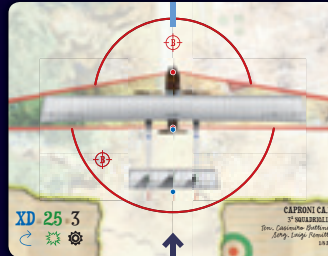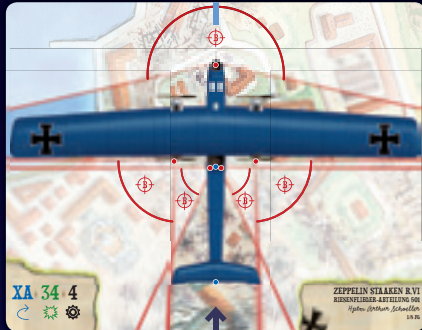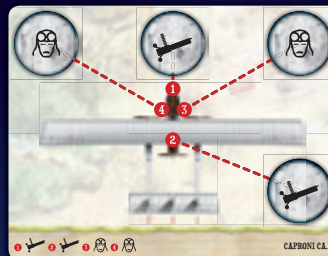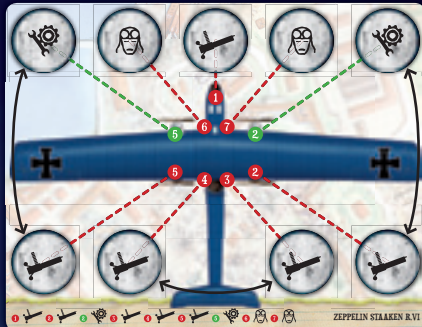# Wings of War™

Flight of the Giants

Rulebook

GAME MATERIALS
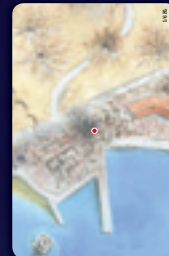

AIRPLANE CARDS (8)

AIRPLANE MANAGEMENT CARDS (8)
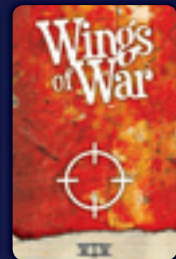

MARKERS, TOKENS, AND COUNTERS (85)

MANEUVER CARDS (6 DECKS: XA, XA, XB, XC, XD, XD) (78)

TARGET CARDS (6)

BOMB CARDS (12)

DAMAGE CARDS (1 DECK: B) (44)

AIRPLANE CONSOLES (6)

WINGS OF WAR - FLIGHT OF THE GIANTS

Flight of the Giants is an expansion set for the **WWI Wings of War** game. It adds to the game the large, multi-engine planes that brought terror at a range of hundreds of kilometers of distance, with detailed rules to handle them and improved rules for bombing.

The first bombing from an airplane happened during the Italo-Turkish War: Italian Tenente Giulio Gavotti dropped four Cipelli bombs from his Etrich Taube over Ottoman troops near Ain-Zara on November 1, 1911. Soon, Igor Sikorsky in Russia and Giovanni Caproni in Italy developed multi-engine planes that became the first strategic bombers.

During World War I, several nations developed giant planes that could bring heavy loads of bombs far behind enemy lines. Sadly, cities and civilians became targets too, and 23 years before the Battle of Britain of 1940, several raids made with multi-engine planes hit London and its population. However, the giants of the sky served their armies in several other roles too.

To use this set, you must own any **Wings of War** boxed set that includes the basic game rules and some single-engine planes, such as **Famous Aces**, **Watch Your Back!**, or **Burning Drachens**, or the **Wings of War WWI Miniatures Deluxe Set**. So, take off and start the flight of the giants!

MARKERS, TOKENS, AND COUNTERS

CASUALTY MARKER

CREW MOVEMENT TOKEN

ENGINE DAMAGE TOKEN (FRONT/BACK)

TWIN MACHINE GUNS MARKER

CREW TOKEN-GREEN (FRONT/BACK)

CREW TOKEN-YELLOW (FRONT/BACK)

WOUNDED CREWMAN TOKEN (FRONT/BACK)

ALTITUDE COUNTER

FLAME TOKEN

STEEP MANEUVER TOKEN

CLIMB COUNTER

JAMMED MACHINE GUNS MARKER

SMOKE TOKEN

3

Basic Rules

Wings of War

MULTI-ENGINE PLANES AND BASIC RULES

All the basic rules of **Wings of War** apply to the multi-engine planes included in this set. To use these "giants of the sky," you should also use the rules in this section.

CENTER OF THE PLANE

On multi-engine plane cards, there is no longer a single red dot at the center of the plane. Instead, there is one blue dot at the center of the plane and one blue dot on the tail. Use the blue dot at the center of the plane to decide whether the plane is inside or outside the gaming surface and for any other use apart from firing. When using the basic rules, ignore the blue dot on the tail (it is used with the **Tailing** optional rule, see page 7).

Red dots are used to mark machine gun positions: there is one for each arc of fire. To measure the range when firing with a specific machine gun, use the matching red dot.

MULTIPLE ARCS OF FIRE

All multi-engine planes have several red letters on their airplane cards, that tell you which type of damage card to use when you hit your target. Next to the red letter, you can find a corresponding red arch to identify the firing arc for that machine gun. The Curtiss H.16 and the Felixstowe F.2A cause "A" damage in their front firing arc; all other firing arcs of planes in this set cause "B" damage.

Pay attention to firing arcs that overlap other firing arcs; a target plane can be fired at by more than one of a plane's machine guns at the same time.

Planes with several firing arcs can fire at one target for each of them after each movement phase.

Exception: since the machine gun of the right arc of fire and the one of the rear arc of fire of the Friedrichshafen G.III were manned by the same gunner, this model of plane can fire only one of these guns after each movement phase, not both.

If a multi-engine plane takes jamming damage, only the machine gun that caused the jamming damage card to be drawn is jammed.

Optional Rules

Wings of War

MULTI-ENGINE PLANES AND OPTIONAL RULES

Some of the **Wings of War** optional rules are modified for multi-engine planes or don't apply to them. In this section you have all the details about these differences. When you use an optional rule, apply also the relevant paragraphs here.

SPECIAL DAMAGES

The effects of two special damage results change when applied to multi-engine planes. Engine hits and crew hits require different procedures and have different effects on multi-engine planes than they do on single-engine planes.

This symbol 🦷 means that the engine is damaged. This special damage must be announced. Take two of the engine damage tokens introduced in this set, one with a "1" on the front and one with a "2" on the front (both with the engine damage symbol on the back), pick one of those tokens at random, and

ENGINE DAMAGE TOKENS

keep the selected token secret next to the airplane management card. The number on the engine damage token is the amount of engine damage the plane suffers.

When the plane has suffered an amount of engine damage equal to the number of engines the plane has, the plane must use at least one stall maneuver each turn (a maneuver card with a short arrow and the stall symbol) for the rest of the game.

