

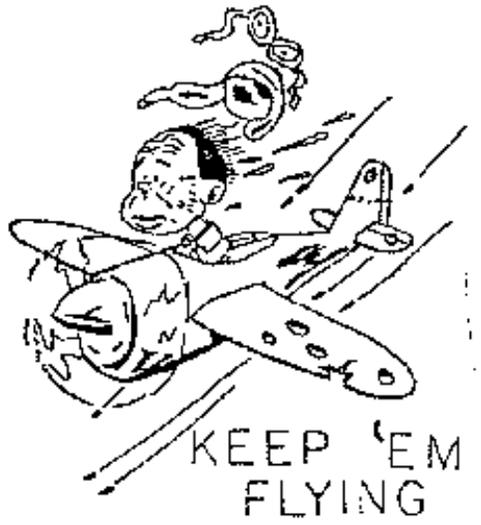
FLYING SIMULATORS

NEWSLETTER OF THE AF/D SOCIETY

VOLUME 1 NUMBER 1

PREMIER

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FROM THE TOWER

Welcome to all of you who have decided to get in on the ground floor of this fledgling organization. Some of you I have known for years and others not at all. I, for one, am looking forward to exchanging ideas and playing AF/D with you all. For this venture to be a success you will have to contribute your ideas for scenarios, rules, terrain maps, and questions. I look forward to hearing from you all.

Now a little on how this organization came about. I've been an aviation enthusiast since I first drew breath. In 1972 when I was introduced to the miniatures rules which four years later became Air Force and Dauntless, I was ecstatic. Finally, here was a game which simulated my greatest interest. I was involved in the play test of Air Force and have been playing it and Dauntless ever since. I've been playing AF/D by mail for the last three years and to my knowledge there are now four multiplayer games under way. Short reports of these games and announcements of future games will be carried here.

The idea of an AF/D Society had been kicking around in my mind for about two years and when I broached the subject with some of you a year ago the idea was enthusiastically received. Since that time I've been figuring and planning and now the idea has become a reality.

Those of you who have played the game for any length of time have discovered that there are infinite possibilities for expansion and addition to the game. These variations are limited only by your imagination, knowledge, and degree of complexity desired. The primary purpose of the AF/D Society and the newsletter, Flying Simulators, is to provide a forum for these innovative ideas.

Each issue of this newsletter will be copyrighted. A periodical copyright covers the elements of compilation, revision, editing, artwork and articles by the publisher and artwork and articles written by employees of the periodical publisher. Therefore, any of you who would like your contributions protected this way will need to become employees of the AF/D Society. This will consist simply of a written statement of your employment by the Society and a nominal amount paid to you by the Society. The ideas and rules which we develop will be good enough to protect in this manner. Anyone who would like to copyright their submissions separately can contact me for details.

Again, let me welcome you all. Looking to hear from you soon.

GAME ANNOUNCEMENTS

Virgil Mugler -- soon to start a sequel to his current "Demo Derby". Write to him for details.

John Ratzenberger -- soon to begin a multiplayer game the subject of which is undecided. Write him for details.

Joseph Botti -- Organizing an early war game. He wants to keep it small so I'd encourage anyone

not currently in another game to apply and get in on this one.

Jim McAmis -- I am running a Pacific Campaign game. The first mission is well under way (see game report). When mission 12 begins there will be openings on both sides. Write me if you are interested. The Campaign Rules appear elsewhere in this newsletter. Anyone else interested in monitoring a game should send me the details and I'll spread the word.

MULTI - MALTA: An Interim Report.
John Ratzenberger, GM

The Scenario: Malta was Britain's unsinkable aircraft carrier in the Med As went Malta's fortunes, so did the rest of the war in NA. Healthy, its aircraft interdicted Axis supply routes and covered Allied convoys from Gibraltar. Hard-pressed, the roles were reversed, with Axis aircraft taking a heavy toll of the Allied convoys while their own slipped thru in good shape. Thru-out the period 1941-summer 42, the Axis pounded Malta hard in an effort to subdue her. That the people of Malta were awarded the George Cross is a sign of the bravery they exhibited under extreme conditions. Late spring 1942 - the land battles ebb & flow. A short spell of bad weather has allowed part of a convoy to slip into Malta with much needed aircraft & parts. However, this is not to last - the weather breaks just as another Allied convoy is en-route to Malta and the Axis is out in force to stop it. Aircraft from Malta fly to the convoy's defense. Due to demands of the Russian front on the Axis side, and a general dearth of flyable a/c on the Allied side, each has an odd mixture of whatever they can get in the air.

