FLYING SIMULATORS

NEWSLETTER OF THE AF/D SOCIETY VOLUME 1 NUMBER 7&8

I hope everybody is enjoying/preparing to enjoy the Holidays. I know it's busy around here and those of you with kids must be even more so. I'm looking forward to the time off myself. There is a call by John Ratzenberger for "house rules" in this issue. I need to stress to you all that this is entirely up to you. Let me know how you feel about this idea. I've already gotten a lot of stuff from some of you (some of which has been printed here). Don't expect anything real soon because I want these rules to be thoroughly tested. After they are the Society will probably print a booklet of all house rules for distribution to members.

You will notice a colored circle on your address label. The meaning of these are as follows. If it is RED, this is your last issue. If it is GREEN, you are paid up for the rest of 1981. In other words, it is time t9 pay. your dues for the next year. The cost is (as promised) $6. Make your checks payable to either Jim McAmis or The AF/D Society. Hopefully, we can hold the line on prices but if the postal service goes up on postage, this could be the last $6 year. The printing schedule for next year will be the 15th of each even numbered month. If you want to contribute something, the deadline is the 30th of each odd numbered month.

Happy Holidays and Have a Good 'un,
Jim

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GAME ANNOUNCEMENTS.

1) Norman Albrecht; Wants to run a game (campaign game) of the WWI air game, Aces High. Anyone interested in details write directly to him.

2) Jim McAmis; I have ready a "computer type" air game which I am calling Strategic Air Command. You have the choice of two a/c, the B-52 or the B-1. You also have a choice of timeframes ranging from late 1950's to 1981. There will be a fee for this one because it takes a lot of extra supplies to set it up. The fee is $2. For that you will get a customized mission and rules for the game. Write me if you are interested.

WHAT WE NEED IS SOME “HOUSE RULES”
John Ratzenberger

You are probably wondering if I have some inner drive to see my name in print or something rest assured that is not the case (I don’t think) but the arrival of AF/D/X has to rank along with sex and sliced bread. Having been a WW2 aviation fan for years, it was just the game I was looking for. Thus I just have to get involved in as much as I can - despite the screams of wife /etc.....

Anyway, the point of this is that we need to establish a (or several) central points for consolidating rules changes/etc that we can all use in our games. I’m not sure how many AF/D/X players there are out there we seem to have a fairly healthy following subscribing to FS. Since the AH “version” will be a fiasco, but will be the most prevalent version on the market, we are essentially left to our own devices - certainly if their response to our play test comments is any indication, there will be very little chance of making improvements to the game thru them. So, we might as well take the basic (ie, original game) and make our own improvements - these could become the basis for a set of “house rules” that all subbers to FS could draw from (or not, as the case may be) for their own games - be they 2-player or multi-player.

Certainly, everybody has an idea of at least one thing they would like to change about the game. I have a lot of suggestions/thoughts, but, as many of you, I don’ have the data available ‘to make an intelligent/accurate suggestion. Yet I feel that there is a tremendous amount of data available out there, if we get it all organized.

To my way of thinking, there are several categories into which this can fall: Scenarios, Weapons, Maneuvers, Other Rules. What I would propose is that some volunteers step forward to take over the job of “coordinating” changes in these areas. Thus, if anyone has a rule change/addition, a aircraft data change, etc, be would send it to the “coordinator”, who would publish it in FS. Then everyone (who wanted to) could comment on it (good/bad/ok,but../ etc). The coordinator would take these comments and put together a final version of the suggested change and publish it as either a “tentative” or “final” house rule. This should give us all a central source from which to draw, and also ensure that we get lots of input from guys with all sorts of data available.

Some examples - I have a lot of scenario type data, but Glenn Larson and Mike Rowles have shown that they are far ahead of me as far as formalizing this sort of information goes - their work has saved me quite a bit. Likewise I have talked with several people that seem to have a lot of good data on a/c maneuvers - something I lack. On the other hand, I have been collecting data on aircraft weapons and actual ammo loads, etc, - and I think I’m pretty well along the way to coming up with some more realistic figures for the game cards - yet I do have holes that need to be filled in.

So, maybe you could let Jim (as the main squeeze in this effort) know what you think of the general idea. You might also let him know if you are interested in taking one of the “coordinator” jobs, or i.f you have any other suggestions on how to break it down.

I, for one, would like to volunteer for the “weapons guy” - and to show the type of stuff one might come up with, will publish my revised weapons ratings in the next issue - that should give us something to kick off discussions with.

R.L.M.
by Andy Johnson

The Dornier-Werke G.m.b.h. (G.m.b.h. equates to Incorporated) produced a number of multi-engine designs between 1920 and 1945. They were best known for their bomber and fighter/bomber work. One late war effort in fighter design produced an aircraft which William Green, in Warplanes of The Third Reich, calls “the most audacious piston-engined fighter of WWII.” This was the Do-335.

