts) _____

Fled engagement (-20 pts) _____

Total experience earned for mission _____

Base To-Hit									
7									
1 2 3 4 5 6 7 8 9 10									
Nose Fuselage									
1 2 3 4 5 6 7 8 9 10									
Port Wing Leading									
1 2 3 4 5 6 7 8 9 10									
Starboard Wing Leading									
1 2 3 4 5 6 7 8 9 10									
Port Wing Trailing									
1 2 3 4 5 6 7 8 9 10									
Starboard Wing Trailing									
1 2 3 4 5 6 7 8 9 10									
Tail Fuselage									
1 2 3 4 5 6 7 8 9 10									

Turn	Maneuver	Gs	Specials		Jammed
1			Push	Shock	
			Smoke	Shock-G	
2			Push	Shock	
			Smoke	Shock-G	
3			Push	Shock	
			Smoke	Shock-G	
4			Push	Shock	
			Smoke	Shock-G	
5			Push	Shock	
			Smoke	Shock-G	
6			Push	Shock	
			Smoke	Shock-G	
7			Push	Shock	
			Smoke	Shock-G	
8			Push	Shock	
			Smoke	Shock-G	
9			Push	Shock	
			Smoke	Shock-G	
10			Push	Shock	
			Smoke	Shock-G	
11			Push	Shock	
			Smoke	Shock-G	
12			Push	Shock	
			Smoke	Shock-G	
13			Push	Shock	
			Smoke	Shock-G	
14			Push	Shock	
			Smoke	Shock-G	
15			Push	Shock	
			Smoke	Shock-G	
16			Push	Shock	
			Smoke	Shock-G	
17			Push	Shock	
			Smoke	Shock-G	
18			Push	Shock	
			Smoke	Shock-G	
19			Push	Shock	
			Smoke	Shock-G	
20			Push	Shock	
			Smoke	Shock-G	
21			Push	Shock	
			Smoke	Shock-G	
22			Push	Shock	
			Smoke	Shock-G	
23			Push	Shock	
			Smoke	Shock-G	
24			Push	Shock	
			Smoke	Shock-G	

Redlining Engine Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

Starboard Gs Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

Stalling Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

Port Gs Calculation
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= **Target Number**

Aircraft Performance

Max Speed										
Max Gs Port					Max Gs Starboard					
4	3	2	1	0	3	0	1	2	3	4
2										
1										
0 0 0										
1 1 1										
2										
Max Decel										
Max Accel										



Pilot Name		Kills	Squadron Name		Plane Name	
Natural Touch	Sixth Sense	Dead Eye	Steady Hand	Constitution	Quick Draw	

GUNS	1	2	3	4	5	6	7	8
Caliber			50	50	50	50	30	30
Ammo								
Range								
Jammed								

ROCKETS	1	2	3	4	5	6	7	8
Type								
Range								

Combat Experience:	
Survived Mission & Inflicted Damage	(20pts)
1st Kill of mission	(20 pts)
2nd Kill of mission	(40 pts)
3rd Kill of mission	(60 pts)
Additional Kills	(80 pts each)
Additional Experience	
Successful landing or zeppelin hook	(10 pts)
Retrieved "memento" during bail-out	(5 pts)
Rescued cargo or passenger	(10 pts)
Bailed out without being shot down	(-20 pts)
Fled engagement	(-20 pts)
Total experience earned for mission	

[illegible]

Redlining Engine Calculation
 8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Stalling Calculation
 8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Starboard Gs Calculation
8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Port Gs Calculation
 8 (Base Number)
 + Amount over Current Max.
 + 2 if Shocked
 - Pilot Natural Touch Skill
 = **Target Number**

Aircraft Performance

Max Speed

Max Gs Port

Max Gs Starboard

Max Decel

Max Accel

©1999 FASA Corporation. Crimson Skies is a trademark of FASA Interactive Technologies. Used Under License. Photocopying permission granted for personal use only.