When a plane has suffered more engine damage than the number of engines the plane has, the plane is eliminated. For example, if a two-engine airplane takes three engine damage, it is shot down and eliminated. The same happens to a three-engine plane that takes four engine damage, and to a four-engine plane that takes six engine damage.

In addition, if altitude rules are being used, when a two-engine plane suffers one engine damage, or a three or four-engine plane suffers two engine damage, its climb rate increases by one.

On every airplane card, you can find how many engines a plane has. The black number above the black gear symbol in the lower left corner of the airplane card indicates how many engines the plane has. For a complete list of all the airplanes in this set and their number of engines, check the table below.

AIRPLANE	ENGINES
Caproni Ca.3	3
Caproni Ca.4	3
Curtiss H.16	2
Felixstowe F.2A	2
Friedrichshafen G.III	2
Gotha G.V	2
Handley Page O/400	2
Zeppelin Staaken R.VI	4

This symbol 🐧 means that one of the crewmen is wounded. Take as many wounded crewman tokens with consecutive numbers starting from "1" as there are firing arcs (see table) on your plane and place them facedown on the table.

When a plane suffers crew hit special damage, the player whose crew was hit draws one of that plane's wounded crewman tokens at random and reveals it: the matching firing arc is silenced and cannot fire for the rest of the game.

This set introduces airplane management cards to help you to keep track of which crewmen have been wounded. Each crewman has a small numbered circle on the plane that identifies his position on the plane. The small circle is connected to a larger circle, called a role circle, that contains symbols identifying that crewman's role on the plane. The airplane management card uses these role circles to indicate which crewman fires which particular machine gun (each role circle containing a machine gun symbol is linked to a crewman's numbered position). When a crewman is wounded, the player places a casualty marker in the role circle on the airplane management card that corresponds to the number on the wounded crewman token that was drawn. The machine gun that crewman operated can no longer be fired. That crewman's wounded crewman token is returned to the box and will not be used for the rest of the game. Unless the Expanded Crew Damage optional rules are used, crewmen who do not fire machine guns (i.e., crewmen that don't correspond to a firing arc) cannot be wounded – wounded crewman tokens with their numbers are not used. When another crewman is hit, you draw from among the remaining facedown wounded crewman tokens. You can find detailed information about airplane management cards in the section on page **9**.

WOUNDED CREWMAN TOKEN

EXAMPLE

A Felixstowe F.2A suffers a crew hit. Since there are five firing arcs, the player randomly draws a wounded crewman token from amongst those he selected for that plane, numbered from one to five. The player draws a token with a "3" on it, so the crewman in the 3 position has been wounded. The machine gun operated by the crewman at that position is now silenced. Further wounded crewman draws will be from the remaining facedown tokens only. To help players keep track of wounded crewmen, on the airplane management card, every crewman is numbered and is easy to find. The player places a casualty marker in the role circle for the number 3 position on the airplane management card. The wounded crewman token with the "3" on it is returned to the box and will not be used for the rest of the game.
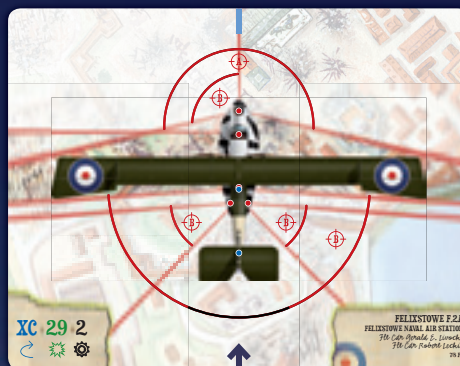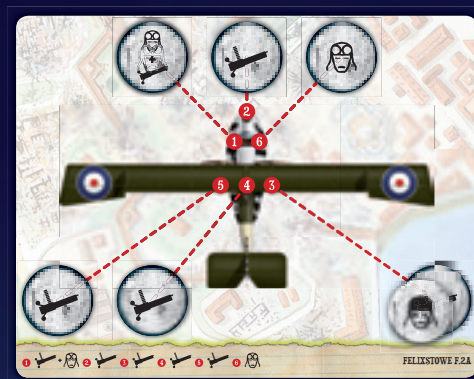
AIRPLANE	NUMBER OF FIRING ARCS
Caproni Ca.3	2
Caproni Ca.4	3
Curtiss H.16	3
Felixstowe F.2A	5
Friedrichshafen G.III	2*
Gotha G.V	2
Handley Page O/400	2
Zeppelin Staaken R.VI	5

*Exception: for the Friedrichshafen G.III take only two wounded crewman tokens even though the plane has three firing arcs (one token with a "1" on it and one token with a "2" on it). If the wounded crewman token with a "1" is drawn, the front gun is silenced, and if the wounded crewman token with a "2" is drawn, all of the guns other than the front one are silenced.

TAILING

Multi-engine planes cannot tail. They however can be tailed as normal by any single-engine plane. Connect the red dot at the center of the single-engine tailing plane with the blue dot at the tail of the multi-engine tailed plane when checking for tailing: all the other rules about tailing remain the same.

DISRUPTION

If this rule is in use, a single-engine airplane taking at least 1 point of damage loses any tailing and aim bonuses for the next phase (if those two optional rules are in use). Multi-engine planes don't suffer this penalty: even if they are hit, they keep any aim bonuses.

ALTITUDE

Altitude rules are the same for single-engine and multi-engine planes. Here you have the climb rates and maximum altitude for every airplane in the game, including multi-engine ones.

AIRPLANE	MAX. ALTITUDE	CLIMB RATE
AIRCO D.H. 2	10	5
Albatros D.III	11	4
Albatros D.Va	13	3
Aviatik D.I	13	2
Breguet BR.14 A2/B2	12	4
Bristol F2B Fighter	13	3
Caproni Ca.3	10	6
Caproni Ca.4	6	6
Curtiss H.16	8	8
De Havilland/AIRCO D.H. 4	11	4
Felixstowe F.2A	6	8
Fokker D.VII	14	2
Fokker Dr. I	13	2
Fokker E.III / A.III	8	6
Fokker E.IV	8	5
Friedrichshafen G.III/G.IIIa	9	5
Gotha G.V	13	5
Halberstadt D.III	10	5
Handley Page O/400	6	8
Hanriot HD1	14	3
L.F.G. Roland C.II	10	5
Morane Saulnier Type N	8	5
Nieuport 11/16	10	5
Nieuport 17/21/23	12	3
Pfalz D.III	11	5
Pfalz D.IIIa	11	4

AIRPLANE	MAX. ALTITUDE	CLIMB RATE
Phönix C.I	11	4
Pomilio PC	11	5
RAF R.E. 8	10	5
RAF S.E. 5a	14	2
Rumpler C.IV	14	4
SAML S.2	10	4
Siemens-Schuckert D.I	12	3
Siemens-Schuckert D.III	15	2
Siemens-Schuckert D.IV	16	1
Sopwith Camel	13	2
Sopwith Snipe	14	2
Sopwith Triplane	13	3
SPAD VII	11	3
SPAD XIII	14	3
Ufag C.I	11	4
Zeppelin Staaken R.VI	9	8

BALLOON	MAX. ALTITUDE
Achthundert English Ae 800	4
Avorio-Prassone AP	4
Caquot M	4
Parseval-Sigsfeld	3

OVERDIVE

Overdive is forbidden for multi-engine planes.