The Do-335 was unusual in many ways. It was a push-pull design with two Daimler-Benz DB603E-l, inverted-vee, engines. Each engine was rated at 1800 h.p. and with methanol-water injection could attain 2400 h.p. for short periods. The normal loaded weight of this aircraft was in excess of 21,000 lbs, but it had a rate of climb over 3,000 ft/minute. Operating on rear engine power only, it could still achieve 348 m.p.h. in level flight. Its maneuverability was outstanding, with one exception - it lacked adequate dive braking capability. It was designed with an internal bomb-bay capable of carrying up to 1,000 lbs and external loads up to an additional 1,000 Ibs.

The Do-335A-l was the single seat version. At 26,300 ft it could reach speeds of 474 m.p.h. and cruise at 426 m.p.h. at 23,600 ft. Its armament consisted of a center-line mounted MK 103 30mm cannon and two fuselage mounted MG 151 15mm cannon.

The Do-335A-6 was the two seat night-fighter version. The cockpits were separated and the rear cockpit could not control flight. The armament was the same as the A-1. There is conflicting data on the amount of performance loss with the A-6. Overall, there is an approximately 40 m.p.h. loss in speed, but no appreciable loss in maneuverability.

The B series never reached production. Prototypes of the B series were significantly better armed. The 15mm cannons were replaced with 20mm and an additional 30mm cannon was installed in each wing.

I developed data tables to use the Do-335 in AF/D/X. These tables are strictly subjective, i.e., they represent my personal interpretation of the available data. A-6 data is in parenthesis where it differs from A-I data.
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RAMBLINGS. Just wanted to put in a short note on some books etc. that I have enjoyed/hated and wanted to tell you all about.

IMPACT was a wartime magazine put out by the USAAF during WWII to operational squadrons. They are now being reprinted in their entirety and offered by subscription and in some book/hobby stores. There are 8 volumes at $14 per volume, but they are worth it!. Jam packed with pictures and hard data that is hard to get. If you are interested, drop me a line and I’ll put you in touch with the publisher.

The Final Mission is one of the worst books I’ve ever read. The cover is an interesting drawing of a B-25, bomber pilot and assorted other goodies. Book, jacket promised good story, lots of action (translate scenarios) but the book delivered tripe.

DORNIER Do-335A-1 (A-6) 26 Pts.
Official Name: pfeil (ARROW)

ALTITUDE	STALL SPEED	MANEUVER SPEED	LEVEL SPEED	DIVE SPEED	POWER	BRAKE	-1/.3 CLIMB	+1/.2 DIVE	BANK	TURN	SLIP	HALF LOOP	HALF ROLL
0 - 4.9	0-2	3-5	6-7	8-9	4 (3)	2	.6	1.1	1	2	2	3	2
5.0 - 9.9	0-2	3-5	6-7	8-10	4 (3)	2	.6	1.1	1	2	2	3	2
10.0 - 14.9	0-2	3-4	5-8	9-10	3 (2)	1	.5	1.2	1	2	2	4	2
15.0 - 19.9	0-3	4	5-9 (5-8)	10-11 (9-10)	3 (2)	1	.4	1.3	1	2	2	4	2
20.0 - 24.9	0-4	5 (-)	6-9 (5-8)	10-11 (9-11)	2 (1)	1	.3	1.3	2	3	3	5	3
25.0 - 29.9	0-4	-	5-8 (5-7)	9-11 (8-11)	1	1	.2	1.3	2	4	4	6	4
30.0 - 34.9	0-5	-	6-8 (6-7)	9-11 (8-11)	1	1	.1	1.3	3	4	4	6	5
35.0 - 39.9	0-6 (-)	-	7 (-)	8-11 (-)	1 (-)	1 (-)	.1 (-)	1.3 (-)	4 (-)	4 (-)	4 (-)	6 (-)	5 (-)
LEVEL SP.	-	-	-	-	-	-	-	-	+1	+1	+1	+1	+1
DIVE SP.	-	-	-	-	-	-	+.4	-	+2	+3	+2	+3	+2
LOADED*	-	-	-	-	-	-	-.1	-.2	+1	+1	+2	P	P

FIRE MODIFIER +2
SILHOUETTE +3
TYPE ENGINE I
BLIND SPOTS
H: A(1),12(1),2,4,6(-1),8,10
M: 12(2),2(1),4(-2),6(-3),8(-2),10(1)
L: B(-2),12(-1),2(-1),4(-2),6(-3),
8(-2),10(-1)

*NOTE: a. Can carry 2 SC250 or 1 SC/SD 500 in internal bombay, DO NOT treat as loaded.
b. If carrying external SC250s treat as loaded.

TARGET CHARACTERISTICS

W	7		Cn	5	Mg	-	
F	6		L	4			
C	3		C	(2)			
E	3	E	E		E	3	
G	3C 5C 3C						
(4)(4)(4)							

B-1/2 G 5C 4C 5C 4C 5C
very rare increase pt value to 28.

NOTE:
a. Can carry 2 SC250 or 1 SC/SD500 in internal bombay. DO NOT treat as loaded.
b. If carrying external SC250s treat as loaded.