Rear Engine Fighter w/Turret

Pilot Name	Kills	Squadron Name	Plane Name

Natural Touch	Sixth Sense	Dead Eye	Steady Hand	Constitution	Quick Draw

GUNS	1	2	3	4	5	6	7	8
Caliber								
Ammo								
Range								
Jammed								

ROCKETS	1	2	3	4	5	6	7	8
Type								
Range								

Experience Points

Combat Experience:

- Survived Mission & Inflicted Damage (20pts) _____
- 1st Kill of mission (20 pts) _____
- 2nd Kill of mission (40 pts) _____
- 3rd Kill of mission (60 pts) _____
- Additional Kills (80 pts each) _____

Additional Experience

- Successful landing or zeppelin hook (10 pts) _____
- Retrieved "memento" during bail-out (5 pts) _____
- Rescued cargo or passenger (10 pts) _____
- Bailed out without being shot down (-20 pts) _____
- Fled engagement (-20 pts) _____

Total experience earned for mission _____

Base To-Hit

Port Wing Leading

1 2 3 4 5 6 7 8 9 10

R	C	K	T	1	2	3	4	5	6
C	K	T	1	2	3	4	5	6	7
K	T	1	2	3	4	5	6	7	8
T	1	2	3	4	5	6	7	8	9

Wing Spar	Land Gear	Wing Tank	Wing Spar

Aileron	Flaps	Wing Spar	Land Gear	Wing Tank	Wing Spar

1	2	3	4	5	6	7	8	9	10

Port Wing Trailing

Nose Fuselage

1 2 3 4 5 6 7 8 9 10

Radio	Zep Gear	Nose Gear	Wing Spar

C	A	N	O	P	Y	7	Fuselage Tank	Erig. Dstry	Fuselage Tank	C	A	N	O	P	Y	8

LT: R	LD: R	GN: 7	Max Speed 4	Max Speed 3	GN: 8	RT: R	RD: R

1	2	3	4	5	6	7	8	9	10

Tail Fuselage

Aircraft Performance

Max Speed													
						5							
Max Gs Port						4	Max Gs Starboard						
5	4	3	2	1	0	3	0	1	2	3	4	5	
						2							
						1							
						0	0						
Max Decel						1	1	Max Accel					
						2	2						
							3						

Redlining Engine Calculation

8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Stalling Calculation

8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Starboard Gs Calculation

8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Port Gs Calculation

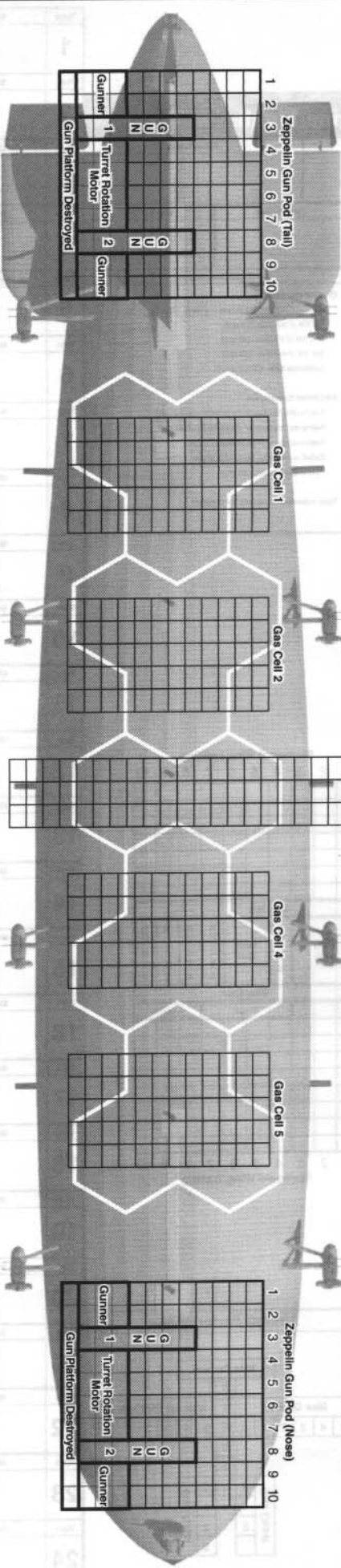
8 (Base Number)
+ Amount over Current Max.
+ 2 if Shocked
- Pilot Natural Touch Skill
= Target Number