BLIND SPOTS FOR REAR GUNS

If you want to add more realism and make some of the multi-engine planes less powerful, use this rule. It applies to the central machine gun at the rear of the plane.

The rear machine gun of the Curtiss H.16, Felixstowe F.2A, Friedrichshafen G.III, Gotha G.V and Handley Page O/400 (all planes with a black section of firing arc behind the tail) has a blind spot just at the rear of the tail.

Use the ruler to connect the red dot of the rear machine gun with the center dot of the would-be target in the rear firing arc. If the ruler passes through the black section of firing arc behind the tail of the multi-engine plane and the ruler touches any point of the target card with its first half, firing is not possible.

If you use altitude optional rules, the blind spot is only a factor against targets at the same or lower altitude; ignore it if the target is at a higher altitude.
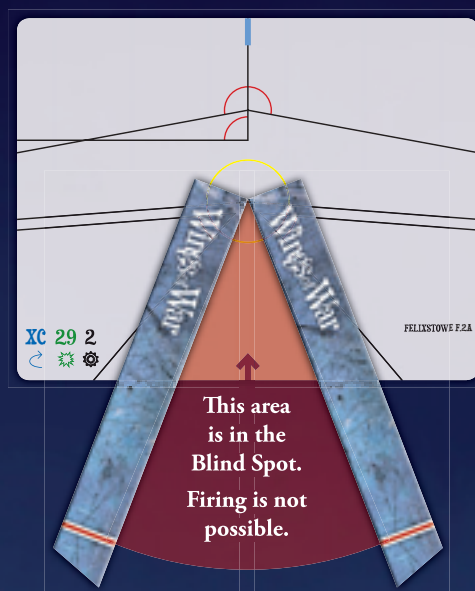
SPECIAL RULES FOR SPECIFIC PLANES

If you want to add more realism, include some or all the rules in this section.

EXPANDED CREW DAMAGE OPTIONAL RULE

The Expanded Crew Damage Optional rule allows you to use an even more accurate system to keep track of the wounds suffered by the crewmen, improving the realism level of the game.

This symbol 👤 means that one of the crewmen is wounded. This special damage must be revealed.

If you decide to use the **Expanded Crew Damage** optional rule, you will still use the airplane management card to help you to keep track of the wounds suffered.

CREW TOKENS

If special crew damage is suffered by a plane and if the crew comprises three members, take three green crew tokens (with "1–3" on the backs), two of which have a picture of one crewman and one of which has a picture of two crewmen on the fronts, mix them facedown, and choose one at random. The drawn token indicates the number of crewmen hit.

If the crew is composed of four or more members, take six yellow crew tokens (with "4+" on the backs), three of which have a picture of one crewman, two of which have a picture of two crewmen, and one of which has a picture of three crewmen, mix them facedown, and choose one at random. The drawn token indicates the number of crewmen hit.

Once you have determined how many crewmen have been hit, you have to check to see who has been hit, so take as many wounded crewman tokens (with consecutive numbers starting from "1") as there are crewmen on the airplane and then put them facedown on the table. Draw one of those wounded crewman tokens at random and reveal it. Now you know the first crewman who is hit, so you have to put a casualty marker on his role circle on the airplane management card and then repeat the procedure if there are any other crewmen hit.
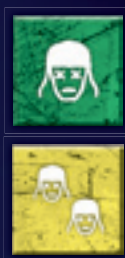
AIRPLANE MANAGEMENT CARD

In this set, you can find an airplane management card for every airplane introduced in it to help you to manage bombers and their special rules during the game.

On each management card, you will find small circles with numbers that refer to the crewmen of that airplane. In addition, connected to each numbered circle, you will find a role circle containing a symbol identifying which role that particular crewman has on the airplane.

Using this airplane management card, you can keep track of the wounds that every crewman on that plane suffers. When a crewman suffers a wound, place a casualty marker on the wounded crewman's role circle on the airplane management card.

Each crewmen has a number in a red circle, but you may notice that in some airplanes there are some numbers that have been repeated inside a green circle as well. These repeated numbers are used for some special rules that characterize some airplanes. On these planes, there are some crewmen who can move between two possible positions. On the airplane management card, you can show these movements using the crew movement token.

When a crewman moves from his starting position, the crew movement token is moved anywhere on the airplane management card (except on a crew position). On the following turn, if the crewman chooses to occupy a position, the crew movement token is placed on the role circle of the position the crewman doesn't occupy. (The crew movement token indicates that the crewman isn't there.) The crewman is at the position without the crew movement token.
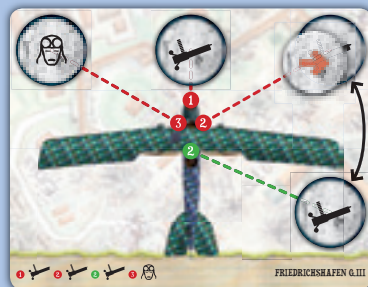
The crew movement token has been moved to the front machine gun position; the crewman is now at the rear machine gun position, ready to fire!

The crew is usually formed of pilots and gunners, apart from a few exceptions that you can find in sections concerning specific airplanes, and on the airplane management card you can see immediately which role the hit crewman has by the symbol in the role circle linked to his number.

Pilots are wounded with no effect to their maneuvering abilities the first time that they are hit and are incapacitated the second time that they are hit. A pilot will have one casualty marker placed on his role circle the first time he is hit and a second casualty marker placed on his role circle the second time he is hit, which causes him to become incapacitated. However, when a pilot with a machine gun suffers his first hit, his machine gun is silenced (even though his maneuvering ability is unaffected). A plane with all its pilots incapacitated is shot down. When a gunner is hit the first time, he's incapacitated and his machine gun is silenced.

If further crewmen are hit, don't draw the wounded crewman tokens of already incapacitated pilots and incapacitated gunners.

You can find on this page a table that tells you how many crewmen every airplane in this set has. On the next page, another table presents the effects of damage on the crew of every airplane in this set.