HANGAR TALK.....
Len Mumbower

PART III. FIGHTER TACTICS AGAINST MASS BOMBER FLIGHTS

Fighters had two primary missions to perform in WWII. Protect ships and shore installations against enemy bombers and protect our bombers from enemy fighters. As the war progressed, their secondary mission was used more frequently in interdiction, support of ground forces and bombing. This article will build on the formation tactics previously discussed and examine fighter combat tactics against massed daylight bomber formations. (Night fighter tactics were quite different calling for 1 or 2 aircraft against a few bombers and highly coordinated with ground controllers usually with radar.) Future articles will cover the other fighter missions.

The bombers of most nations used the Vee formation with 3 plane sections in a V of Vee's for each squadron. This way their defensive fire could be concentrated on the enemy fighters and cover each other's blind spots as best they could. The entire bomber mission (including peel off and join up) was flown in Vee formation. An exception was the British who later in the war did go to a bomber 'stream' of single or small groups of planes (2 or 3) for their night bombing missions. The AAF did use the 'interlocking box' for its B-17's and B-24's with 3 sections of 6 bombers each. Each section was made up of two 3-plane Vee's. Each AAF squadron joined up in wings and eventually the entire group, with 1 lead aircraft for navigation and bomb release timing; closed up tight horizontally and vertically to concentrate their defensive fire.

As we know, each bomber had it's blind spots and weak areas for formation defense against fighters, particularly early German and Japanese bombers as well as all dive and torpedo bombers. Evasive maneuvers consisted primarily of turns and changes in altitude to throw off heavy flak computations and fighter runs. Most nations coordinated their flak so that it was not used when friendly fighters engaged the bombers.
In attacking bombers, four things were essential:

1. Each fighter must traverse through the bomber formation as quickly as possible to minimize the time of exposure to defensive fire.
2. The angle of attack must be chosen to maximize exposure of the bombers critical parts (engines, fuel tanks, cockpit) as the fighter raked its gunfire across the bomber.
3. The angle of attack should also be chosen considering the particular bombers blind spots and weakest gunfire zones.
4. Fighters should be traversing the bomber formation, if possible, from several directions and angles simultaneously so as to saturate the bombers formation defensive fire.

Generally, one group of fighters would be assigned to take on the bomber's fighter escort while the other fighter group would take on the bombers. Let us now examine this latter group's tactics.

Attacking a daylight flight of bombers was done as a team effort in a highly coordinated manner. The fighter group leaders (2 or 3 squadrons if possible) would position their squadrons ahead and to either side of the bombers and at a higher relative altitude (1000-2000'). If they were to the left of the bombers they were in left Echelon (and vice versa). With each squadron in position, the attack would be done together.
Generally, you worked in from the perimeter of the bomber formation so as to avoid having to go through the middle of the formation where defensive fire would be more intense and the danger of collision was greater. Once a bomber was crippled and fell out of formation, he was a sitting duck and easily picked off.

We were taught and practiced 3 different tactical runs. All were executed from the Echelon formation with peel off

at 5 second intervals for each fighter's run followed by a join up on the opposite -side of the bomber formation in echelon (opposite direction) ready for the next run. Actual firing at the bombers lasted only a few seconds each run as we sped through the formation. After peel off, the 3 types of runs were:

1. Hi-side...approach the bombers directly from the front and above, do a Split-S (half roll followed almost immediately by most of a half loop) so as to fire our guns from above and to the rear of the bomber (6 o'clock position). After firing continue to dive and turn away from the bombers until clear of the entire bomber formation then use the speed built up plus throttle to climb out to the opposite side and rejoin the rest of the squadron. This tactic was used particularly if the bomber defense was weak to the top and rear. (Figure 6)

2. Flat-side...approach the bombers from the front and to their side in a diving turn toward the bomber selected. Firing was thus executed from the side and rear of the bomber (4 and 8 o'clock position). After firing continue the flying the same as in the hi-side tactic. This kind of run was particularly good against bombers with weaknesses to the rear side. (Figure 7)

3. Lo-side...approach the bombers from the front and side, but continue the diving turn so as to come up on the bomber from below his altitude and to his rear. After firing resume your dive along with a turn away from the bombers and toward your squadron with join up the same as in the other tactics. This kind of run was particularly good against bombers with weak bellies, but had to be done carefully since you lost some speed as you pulled up to fire and you had to avoid collisions with other bombers in the formation. This was a good run against dive and torpedo bombers. (Figure 8)

You will note that all three tactics gave the bombers defensive gunners difficult deflection shots...particularly with each squadron sending fighters every 5 seconds with different tactics and angles. You will also note that we were not taught to make a direct frontal or rearward approach for firing. The problem with both of these is that the 'least' target is exposed to the firing range of your guns. Further, in the head-on approach, the closing rate is so fast that your time to effectively fire is greatly shortened and it is most difficult, because of the relative speeds, to get turned around and set up for another pass. The rearward approach, on the other hand, exposed the fighter to more defensive fire for a longer time (less relative speed) and did not provide a poor deflection shot for the bombers gunners as in the case of the three tactics described above.