The Game: Axis a/c: 3 He-111 & 3 SM-79 with Torpedos; 3 Ju-88 & 5 Ju-87 with bombs; 2 Bf-109F-3, 2 Bf-110C-1, 2 FW-190A-2, 2 CR-42ter, 2 MC-202. GM is flying bombers.
Allied A/c: 2 Beauf IF, 4 Spit VB, 2 Spit VC, 4 Hurr IIB, 2 Hurr IIC, 2 Tomahawk IIB.

There are 13 pilots, each flying 2 a/c. Rules include most all from AF/D/X. There are clouds on the board. Each pilot submitted 6 plotted moves initially (the GA randomly picked one of those moves as the actual game starting point on an individual basis) this simulated the difficulty of formation flying in bad weather. Axis a/c were required to enter from the "4" edge, the RAF were allowed to start anywhere on the I & II boards. This was done to give the RAF the max time to work with to accomplish their difficult mission the boards were not to be leap frogged. Each side made their set-ups with very limited intelligence about the other side.

Both sides made errors in their set-up. Although the RAF had an altitude advantage, they started from the "1" edge by error - this cost them some time. On the other hand, the Axis escorts were well dispersed around the bombers, but weren't high enough. The effects of this were to show up later.

Both sides had well-coordinated plans with specific missions assigned to each player. The RAF split into two forces - one to take on the torpedo bombers, the other to take on the dive bombers. Each force had pilots designated to take on the bombers and others to take on the Axis escort. The Axis also appeared split into two forces - one to protect the bombers, another for the torpedo bombers.

Combat didn't develop until turn 3. By that time a few of the RAF had gotten into the bombers and in the next couple turns decimated the Ju-87. Other RAF, particularly the force after the torpedo bombers were a bit too high and couldn't make contact quickly. The RAF soon built up a good assault on the bombers, to include sneaking a half-dozen planes thru the clouds, causing some consternation on the part of the Axis, who had no idea where they were.

On the other hand, the initial altitude of the Axis escort didn't allow them to build up the speed needed to get way out in front and engage the RAF. Thus the RAF had a fairly free hand thru the first 6-7 turns while the Axis escorts regrouped. During this time, the RAF brought down 4 Ju-87 & crippled 1 He-111. Both sides suffered some damage to their fighters. About turn 7-8 (where we are now), the tide turned. The RAF had made their passes and are now faced with recovering and chasing the bombers. Meanwhile the Axis escort is right there with them. Turn 7 saw a Hurricane & a Spitfire fall. The action from here out should be hot and heavy. Due to the error in RAF set-up and the tough victory conditions, it has been decided to leap-frog the V & VI boards only. As neither side knows the others victory conditions, the reasons for this will not be evident till the end of the game.

NEW RULES.

A. Collisions (Glenn Larson & Jim McAmis)

Given a scale of 500 feet per hex and a/c with 25 to 110 foot wingspans it is somewhat ridiculous to assume they will automatically collide when they come within 500 feet of one another. Therefore, when two a/c are in the same hex at the same altitude the following apply;

two friendly a/c -----	10% chance of collision between single engined fighters.
	15% chance if one or both a/c are twin engined fighters.
	75% chance if one a/c is a twin, tri, or four. engined bomber.
	95% chance if both a/c are twin, tri, or four engined bombers.

one enemy a/c and --	25% chance between single engined fighters.
one friendly a/c	30% chance if one or both a/o are twin engined fighters.
	80% chance if one a/o is a twin. tri, or four engined bomber.
	100% chance if both a/c are twin, tri, or four engined bombers.