AIRPLANE	NUMBER OF CREWMEN
Caproni Ca.3	4
Caproni Ca.4	5
Curtiss H.16	4
Felixstowe F.2A	6
Friedrichshafen G.III	3
Gotha G.V	3
Handley Page O/400	5
Zeppelin Staaken R.VI	7

EXAMPLE

A Caproni Ca.4 suffers a crew hit. Since there are five crewmen, the player has to take six yellow crew tokens: three with one crewman, two with two crewmen and one with three crewmen. Drawing one of the crew tokens at random, the player unluckily draws the three-crewmen token. Three crew hits must be assigned to the crewmen of the plane. The player takes the wounded crewman tokens for that plane, numbered from one to five, mixes them up facedown, and draws one. A "2" is drawn, and the player places a casualty marker on the role circle linked to that number on the airplane management card: crewman 2 is incapacitated, and the rear-right machine gun is silenced. Next, the player must draw from the remaining facedown "1," "3," "4," and "5" wounded crewman tokens only. A "5" is drawn, and pilot B is wounded. A casualty marker is placed on the role circle linked to the 5 position. Since he is not incapacitated, his "5" token is mixed back into the facedown wounded crewman tokens for the next random draw, once again done with wounded crewman tokens numbered "1," "3," "4," and "5." The "5" is drawn again, and the player places a second casualty marker on pilot B's role circle on the airplane management card. Pilot B is now incapacitated. Future draws for allocating wounds for the crew of that plane will be done with the "1," "3," and "4" wounded crewman tokens only.
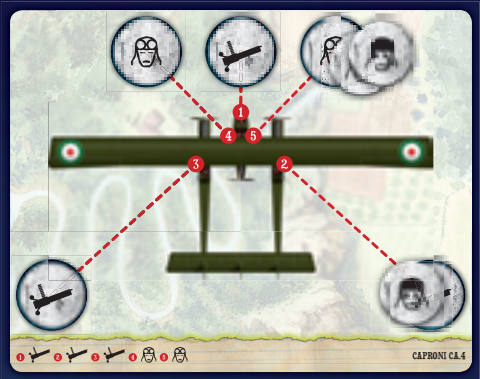
These are the results of the shot: three crewmen hit on the Caproni Ca.4. Crewman number 2 on the rear right machine gun has been hit and the machine gun silenced. Crewman number 5 (one of the pilots) has been hit twice and is incapacitated.

AIRPLANE	CREW 1 HIT	CREW 2 HIT	CREW 3 HIT
Caproni Ca.3	Gunner incapacitated: *Front machine gun silenced.*	Gunner incapacitated: *Rear machine gun silenced.*	Pilot A
Caproni Ca.4	Gunner incapacitated: *Front machine gun silenced.*	Gunner incapacitated *Rear-right machine gun silenced.*	Gunner incapacitated: *Rear-left machine gun silenced.*
Curtiss H.16	Pilot A: *Front-left machine gun silenced.*	Gunner incapacitated: *Front machine gun silenced.*	Gunner incapacitated: *Rear machine gun silenced.*
Felixstowe F.2A	Pilot A: *Front-left machine gun silenced.*	Gunner incapacitated: *Front machine gun silenced.*	Gunner incapacitated: *Rear-right machine gun silenced.*
Friedrichshafen G.III	Gunner incapacitated: *Front machine gun silenced.*	Gunner incapacitated: *Right and rear machine guns silenced.*	Pilot
Gotha G.V	Gunner incapacitated: *Front machine gun silenced.*	Gunner incapacitated: *Rear machine gun silenced.*	Pilot
Handley Page O/400	Gunner incapacitated: *Front machine gun silenced.*	Gunner incapacitated: *If also 3 is incapacitated, rear machine gun silenced.*	Gunner incapacitated: *If also 2 is incapacitated, rear machine gun silenced.*
Zeppelin Staaken R.VI	Gunner incapacitated: *Front machine gun silenced.*	Mechanic incapacitated: *Upper-right machine gun silenced, no right engine repair.*	Gunner incapacitated: *Rear-right machine gun silenced (can be used by crewman 4 instead of his own if not incapacitated).*

AIRPLANE	CREW 4 HIT	CREW 5 HIT	CREW 6 HIT	CREW 7 HIT
Caproni Ca.3	Pilot B	Optional rule (see the notes): *Treat as 2 and draw again.*	—	—
Caproni Ca.4	Pilot A	Pilot B	—	—
Curtiss H.16	Pilot B	—	—	—
Felixstowe F.2A	Gunner incapacitated: *Rear machine gun silenced.*	Gunner incapacitated: *Rear-left machine gun silenced.*	Pilot B	Optional rule (see the notes): *Treat as 4 and draw again.*
Friedrichshafen G.III	—	—	—	—
Gotha G.V	—	—	—	—
Handley Page O/400	Pilot A	Pilot B	—	—
Zeppelin Staaken R.VI	Gunner incapacitated: *Rear-left machine gun silenced (can be used by crewman 3 instead of his own if not incapacitated).*	Mechanic incapacitated: *Upper-left machine gun silenced, no left engine repair.*	Pilot A	Pilot B

Notes to the table: When you use the Expanded Crew Damage optional rule together with the **Rear Gunner of Caproni Ca.3** optional rule (see page **17**) add a wounded crewman token "5" to the other wounded crewman tokens for the crew of that plane. If the "5" is drawn when the crew suffers a hit, the rear gunner is incapacitated (the same as by a result of a "2") and make an additional draw from the "1," "3," and "4" tokens to see who else is hit besides him.

When you use the Expanded Crew Damage optional rule together with the **Upper Rear Gunner Platform of Felixstowe F.2A** optional rule (see page **17**), add a wounded crewman token "7" to the other wounded crewman tokens for the crew of that plane. If a "7" is drawn when the crew suffers a hit, the rear gunner is incapacitated (the same as by a result of a "4") and make an additional draw from the "1," "2," "3," "5," and "6" tokens to see who else is hit besides him.

The Handley Page O/400 has a machine gun position on the rear of the plane that is manned by two gunners, so if one gunner is eliminated, the other one can continue firing. To silence the rear firing arc, you have to eliminate both gunners. On the airplane management card, these two gunners of the Handley Page O/400 are indicated by two role circles that have been joined together but are linked to two different numbers. When a gunner is eliminated, place a casualty marker on the hit gunner's role circle, and if the other gunner is eliminated later, place a casualty
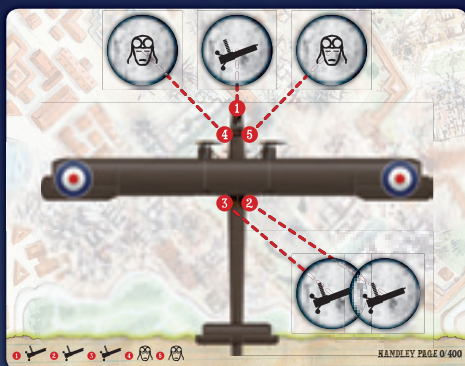
On the Handley Page O/400, the double gunner in the rear position has been indicated by joining together the role circles of the two gunners.

marker on the other gunner's role circle. When both gunners are eliminated, the gun is silenced. If the **Altitude and Rear Arc of Fire of Handley Page O/400** optional rule (see page **16**) is also in use, the plane is entitled to two shots to the rear (one in the blind spot), that become one shot when one gunner is eliminated and none when both gunners are eliminated.