This is not to say that some fighters didn't try these approaches. The Germans used a direct frontal attack on purpose to try and knock out the 'leader' aircraft of the B-17 or B-24 formations and to minimize defensive fire. They also tried Ju-88's firing rockets from the rear of the bombers out of range of their defensive fire as a preliminary to other fighters attack. Their rocket/jet aircraft used tremendous speed advantages to climb or dive straight through while firing. There were occasions when a single or small group (2 or 3) bombers or patrol aircraft were caught and had minimal rear gun protection and the fighter had a good speed advantage so the rear approach could work. However, the three tactics I described were the primary ones recommended and used.

Each of us was also taught to fire at the same aircraft or section until a bomber was destroyed or seriously crippled before shifting our sights to another. With 5 second peel off intervals, there was enough time and the tactic provided for a quick shift to another bomber target in the section or flight with a slight turn and pull on the joystick if you saw that the fighter in front of you had finished off the bomber.

Earlier I mentioned that 2 or 3 squadrons should attack simultaneously. This was accomplished by placing the squadrons on both sides of the bombers and timing their peel offs so as to have fighters in the formation every 2 or 3 seconds. Further while one squadron might use the hi-side, another would use the flat and/or lo-side tactics simultaneously. Of course, each squadron chose different parts of the bomber formation to help minimize the chance

of mid-air collisions with other fighters.

Generally, the squadron leader put the group into Echelon as he approached the bomber formation and flew the squadron to the area above, to the side and in front of the bombers that would best facilitate the type tactic to be used by all planes in his squadron. It was the leader's responsibility to choose the right spot to begin to peel off. For hi-side runs he'd be in a little closer to the bombers, for lo-side, he'd be a little lower in relative altitude so too much speed was not built up for the brief pullout type climb to shoot at the belly. Each pilot was expected to hold discipline and not break out on his own. Violations during combat were subject to severe discipline if they survived the battle since 'going it alone' generally left one a sitting duck.

For the AF/D game, it is possible once an aircraft has peeled off to fly the three tactics using the current rules. However, I will recommend some optional new maneuvers which will make it easier to fly the attacks and join ups. The maneuvering of the squadron relative to the bombers in terms of relative positions, speed, and altitude must, of course, take into account the fighters capabilities as well as the bombers and it's potential evasive tactics.

This should be handled so that each fighter on its run will be able to fire at the bombers from 0 to 3 hexes away if possible from the 4, 6, or 8 o'clock position of the bombers depending on the tactic. For the flat-side and lo-side tactics, this will call for a 60 degree turn toward the bomber in the last hex in the 4 or 8 o'clock areas. Further in the flat-side, the plane will be diving throughout, whereas in the lo-side, there will be a diving turn, a brief nose up climb attitude for a few hexes followed by a continued dive. For the hi-side tactic, the fighter should end up in a dive in the 6 o'clock position with his nose pointing down at the bomber following his Split-S (half roll/half loop).

Let me give some examples. Assume a fighter squadron in level bank, maneuver speed and in left echelon with bombers on the right, behind and below us. Each plane in the flight will go through the following sequence:

1. Flat-side (Figure 9)

    a. peel-off...shift over and forward 1 hex, change facing 120 degrees a/c still in level bank (new peel off rule accounts for the RB, steep turn and return to L)

    b. dive...as appropriate for aircraft and place plane in LB.

    c. end run in the 8 o'clock position with L turn slightly above bomber attitude (within 500') but nose down.

    d. after firing, continue straight ahead, dive, and place aircraft in bank and turn to avoid other bombers and to facilitate climb out to the rest of the squadron for join up.

2. Lo-side (Figure 10)

    a. peel off...same as Flat

    b. dive and go to LB same as Flat but to a position below the bombers altitude.

    c. end run in 8 o'clock position with L turn in climb attitude slightly below bomber (within 500') but nose up

d. after firing go quickly back to a dive, bank and turn to facilitate bomber avoidance, climb out and join up.

3. Hi-side (Figure II)

   a. peel off...same as flat except a 60 degree shift in facing with the plane still in RB may be used instead of 120 degrees and level.

   b. fly to a point directly ahead and above the bombers but approaching them head on.

   c. perform a half roll followed by a half loop and dive to end up in the 6 o'clock position, nose down and slightly above the bomber.

   d. after firing continue dive, turn cl~b out and join up same as other 2 tactics.

Reflection upon the above would seem to indicate that the current AF/D rules could accommodate the above tactics pretty closely with judicious flying so as to end up in the correct hex. Note that the only use of inverted position is in the hi-side tactic. Also in the hi-side attack the plane can commence it's roll in the LB or RB attitude with the same effect as in the current rules for half roll/half loop combinations for eventual bank attitude and shift in location to the adjacent hex. However, the current rules do not provide for some portions of these tactics. The la-side calls for a dive, brief climb (nose up) possibly in the same movement turn, followed by a quick dive out of the bomber formation.