It is permissible to try and ram an enemy a/c. The intent must be stated and any single engined a/c has a 10% chance to avoid the ram. Twin, tri, or, four engined bombers flying loaded cannot avoid the ram. Twin, tri, or four engined bombers flying unloaded have a 5% chance of avoiding the ram.

B. Spotting and observation (Glenn Larson and Jim McAmis)

The spotting rules as outlined in the game rules involves too much die rolling to be practical for a large multiplayer game. Also with the system such things as an a/c coming toward you can suddenly disappear and you both may lose sight of one another. This system is much simpler and involves no die rolling. Each player automatically sees any a/c in his 10-12-2 o'clock sectors

out to a range of 15 hexes and any- a/c in his 4-6-8 o'clock sectors out to a range of 3 hexes. If the sun lies in line with the a/c you are attempting to see the spotting range is decreased to 10 hexes in the 10-12-2 o'clock sectors and 2 hexes in the 4-6-8 o'clock sectors.

THE VIEW FROM THE COCKPIT

Roger Pittiglio

The purpose of this article is two-fold. 1) I will attempt to trace the development of US Marine and Naval aviation of WW II with the planes available in Air Force and Dauntless and, 2) I will try to give some idea of the best tactics for each particular plane.

Each issue I will review the next plane in the development of this area of military aviation. This is where you, the readers, will play an important role in the success of this column.

Jim McAmis has informed me that for now the newsletter will be a bimonthly publication. At the end of each column I will announce the next plane to be reviewed. What I need for you to do is send me any of your favorite tactics that have been successful for you with that particular plane. Also send in some of the tactics that have not worked for you as that could also be an invaluable piece of information for the next pilot.

If you haven't actually played any games with the plane in question try a solitaire dogfight or two and send me your findings. All information will be welcomed and appreciated. What I will try to do from all of the information is to draw some sort of overall composite view of the plane's

good and bad characteristics and the best and most effective way to use the plane in combat.

I am hoping that the column will be informative and helpful, not only from an historical point of view but also from a gaming perspective. I'm looking forward to hearing from many of you.

The first plane in the development of U.S. Marine & Naval aviation to be reviewed will be the Brewster Buffalo.

Please send all of your information to me by no later than Dec. 1, 1979

Also if you have any questions you'd like answered in the column, send them along.

Roger Pittiglio

NEW SCENARIO: (Jim McAmis)

Train Bustin'

Somewhere over France your patrol is just spoiling for a fight. The Luftwaffe seems to have been wiped from the sky (at least for today). Well, you think, since we're here we might as well stir something up. Why not bust a train? There's some railroad tracks, likely place to catch a 'train. Following the "iron compass" suddenly a puffing train rounds the bend. You disperse your flight and go after it. Good shooting and good luck.

Train Composition:

8-18 cars make a good train. you can either make one up or follow these guidelines. There has to be at least one engine and a coal car for each. 1 flak car for every 8 other cars works well. 1-4 ammo cars, 1-4 troop cars, 1-4 flat cars (carrying either armor or artillery), 5-8 general supply cars and a caboose. I would suggest for the boxcars you use blank counters with ammo, troops, general supply, etc. written on one side and. a boxcar drawn or otherwise signified on the other. Shuffle the counters with their cargo designations face down then arrange them behind the engine. This way you won't know where the ammo cars are.

ECL hits count on the engine. EC only, count on all others. It takes four hits to destroy an engine and five hits for all others. Flak suppression is per the game rules. There is a 25% chance that each hit on an ammo car will cause it to explode. When an ammo car explodes it causes 1-3 cars on both sides to derail and one car on each side to catch on fire. If another ammo car is adjacent it catches on fire and. derails and burns successive cars. Two C hits on a locomotive will cause the train to stop. For every E hit scored on the locomotive there is a 50% chance it will explode, derailing 1-6 cars and stopping the train.

The train moves at the rate of one hex per turn. you can layout any type path you wish for the tracks to follow and the addition of terrain adds interest to this scenario.