Turn	Maneuver	Gs	Specials		Jammed
1			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
2			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
3			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
4			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
5			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
6			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
7			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
8			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
9			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
10			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
11			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
12			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
13			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
14			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
15			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
16			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
17			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
18			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
19			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
20			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
21			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
22			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
23			Push	Shock	
			Smoke	Shock-G	
Turn	Maneuver	Gs	Specials		Jammed
24			Push	Shock	
			Smoke	Shock-G	



Engine/Turret Base To-Hit	7
------------------------------	---

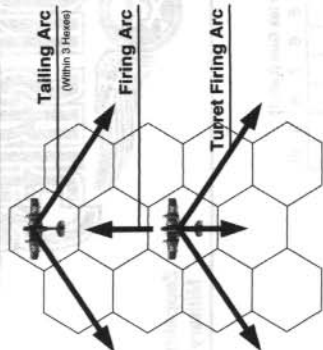
Gas Cell Base To-Hit	1
-------------------------	---

[illegible][illegible]



Maneuver Template

Firing/Tailing Arc Diagram



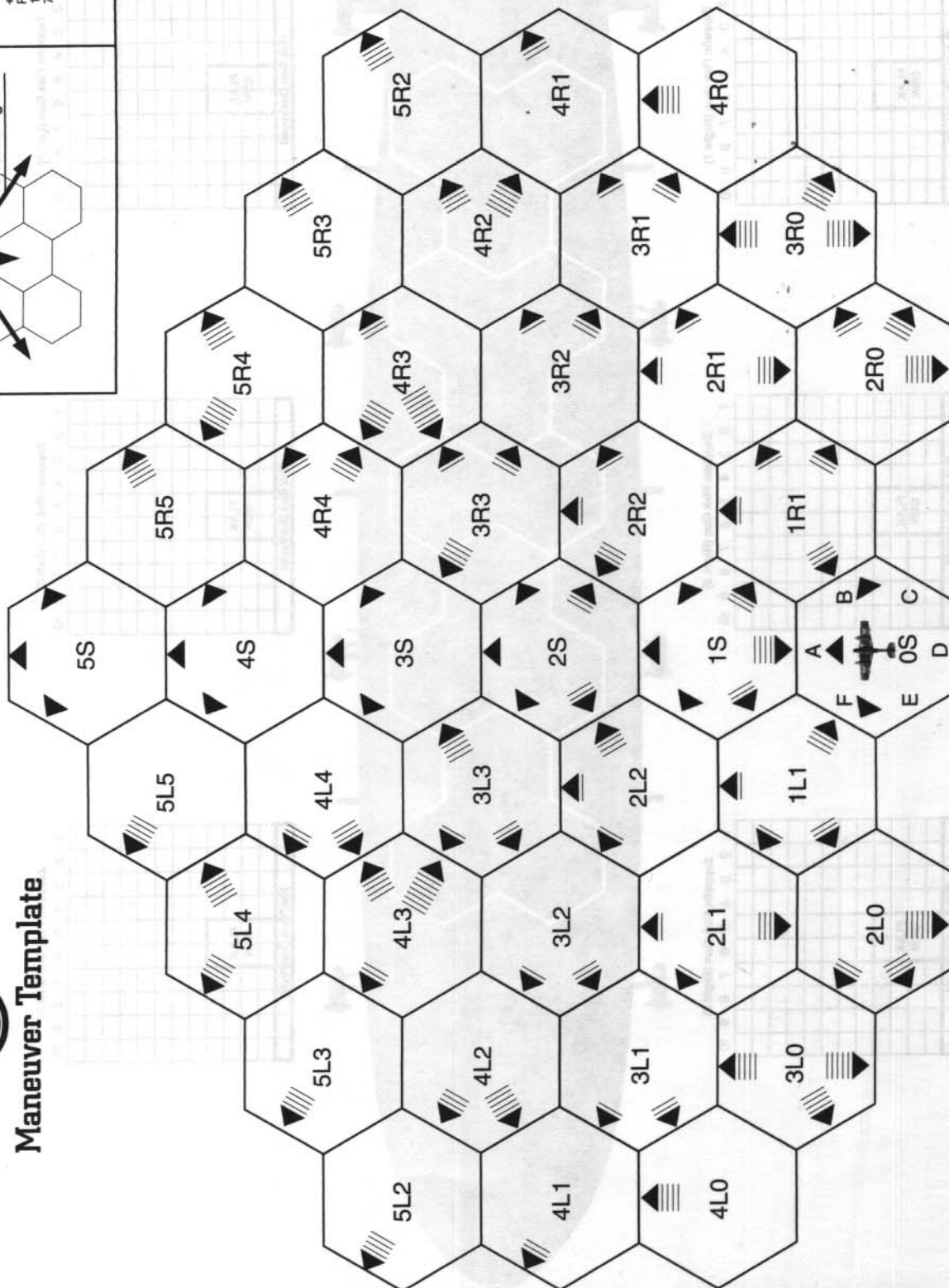
Deflection Modifier/ Hit Location Table

+2 To-Hit Nose Table 1-3 P. Wing 4-7 Nose 8-10 S. Wing	+3 To-Hit Star, Leading Table 1-6 Nose 7-10 S. Wing
+1 To-Hit Port Trailing Table 1-6 Tail 7-10 P. Wing	+1 To-Hit Star, Trailing Table 1-6 Tail 7-10 S. Wing
+0 To-Hit Tail Table 1-3 P. Wing 4-7 Tail 8-10 S. Wing	