Also the real hi-side tactic used the Split-S which was entered with a 1/2 snap roll, not the half roll in the current game which is actually a slow roll as shown by the number of entrance hexes needed. Further, the partial half loop in the real tactic was performed almost immediately following the 1/2 roll and the plane ended up almost immediately below the point where he began his roll/ loop combination but still in a dive (not several hexes further down the flight path in level attitude). (The AF/D rules actually provide for an egg-shaped loop--later articles will provide revised loop and roll maneuvers plus add new ones such as chandelle and immellman.)
Finally, all three call for the ability of the fighters after they fire to quickly change bank attitude and turn while diving to avoid other bombers (And fighters) as well as get set on a path back to the squadron for join up.
The following rule options are therefore offered:

1. For the lo-side tactic, the aircraft is allowed while in a dive to go to a nose up attitude at the end of his current movement phase provided:

   a. he intends to fire this turn

   b. he executes a 60 degree turn toward the bomber and moves forward 2 hexes after the turn of 60 degrees.

   c. cost for this move (use NU for log notation) is 2 moves & 2 speed.

2. For the Hi-side tactic version of the Split S the number of hexes entered prior to this maneuver (use SPLIT for the log) is equal to 1/2 the total of both half roll and half loop maneuver costs shown on the data card. (include the dive speed penalty for half loop ... not half roll in your computation and round up). The plane must be placed in the maximum allowable dive rate. The aircraft will end up turned 180

degrees and possibly shifted to the right or left (if start in RB, heading of 1, will end up in RB heading of 4 and shifted to the left of your original line of hexes...does loop portion from IL). The cost for this maneuver is 1 move and a speed. Plane remains in dive.

3. For all three tactics, after firing, the aircraft may perform a bank and turn 60 degrees in direction consistent with his new bank attitude in any hex entered during the turn immediately following a planned firing. This bank and turn can be done while continuing to dive and the maneuver hex entry costs shown on the data card can be ignored this turn. The cost is 1 move and 1 speed. Notation on the log sheet for this maneuver is EXT.

4. If one aircraft in a squadron does a hi-side run all aircraft in that run must do a hi-side run. Aircraft in a squadron performing Flat or Lo-side runs have a choice for each of their runs.

5. All aircraft when they peel off will note in their log sheet either HI, FLAT, or LO to signify the type run in order to use the special rules noted above.

6. Any pilot that deliberately breaks discipline and 'takes off' on his own (not due to damage) will immediately suffer a critical wing hit on his next combat and must roll for damage per expansion rules as a penalty.

Now try the formation rules presented last issue of FS along with these fighter attack rules against bombers in your-games and let me know your comments and suggestions. Next issue, we'll discuss new dive and glide bomb tactics and rules, to be followed by low-level tactics such as strafing, napalm, and rocket tactics as well as additional fighter tactics.

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RAMBLINGS CONTINUED.... The Right Stuff a Look by Tom Wolf about the astronauts is an excellent book. Lots of the beginning is about the training of Navy fighter pilots with a good feel for the psyche of the men. Especially insightful is his description of carrier landings. Really interesting stuff.

There was a slight change in the Game announcements in that a game other than AF/D has been advertised. If you haven't seen Aces High, you need to (especially if you are interested in WWI) It is basically AF/D in 1914-18 with several interesting changes. It was published as the game in The Wargamer magazine. You can probably still get a copy.

Another WWI game that has made a splash is Ace of Aces. You have probably seen it advertised. It consists of two books of views from the respective cockpits and rules for their use. There is even an advanced game and possibility for campaign play. My wife (who views wargaming with emotions akin to her love for spiders and mice, but tolerably (Lord love her)) even plays it. Just between you and me, we have played 7 times and she shot me down 5 times. Be warned if you get your "Honey" to play.

Modification to Firing
(or How I Shot Down a Zero on My First Mission with My First Burst)
Jim McAmis

In reading various and sundry accounts of aerial combat from all side and all fronts, I have come to the conclusion that the CRT of AF/D does not accurately reflect the sudden destruction that oftentimes was the case. What I am referring to are the . . numerous accounts of the pilot's getting off a snap shot that completely destroyed or severely damaged his opponent. Most of these pilots were excellent shots and later became Aces. Therefore, I propose the following modifications.

The only thing you will need is a deck of cards (remove Jokers) and the AF/D game. For each pilot you will need his natural shooting ability, number of kills and skill level. You then will calculate a number I will call Concentrated Hit Number (CHN for short). To get the CHN you take: Natural shooting ability +(# kills/5) + (-1, if Green -1; -2, if Green -2; -3, if! Green -3, 0, if Average). Example: CHN = NSA (4) + 3/5 + (-1(for Green -1)) = 3 3/5 (drop all fractions) so CHN = 3. At the time of each pilot's first combat (each mission, a playing card is turned over and using the following table, the results are applied:

Pilot Skill	Suit of the Card	Result
GREEN	Spade	May use concentrated hit table if number on card is less than or equal to the CHN.
AVERAGE	Spade or Club	May use concentrated hit table if number on card is less than or equal to the CHN.
ACE (5 - 19 kills)	Spade, Club, Heart	Same as above
ACE (20 -kills)	Any Card	Same as above

If a pilot is given the concentrated hit ability, he uses it throughout the mission. If he fails to get it he cannot use it at all in the mission. In our example, the pilot would have had to have pulled an ace, two or three of Spades to get the concentrated hit ability.