To determine what kind of flak is present roll one six sided die:

- 1 - 3 factors of light flak on each flak car
- 2 - 5 factors of light flak on each flak car
- 3 - 2 factors of light flak on each flak car
- 4 - 6 factors of heavy flak on each flak car
- 5 - 7 factors of heavy flak on each flak car
- 6 - No flak but this is an armored loco train (add 1C and 1E hit to destroy)

Sample train: 1 engine, 1 tender, 2 flak cars, 3 ammo cars, 2 troop cars, 2 flat cars carrying armor, 1 flat car carrying artillery, 5 supply cars, 1 caboose.

Suggested a/c - British .. Hurricane II, Spitfire V, Typhoon, Mosquito IV FB, Beaufighter, Tempest, Spitfire other marks. Arm these a/c with bombs or rockets. German .. FW 190, Me 109, Ju 87. Arm as above. American .. P-51, P-47, P-38. Arm as above. you might even want to try a Buffalo to see how they fare.

AF/D CAMPAIGN GAME RULES
Jim McAmis

INTRODUCTION:

There will be 3 missions flown per phase. Each phase being roughly equivalent to 6 months. There will be one dogfight and one bomber/interception mission per side as well. At the conclusion of each phase each side will automatically have up to 1/2 of their destroyed a/c replaced free of charge. They will also receive up to 1/2 of their lost pilot's replaced with Green -3 pilots free of charge. Additional a/c and pilots may be "purchased with accrued victory points. The a/c will be chosen from a list supplied by me to each side. The cost for pilots is as follows:

-3 Green	5vp
-2 Green	7vp
-1 Green	10vp
avg.	15vp

There should be enough a/c for all players to fly each mission. However, pursuing the enemy with damaged a/c to the point of losing your a/c with no or little return may anger your commander. Remember, this is a campaign game and your a/c is precious. On the other hand, running from a fight might anger him as well, (but knowing most of you that won't happen).

We will use the following move recording format:

Aircraft Name	#	Starting Hex-dir	Spd/Alt/Bank/Mvt/Alt.	Final change/Spd /Alt/Bank/Hex-dir
Eg. Me109 F4/B	#1	2716-3	5/2.6/RB	/R4P/+0.5 /4/3.1/RB 2720-4

In the event that two or more a/c owned by different players fire on identical targets which are then destroyed, the kill will be divided equally among the attacking a/c if no one attacker scored enough hits by itself on the turn to destroy the target. Should one attacker score enough hits (or a Critical Hit) to guarantee destruction, then that a/c will receive the kill. If more than one a/c should each score enough hits to down the target, the kill will be divided equally among the a/c doing this.

Mission descriptions and objectives will be provided to the commanders and all players by me after which they make their plans and play begins. Victory conditions and victory point allocations for each side will be unknown to the other. Also the chances of a bailed out pilot to return to base will be given for each game.

RULES

Each side will be given a number of planes and a greater number of pilots. Each pilot or crew is given characteristics as per the expansion kit rules. To determine the level of aces take the minimum and add the roll of one die. Green pilots improve one grade per mission until they become average.

AIRCRAFT REPAIR AND MAINTENANCE

- 1) The ability to perform repairs is limitless (assume infinite number of mechanics, time, etc.)
- 2) The ability to perform repairs is limited only by the number of repair parts available. Each side is given an allocation of “parts” at the beginning of each phase. Left-overs may be carried over into the next phase.
- 3) Inventory of parts is determined as follows: # a/c X # Hits X 1.5 = initial inventory

Example: 16 Corsairs X 3 E-hits per a/c X 1.5 = 72 “E” parts available per phase, and so on for the other categories.

- 4) At the end of each mission any damaged a/c may be repaired from available stocks. Note, that it is also possible to cannibalize a “hanger queen” if needed.
- 5) Repair parts stock must be based on the type of a/c for “E” and “C” hits only. “W”, “F”, “L” and “G” parts are assumed to be interchangeable,
- 6) Mission availability is determined by damage status after repairs,
 - a) Any a/c with unrepaired “L”, “E”, “C” hits may not fly.
 - b) Any a/c with 50% or more “W” or “F” hits may not fly. Any a/c with less than 50% “H” or “F” hits may fly but must fly as if “loaded”.
 - c) Any a/c with unrepaired “G” hits may fly, but with gunnery reduced accordingly.
- 7) As normal maintenance each a/c that flies a mission must use one “E” part per engine.