To-Hit Calculation

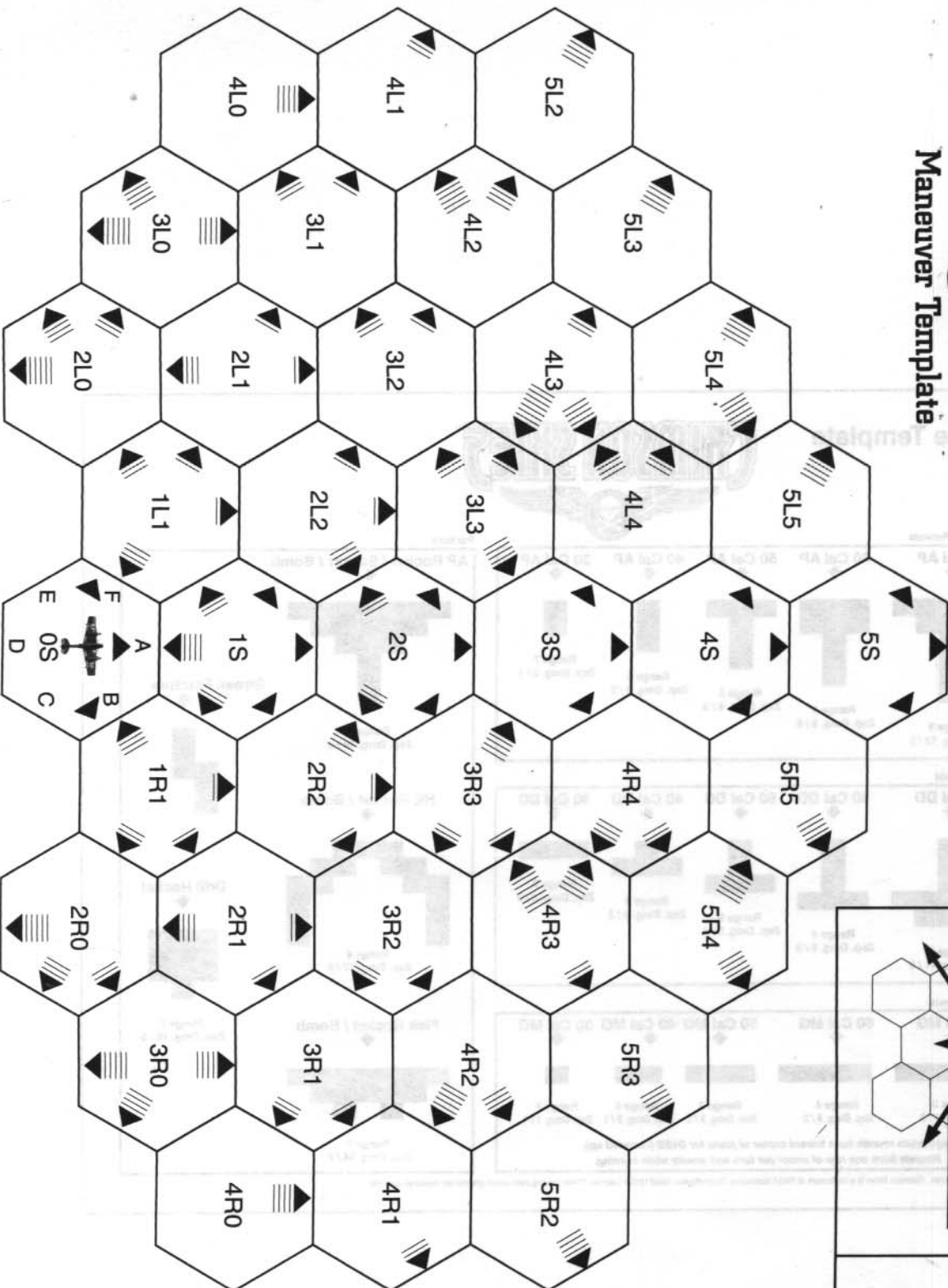
Target's Base To-Hit Number

- + Deflection Modifier (+3,+2,+1,0)
 - + Range
 - + 1 if Firing a Rocket
 - + 1 if Gunner is Firing
 - + 2 if Shocked
 - Pilot Dead Eye Skill
- = **Target Number**

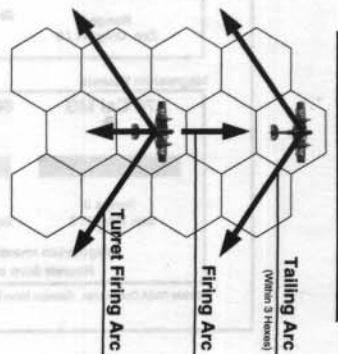




Maneuver Template



Firing/Tailing Arc Diagram



Deflection Modifier/ Hit Location Table

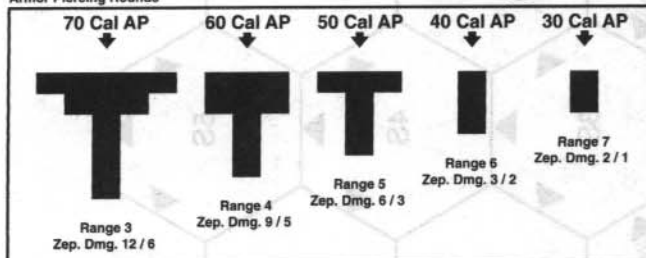
+2 To-Hit Nose Table 1-3 P. Wing 4-7 Nose 8-10 S. Wing	+3 To-Hit Star. Leading Table 1-6 Nose 7-10 S. Wing
+1 To-Hit Port Leading Table 1-6 Nose 7-10 P. Wing	+1 To-Hit Star. Trailing Table 1-6 Tail 7-10 S. Wing
+1 To-Hit Port Trailing Table 1-6 Tail 7-10 P. Wing	+0 To-Hit Tail Table 1-3 P. Wing 4-7 Tail 8-10 S. Wing

To-Hit Calculation
Target's Base To-Hit Number
 + Deflection Modifier (+3,+2,+1,0)
 + Range
 + 1 if Firing a Rocket
 + 1 if Gunner is Firing
 + 2 if Shocked
 - Pilot Dead-Eye Skill
 = **Target Number**