Alternatively, each pilot can pull each time they have combat meaning sometimes they would get it and sometimes not. It is merely at your discretion. Be warned that this option makes the game often swift and sure, but if you are tired of shooting all day at that Me 110 or Betty, try this option. I think you'll find it as interesting and fun as I have.

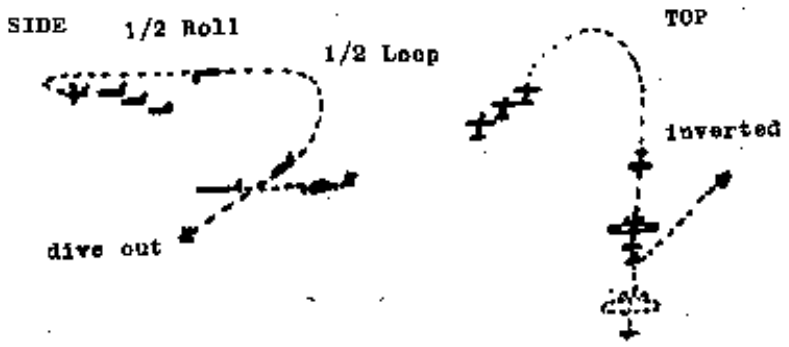

Figure 6 HI SIDE ATTACK

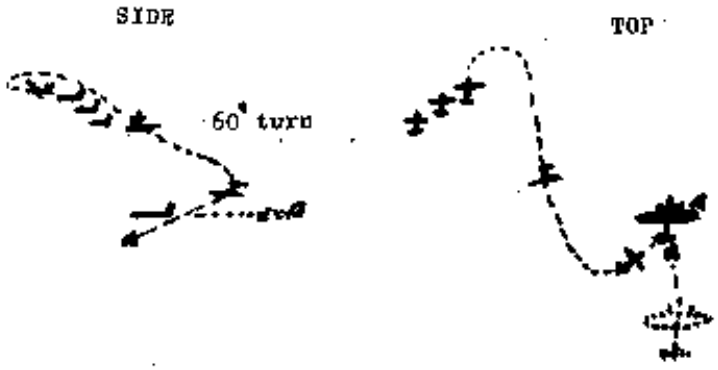

Figure 7 FLAT SIDE ATTACK

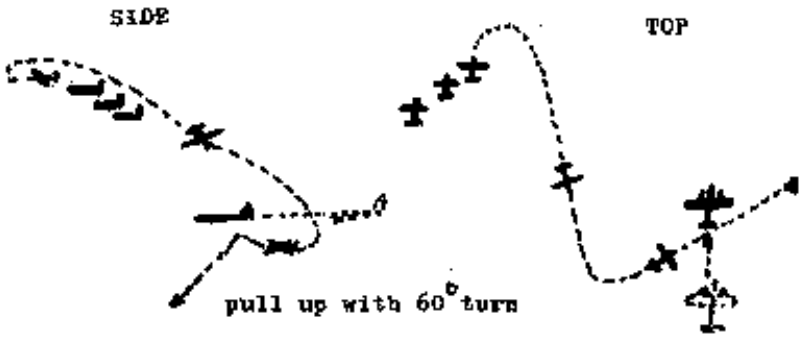

Figure 8 LO SIDE ATTACK

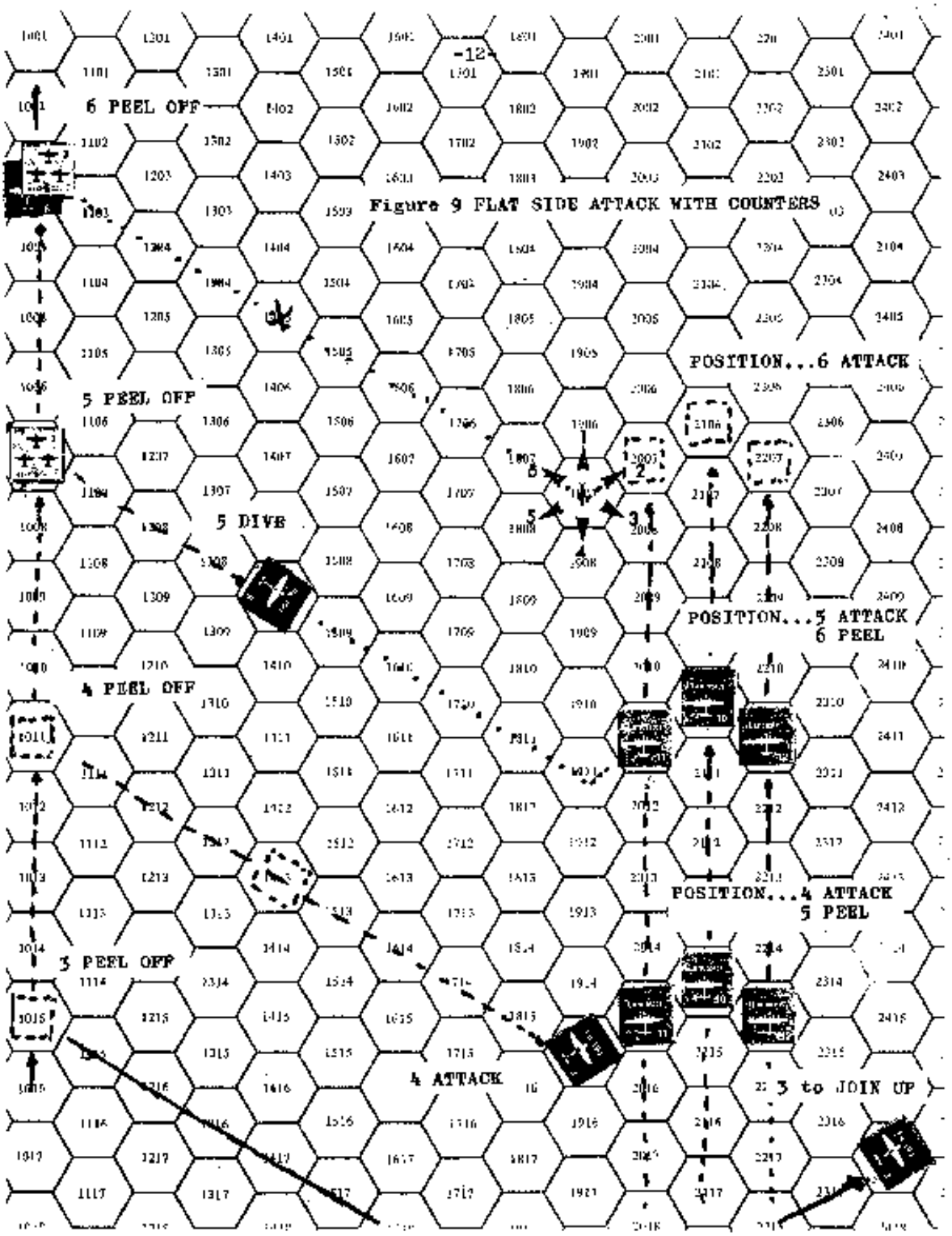