PILOT INJURY

1. Any pilot / crew that receives 1 C hit misses 1 mission.
2. Any pilot / crew that receives 2 C hits misses 2 missions.

A/C DAMAGE

Any severely damaged a/c that attempts to land may crash in the attempt,

$\geq 75\%$ W hits	75% safe landing
$\geq 75\%$ F hits	65% safe landing
$\geq 25\%$ C hits	60% safe landing
$\geq 50\%$ C hits	50% safe landing
$\geq 75\%$ C hits	35% safe landing
$\geq 25\%$ E hits	75% safe landing
$\geq 50\%$ E hits	65% safe landing
$\geq 75\%$ E hits	60% safe landing
$\geq 75\%$ L hits	60% safe landing

If a crash results due to "L" hits roll 1 die

- 1, 2, 3 - Fire
- 4, 5 - No Fire
- 6 - Explosion (a/c destroyed, pilot killed)

Crashes due to other hits roll 1 die

- 1 = Rough Landing - add 2F, 2W & 1E hits.
- 2 = Nose over crash - add 4F, 2W, 3E & 1C hits.
- 3 = Cart wheeling Crash - a/c demolished add 1C hit
- 4 = Rough Wing Set Down - roll 1 die, # spots = # additional W hits
- 5 = Rough Tail Set Down - roll 1 die, # spots = # additional F hits
- 6 = Under Carriage Collapse - 3F, 4W, 2E & 1L hits

Roll one die again to determine if a/c bursts into flames.

- 1, 2 = Fire
- 3, 4, 5, 6 = No Fire

If the a/c catches fire the pilot may try to get out using the bailout chart and subtracting 1 from the die roll. He may use it up to three times adding one "C" hit per unsuccessful attempt. If the "C" hit added due to crash and / or fire would normally kill the pilot roll one die:

- 1, 2, 3 = Pilot survives
- 4, 5, 6 = Pilot killed

To determine the extent of injuries if the pilot survives roll one die:

- 1, 2 = Will never fly again
- 3, 4 = Misses two missions
- 5, 6 = Misses four missions

PERCENTAGE INDEX (2 dice)

5%	11
10%	9
15%	6
20%	7, 12
25%	4, 7
30%	7, 8
35%	2, 4, 5, 6
40%	5, 6, 8
45%	6, 7, 8
50%	4, 5, 6, 7
55%	5,6,7,8
60%	3,5,6,7,8
65%	4,5,6,7,8
70%	3, 4, 5, 6, 7, 8
75%	All except 2, 3, 4, 10
80%	All except 2, 4, 10
85%	All except 3, 11, 12
90%	All except 9
95%	All except 11
100%	All

EXAMPLE:

A Corsair returning to base with the following damage:

- 2W 33% Landing Check - ok no roll needed
- 6F 75% Landing Check (65% safe) - rolls 3 = ok
- 1C 33% Landing Check (60% safe) - rolls 5 = crash
- 2E Don't check the rest
- 1L Don't check the rest

Type of crash - 3 Cart wheeling a/c destroyed - no salvageable parts.

2 hits on pilot

Fire roll - 4 - No Fire

2C hits on pilot = 2 missions missed

GENERAL. ANNOUNCEMENTS:

On request for a couple of you. I have been able to scrounge up a couple of copies of Dauntless. They cost me \$13.50 apiece (including shipping and handling) and I'll let them go to any of you for that price. Sorry, only one per person and first come first serve. 'Write first before you send. any money.

If the demand is great enough I might be able to round up some more and possibly get a better price. Although the game is rare in some parts of the country I have found that it is readily available in others.

If you have any questions or suggestions write me.
AF/D Society C/O Jim McAmis