CREW OF FRIEDRICHSHAFEN G.III

This optional rule affects the crew of the Friedrichshafen G.III, which has a crew of three crewmen. The front gunner is seated in the front nacelle, the pilot sits on the left side of the plane, and a side/rear gunner is on the pilot's right, but the side/rear gunner can move to the pilot's back to fire the rear machine gun.

Normally the side/rear gunner is at the right side of the pilot and fires the machine gun with the front-right arc, and at the start you have to place the crew movement token on the role circle for the rear machine gun position on the airplane management card (where the side/rear gunner is not at).

After each movement phase, before starting to resolve any fire, the owner of the plane can declare that the side/rear gunner is switching positions. Take the crew movement token and put it anywhere on the airplane management card outside of any crewman's role circle. The side/rear gunner cannot fire any machine gun at this time.

In the following turns, the owner can decide that the side/rear gunner reaches one of his two possible destinations: the rear gun emplacement (in which case he places the crew movement token into the role circle, at the front of the plane, linked to the "2" inside a red circle on the airplane management card) or the side gun emplacement near the pilot (in which case he places the crew movement token into the role circle, at the back of the plane, linked to the "2" inside a green circle). If the side/rear gunner is eliminated by enemy fire, both side/rear machine guns are silenced.

EXAMPLE

It is the first turn of the scenario. A Friedrichshafen G.III of Boghol 2 and a Friedrichshafen G.III of Boghol 5 are flying toward the enemy lines when a Sopwith Camel and a SPAD XIII appear at the horizon. The two G.IIIs can fire both in their front arc and in their front-right arc, so the crew movement tokens have to be placed on the role circles for the rear machine gun positions. After revealing and executing the first maneuver

card of the turn, the German player decides that the side/rear gunners of both planes start switching positions. The German player takes the two crew movement tokens and puts them on each airplane management card outside of any crewman's role circle. After revealing and executing the second maneuver card, he decides that the side/rear gunner of the Boghol 2 plane reaches the rear position (and he places the crew movement token on the role circle for the front position) and the side/rear gunner of the Boghol 5 plane stays at the center of the plane. Neither of the side/rear gunners can fire his machine gun at this time. After revealing and executing the third maneuver card, the German player decides that the side/rear gunner of the Boghol 5 plane goes back to his seat near the front (and he places the crew movement token on role circle for the rear position). The side/rear gunner will be able to fire in the front-right arc after the first maneuver of the second turn, while the side/rear gunner of the Boghol 2 plane is already able to fire in the rear arc of fire, having reached the rear machine gun in the previous movement phase.

ENGINE MECHANIC OF ZEPPELIN STAAKEN R.VI

This optional rule gives the crew of the Zeppelin Staaken R. VI the ability to possibly repair the plane's engines if they become damaged. The Zeppelin Staaken R.VI has two mechanic/gunners who can try to repair the engines if the engines become damaged. These mechanic/gunners start each game using the machine guns located on the rear of the upper wing (positions 2 and 5 on the airplane management card), and if an engine is hit, the mechanic/gunner can switch positions to try to repair it.

At the start of the scenario, place the crew movement tokens on the role circles for the positions identified by the numbers "2" and "5" inside green circles, and when an engine is hit, take two engine damage tokens numbered "1" and "2" and draw one at random. If the engine damage token has a "1" on it, the damage is to one of the left engines; if the engine damage token has a "2" on it, one of the right engines suffers the damage. Keep the token faceup on the damaged engine on the airplane management card to remember that the engine is damaged.

After each movement phase, before starting to resolve any fire, the owner of the plane can declare that a mechanic/gunner is switching positions. Take the crew movement token and put it
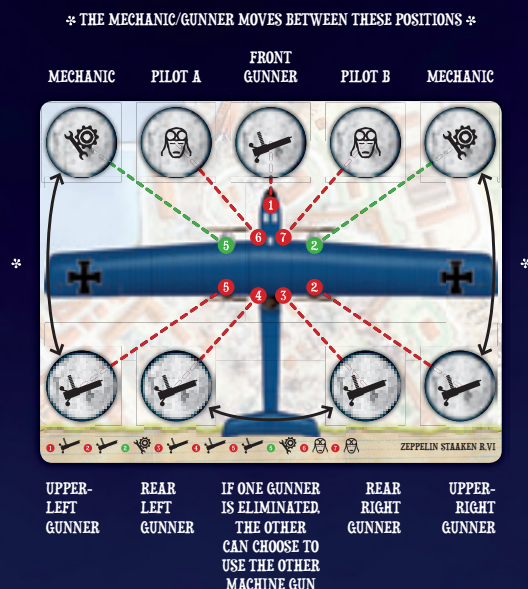
on the wing (left or right side, depending on which engine is damaged) on the airplane management card. The moving mechanic/gunner cannot fire any machine gun at this time.

After each movement phase, the owner can decide that the mechanic/gunner reaches one of his two possible positions: either at the engines (place the crew movement token on the role circle for the position identified by the number inside the red circle) or the machine gun (place the crew movement token on the role circle for the position identified with the number inside the green circle).

If the mechanic/gunner spends a whole turn at the engines, he can try to repair damage to one of them. At the end of the turn, after any fire is resolved, draw a "B" damage card. If the result is "0" or an explosion, the damage is permanent and cannot be repaired and you can flip the engine damage token facedown to point it out; if the result is "1" or more, the damage is repaired. If the damage is repaired, you can remove one engine damage token. Each mechanic/gunner can try to repair damage on his own side (left or right) only. He can try only once for each engine damage, and for no more than one damage each turn.

A mechanic/gunner cannot fire his machine gun on the phase he reaches his machine gun position, but he can fire the machine gun on the phase after the one in which he reached the machine gun position.

On the back of the plane, there are two gunners that fire two machine guns that are placed on the same nacelle (positions 3 and 4), so when one of the two gunners is eliminated, his machine gun can be used by the other gunner. Place a casualty marker on the role circle for the position occupied by the eliminated crewman. If the player wants the remaining gunner to fire the machine gun of the eliminated crewman, the player has to put a crew movement token on the role circle for the position not occupied by this gunner to indicate this movement.

OBSERVERS AND IMMELMANN TURN

Some two seaters, such as the Bristol F.2 Fighter (not included in this set, but available in the **Crossfire** booster pack), have the Immelmann turn maneuver card in their maneuver decks. These planes cannot fire at a target in the rear firing arc immediately after using that maneuver card, nor after the maneuver card played just before or just after it. If such a plane fires at a target in the rear firing arc after its last maneuver card of a turn is played, it cannot plan the Immelmann turn maneuver card as the first maneuver card of the next turn.