Figure 9 FLAT SIDE ATTACK WITH COUNTERS

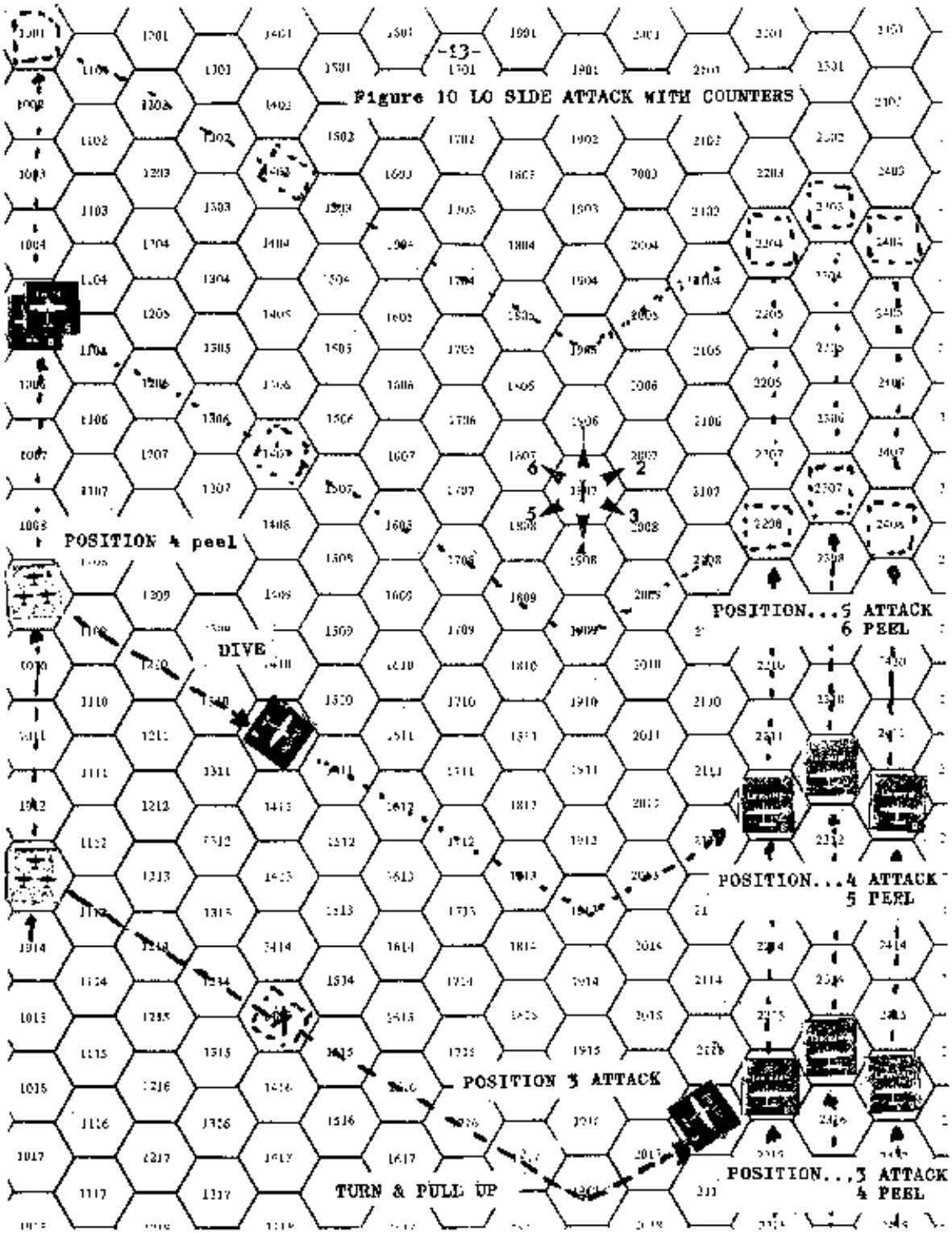

Figure 10 LO SIDE ATTACK WITH COUNTERS

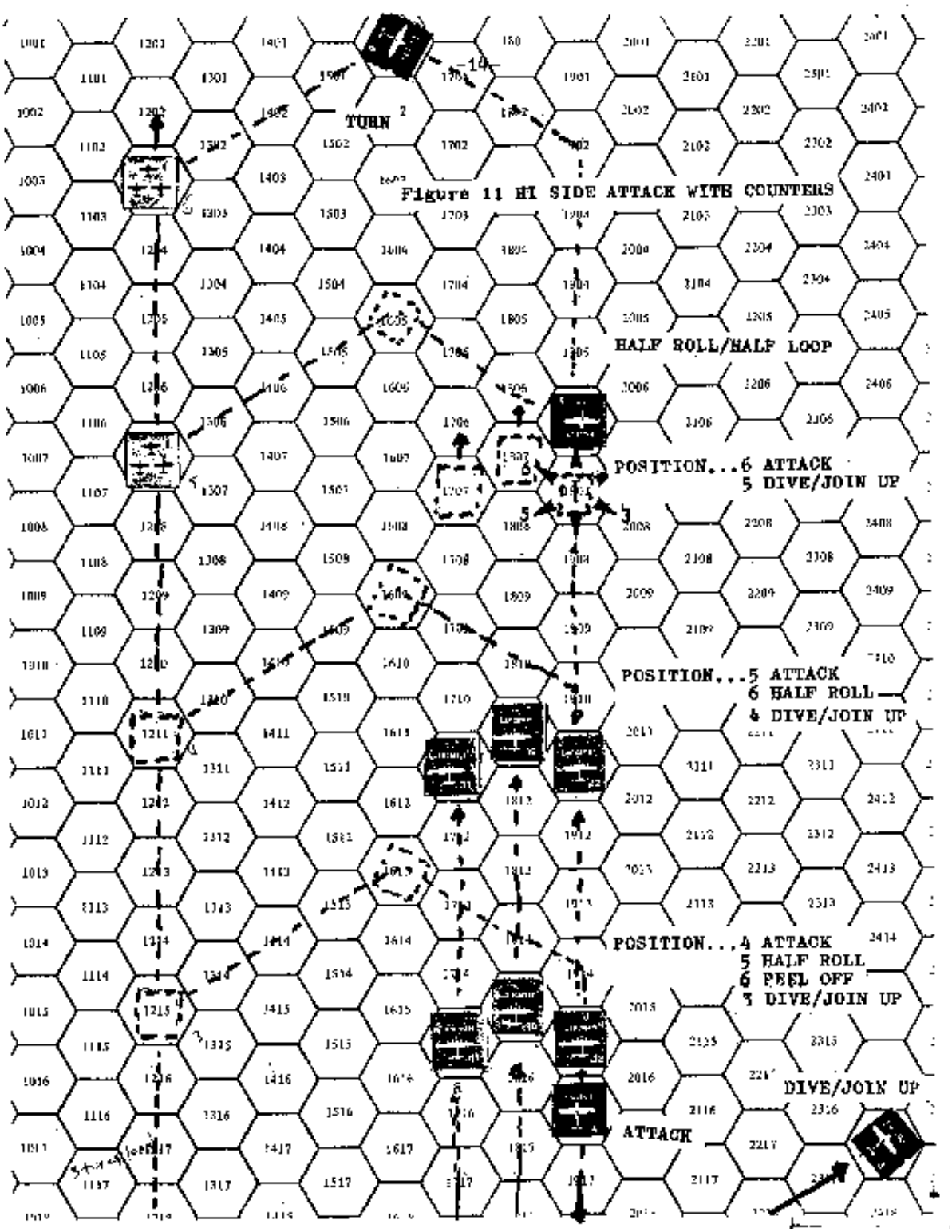

Figure 11 HI SIDE ATTACK WITH COUNTERS

... Boy, I wish the GM would get our moves out. This is murder!

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