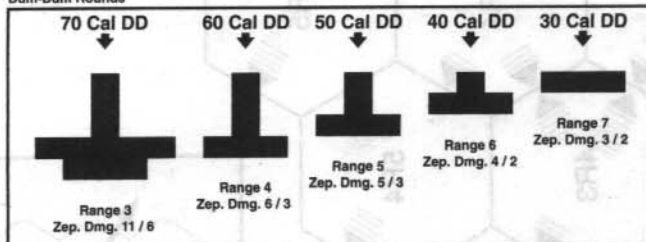
Damage Template



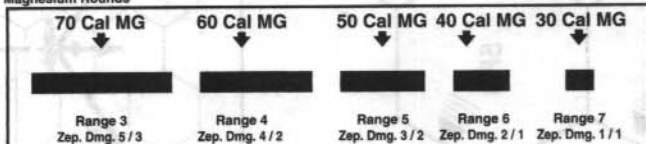
Armor Piercing Rounds



Dum-Dum Rounds

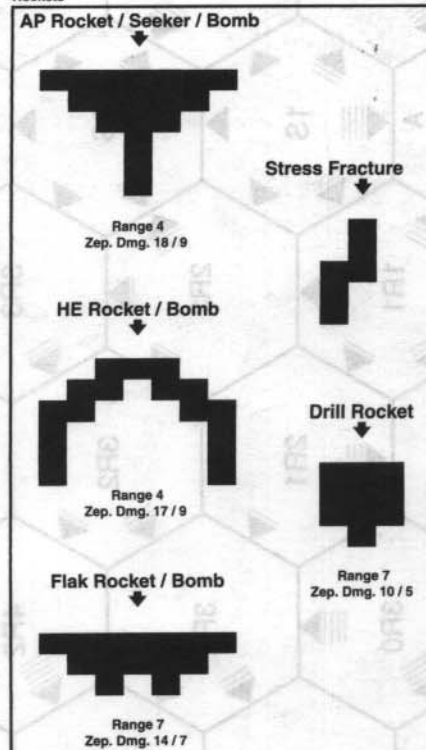


Magnesium Rounds



Magnesium rounds burn toward center of plane for D10/2 (rounded up).
Rounds burn one row of armor per turn and smoke while burning.

Rockets



©1998 FASA Corporation. Crimson Skies is a trademark of FASA Interactive Technologies. Used Under License. Photocopying permission granted for personal use only.

Instructions:

To create an additional or replacement damage template, photocopy this page, attach it to lightweight cardboard and cut out the black damage indicators.

A GAME OF AERIAL COMBAT

CRIMSON SKIES™



Air Pirates dead ahead!

Massive zeppelins cruise the skies. Arcing around them like birds of prey on the hunt, squadrons of deadly fighters vie for control of the mighty airships and their priceless cargoes. Machine-gun fire fills the air as fighters dodge lead and lethal rockets. One misstep can spell the difference between glory – and death.

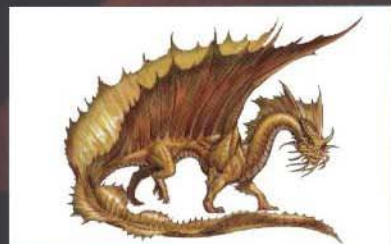
The year is 1937. Air pirates raid the giant zeppelins that serve as the sole lifelines between the independent countries of the now-fractured North America. Air militias have formed in every nation to fight the pirates – and each other. In this world, the planes are faster, the engines bigger, the guns more powerful and the adventures more lethal. These are the heady days of heroic air combat in the deadly Crimson Skies.

Crimson Skies is an action-packed board game of dog-fighting and dive-bombing in an aviation-dominated world. Using a quick but detailed system, generate your own pilots and fly mission after mission. Their skills and fame will increase – if they survive. The game features simultaneous movement and a graphic damage system that keeps play fast and exciting.

This box contains everything you need to play, including:

- 24 full-color, die-cut, three-dimensional cardboard miniatures of combat aircraft
- Three 22" x 34" full-color mapsheets
- A clear plastic damage template
- One 48-page rulebook
- One 72-page book of combat aircraft and aircraft construction rules
- One 56-page book of pilot biographies and scenarios
- One 24-page record sheet book
- One ten-sided die

A game of air combat for 2 or more players. Ages 12 and up.



Empire State



Republic of Texas



Black Swan (Pirate)



People's Collective



Redman's Gang (Pirate)



Dixie



Nation of Hollywood



Sanderson FB14 Vampire (Redman's Gang)



Curtiss-Wright J2 Fury (Black Swan)