AIRPLANE	MAXIMUM BOMB LOAD (KG)
Breguet BR.14 B2	256
Bristol F.2 Fighter	108
Caproni Ca.3	800
Caproni Ca.4	1438
Curtiss H.16	105
De Havilland/AIRCO D.H. 4	208
Felixstowe F.2A	105
Friedrichshafen G.III	1000
Gotha G.V	500
Handley Page O/400	1655
LFG Roland C.II	50
Phönix C.I	50
Pomilio PC	150
Royal Aircraft Factory R.E. 8	112
Royal Aircraft Factory S.E.5a	45
Rumpler C.IV	100
Saml S.2	40
Sopwith Camel	36
Sopwith Snipe	36
Ufag C.I	150
Zeppelin Staaken R.VI	2000

SPECIAL ALTITUDE RULES FOR SPECIFIC PLANES

If you are using optional altitude rules, you may wish to apply the following optional rules for specific planes. All planes use the arcs of fire that are marked on their cards, but if you use the following optional rules, some of the planes have somewhat wider fields of fire when firing at higher altitude targets.

ALTITUDE AND ARCS OF FIRE OF ZEPPELIN STAAKEN R.VI
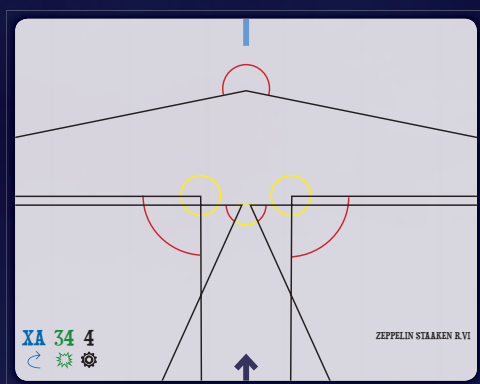
The Zeppelin Staaken R.VI has two higher rear machine guns at the rear of each engine nacelle, on the wings of the plane, that can be turned 360° (positions 2 and 5). When the altitude rules are in use, players have to use the arcs of fire on the card for targets at the same altitude or lower, but these machine guns can ignore the firing arcs when firing at higher altitude targets, given that they can fire in 360°.

The two machine guns on the fuselage (positions 3 and 4) are restricted to their firing arcs when firing at targets at the same or lower altitude. When firing at higher altitude targets, both machine guns can fire in a larger 180° firing arc, as indicated in the diagram.

## ALTITUDE AND ARCS OF FIRE OF CAPRONI CA.4
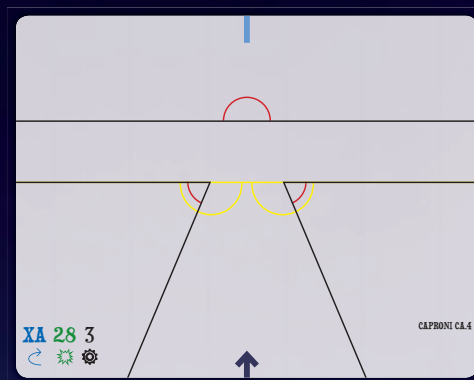
The Caproni Ca.4 has a front machine gun that, when the altitude rules are in use, continues to fire in a 180° arc.

In addition, it has two machine guns on the fuselage (positions 2 and 3) that are restricted to their firing arc when firing at the same or lower altitude targets. When firing at higher altitude targets, they can both fire in a larger 180° firing arc, as indicated in the diagram.

GOTHA TUNNEL

The Gotha G.V and some Friedrichshafen G.IIIa (this version is not included in this set) planes had a "tunnel" in the fuselage that allowed the rear gunner to fire downward. When the altitude rules are in use, ignore the blind spot for targets at a lower altitude (but the blind spot is still in effect for targets at the same altitude).

ALTITUDE AND ARC OF FIRE OF ROLAND C.II

No Front Arc

Front Arc
(B Fire)

Rear Arc
(B Fire)

Rear Arc
(B Fire)
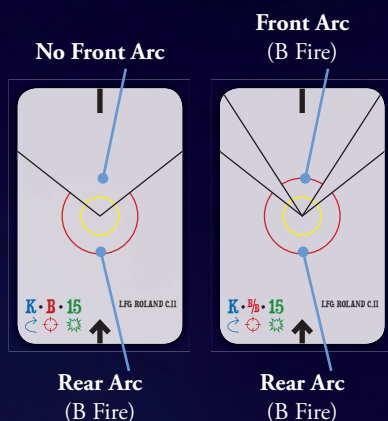
The German Roland C.II (not included in this box, but available in the **Recon Patrol** booster pack) has higher rear machine guns that can be turned 360° (variants of the plane may also have a front machine gun, as shown in the right diagram above).

When the rear machine guns fire against a target at the same or lower altitude, use the arc of fire indicated on the card, and the blind spot rule (see **Blind Spots for Rear Guns**, **Burning Drachens** rulebook, page 9) is in use. When the rear machine guns fire against a target at higher altitude, the Roland C.II ignores both the arc of fire and the blind spot rule.

ALTITUDE AND REAR ARC OF FIRE OF HANDLEY PAGE O/400

The Handley Page O/400 actually has two different machine guns in the rear position: a dorsal one and a ventral one firing downward and backward, in a restricted arc of fire that covers the blind spot. When altitude rules are not in use, only the dorsal machine gun fires (the one that shoots outside the blind spot), with either of the gunners able to fire the machine gun. Both gunners have to be eliminated to silence that machine gun. When the altitude rules are in use, the plane can fire two shots to the rear at the same time: one to a target in the field of fire that is not in the blind spot and one to a plane that is both inside the blind spot and at a lower altitude. If both gunners are eliminated, the rear firing arc is silenced, and neither of the two shots can be fired.

If the **Expanded Crew Damage** optional rule (see page **9**) is also in use and one gunner is eliminated, the plane can still fire one of the rear machine guns: either outside the blind spot or inside the blind spot at lower altitude targets. If both gunners are eliminated, the plane cannot fire to the rear.
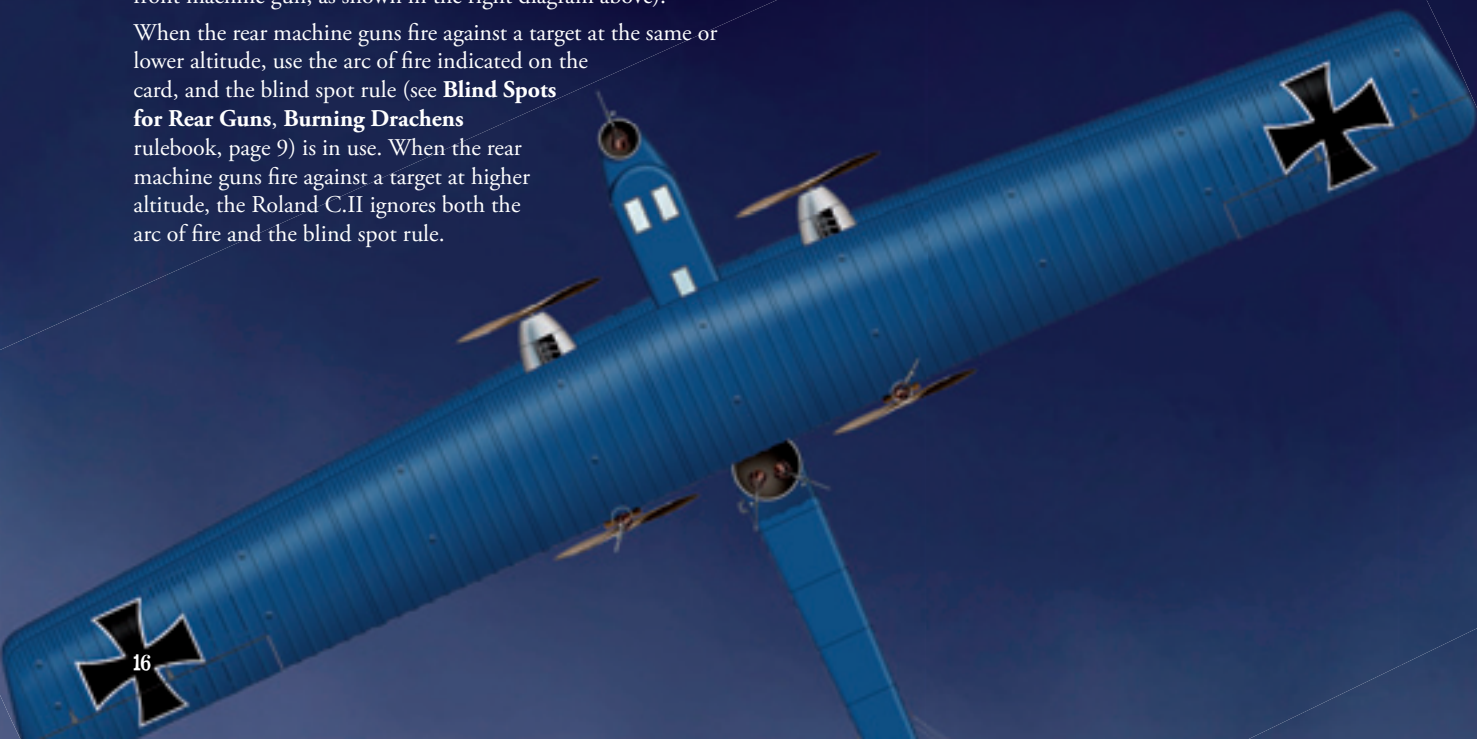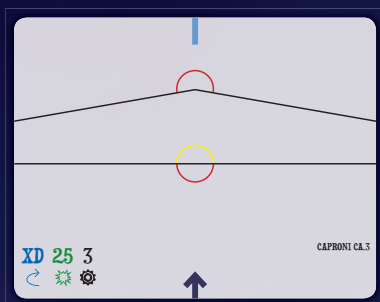
HIGHER PLATFORMS

A few planes have, or can have, higher platforms that expose the gunner more than usual to enemy fire. The Caproni Ca.3 has all its rear gunners situated this way, while the Felixstowe F.2A has higher firing platforms on some versions. A player using the Felixstowe F.2A has to choose before the start of the game whether his plane has higher firing platforms or not.

When players aren't using altitude rules, higher firing platforms can affect the exposure of the gunner to enemy fire and can affect the rear blind spot. When players are using altitude rules, higher firing platforms also affect the field of fire of a machine gun, as the field of fire becomes 360° against higher altitude targets.
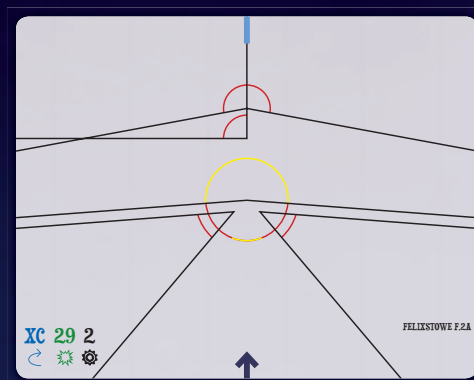
REAR GUNNER OF CAPRONI CA.3

The Caproni Ca.3 has a higher rear machine gun platform with no blind spot. The drawback to having such a platform is that the rear gunner is very exposed to enemy fire.

When you use the Expanded Crew Damage optional rule, you have to use an additional wounded crewman token for the rear gunner when the crew is hit and a crewman is being selected, as a result of the rear gunner's extra exposure to enemy fire. Use wounded crew tokens numbered from one to five instead of from one to four, even if there are just four crewmen (see table at page **11**).

When altitude rules are not in use, the plane doesn't have a rear blind spot and the plane uses the arc of fire represented on the plane card.

When altitude rules are in use, apply the arc of fire of the rear machine gun represented on the plane card for targets at the same or lower altitude. This machine gun can ignore the firing arc on the card and fire 360° when firing at targets at a higher altitude.

UPPER REAR GUNNER PLATFORM OF FELIXSTOWE F.2A

Some Felixstowe F.2As had a higher rear machine gun platform with no blind spot. The drawback to that arrangement is that the rear gunner was very exposed to enemy fire. If in a scenario you decide that the Felixstowe F.2A has this special platform, use a second wounded crewman token for the rear gunner when the crew is hit, if you use the **Expanded Crew Damage** optional rule (see page **9**).

When altitude rules are not in use, the machine gun of the gunner that uses the rear machine gun ignores the blind spot rule.

When altitude rules are in use and the Felixstowe F.2A has the higher rear machine gun platform apply the arc of fire on the airplane card for targets at the same or lower altitude, and apply the blind spot to lower altitude targets only. This machine gun on the higher platform can, however, ignore the firing arc and can fire at 360° when firing at targets at a higher altitude.

Scenario Rules

Wings of War

These are optional rules that can be added in specific scenarios.

BOMBING

If you want to play a bombing scenario, include the rules in this section.

HOW TO BOMB

At the start of the scenario, the players agree on the load of each bomber. The bombs can be in a single load or they can be divided into several groups of bombs, usually two. Don't mind the weight of bombs — just decide how many points of damage each load is worth to the target (or victory points for the scenario). See examples in the winning conditions of the **A Bridge too Close** scenario on page **21**.

Before revealing any maneuver card, the bomber can drop one or more groups of bombs, or even all the load. If the player decides the plane will drop some or all of its bombs, the player takes a bomb card to represent all of the plane's bombs being dropped in that turn.

The player executes the maneuver card and, before weapon fire is resolved, puts the bombs into play. If the last maneuver card of the bomber was a stall, the player places a stall maneuver card in front of the airplane and then places the bomb card so that the arrow on its rear matches the one at the rear of the stall maneuver card. If the last maneuver card was not a stall, put a straight maneuver card in front of the plane instead of the stall maneuver card.

As soon as the bombs are placed on the table, the bombs hit the ground. If the red dot on a target card is totally covered by the bomb card, the target takes full damage (and the player scores full victory points). If the red dot is not totally covered but even a little part of the target card is, the damage (or the score) is halved (round down). If no part of any target card is covered, the bombs missed. In any of the three cases, remove the bomb card. It is strictly forbidden to take any kind of measurement during the game apart from those required to check firing, tailing, and such. You cannot take measurements to evaluate if your bombs will strike the target or not.

Bombs cannot be dropped just after an Immelmann/Split S. Note that no plane in **Flight of the Giants** has maneuver cards for Immelmann/Split S maneuvers. This restriction is only relevant to planes from other sets used in bombing scenarios.

BOMBING AND ALTITUDE

If you are playing with altitude, use also the following rules.

A bombing can be made at any altitude above level 0.

If the plane is at altitude 1 when it drops the bombs, they hit the ground immediately. Use the rules provided before. If the plane is above altitude 1 when bombs are dropped, place one or more counters of some kind on the bomb card when it is placed on the table. Place one counter if the altitude is 2 or 3, two counters if it is 4–6, three counters if it is 7–10, and four counters if it is above altitude 10. The bombs don't immediately hit the ground when they are placed on the table, and they are not removed. Instead, in each subsequent movement phase, they are again moved with the same maneuver card with which they were placed (stall or straight), and a counter is taken away each time. The bombs have no effect on any other card (target, plane, or whatever) while they are in the sky. When you move the bombs and take away the last counter, the bombs hit the ground with the effects explained in the section before.

To help remember the speed of the bombs, put the counters along the front side of the bomb card if a straight maneuver card has to be used or along the rear side if a stall maneuver card is required.

EXAMPLE

A Caproni Ca.3 has a single load of bombs. The player will earn 4 victory points in the scenario if he can bomb a building with them. The plane gets in front of the target card and, after a right turn at altitude 4, the plane drops the bombs. In the same phase, the player puts a straight in front of the Caproni and a bomb card matching the point of the arrow on it. Since the plane's altitude is 4, two counters are placed on top of the bomb card, along the front side. In the next two movement phases, the player places a straight maneuver card in front of the bombs and then moves the bombs matching the point of the arrow, taking away a counter. At the end of the second movement phase, the bombs land. Since the bomb card overlaps part of the target card but does not fully cover the red dot, the player receives only 2 victory points.

FULL LOAD - OPTIONAL RULE

An airplane that still has to drop at least half of its bombs (one load to be dropped if it has one or two loads, two loads to be dropped if it has three or four loads, and so on) is considered to have a full load. A plane with a full load cannot do Immelmann turns, it must use at least two non-steep maneuvers rather than than one between steep maneuvers, and its climb rate is increased by one.

As soon as at least half of its bombs are dropped, all of these restrictions no longer apply. However, if the plane now has enough climb counters to gain an altitude level (because the climb rate is no longer increased by one), leave it at the current altitude level and discard one counter.

EXAMPLE

A Gotha G.V has two loads of bombs. It flies at an altitude of 3 with four climb counters from previous turns. It uses a climb maneuver card. Since the plane has still to drop the bombs, its climb rate is considered 6 instead of the normal 5, so it gets a fifth climb counter instead of gaining an altitude level. In the next turn, the Gotha drops one load of bombs, causing the plane to no longer have a full load. Its climb rate goes back to 5, but the plane does not gain an altitude level, despite the five counters already on it. Instead, it discards one of them, going down to four climb counters.

AUTOMATIC MOVEMENT

If you want to play a solo scenario, you may use one or more bombers moving across the table in a random way, while you pilot the fighter or fighters sent to stop them. You could even play a multi-player scenario with opponents maneuvering the escort fighters while the bombers are flown using a random flight pattern.

For each plane that will be randomly flown, take the maneuver deck and remove the following cards: the climb, the dive, one stall, one turn to the left and one turn to the right. Return the removed cards to the box since they will not be used in the game. Only the other eight maneuver cards are used: three straights, one stall, and two turns to each side. Shuffle them well.

Bombers enter from one side of the table, and their aim is to exit from the opposite side of the table, to bomb some remote target, or to go back to their home airfield off the table.

Don't plan any moves for the randomly flown bombers. Each time one of those planes has to execute a maneuver, take the first card from its deck. Used maneuver cards are put in a discard pile for each plane, beside its maneuver deck.

Each time the discard pile contains one turn to the right and one to the left, shuffle them back into the maneuver deck together with any straights or stalls. If there is a third turn in the discard pile, leave it in the discard pile.

Each machine gun of the bomber fires every time it has a target in sight. If more than one target can be shot at, choose the one at closest range. If targets are tied for the closest, choose the one that has received more damage cards. If the targets are still tied, choose one of the tied targets randomly.

OPTIONAL ARMAMENT

Depending on the load of bombs and fuel for a specific mission, additional machine guns can be fitted on some planes. The Caproni Ca.4 can equip twin machine guns in the nose instead of only a single one, while the Handley Page O/400 can equip twin machine guns in any machine gun position, usually to a maximum of five machine guns.

When preparing your scenario, you can decide that the front position of the Ca.4 has twin machine guns. You can do the same for one or both of the machine gun positions of a Handley Page O/400. Put a twin machine guns marker next to each position on the airplane management card that has been upgraded to twin machine guns. Planes hit by these twin machine guns draw "A" damage cards instead of "B" ones.

If the **Altitude and Rear Arc of Fire of Handley Page O/400** optional rule (see page **16**) is in use, for the rear position you can decide that there are dorsal twin machine guns (put the twin machine guns marker next to the right position – targets hit outside the blind spot suffer "A" damage) and/or ventral twin machine guns (put the twin machine guns marker next to the left position – targets hit in the blind spot suffer "A" damage).
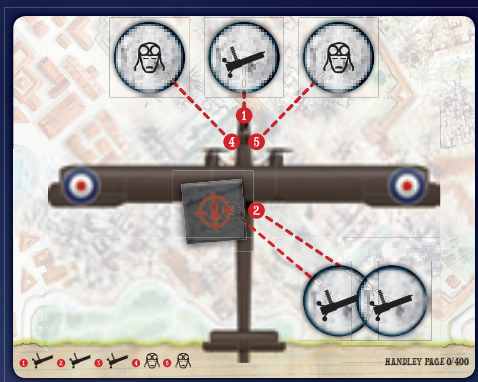
Place the twin machine guns marker next to the left rear machine gun position. That position is now fitted with twin machine guns and causes targets hit by it to draw "A" damage cards.

Scenarios

Wings of War

SCENARIOS

Scenarios suggest the use of some specific fighter planes from other **Wings of War** boxes and boosters, but the suggested planes can be easily replaced by expert players with other ones if the suggested ones are not available. The Length of the gaming surface is the distance between the German and the Allied sides. These sides are always opposite from each other.

Target cards in every scenario are placed with the short side of the card parallel to the owner's side of the gaming surface. Distances given are calculated from the red dot at the center of the target card.

Players are encouraged to develop their own scenarios using those described here as examples, and not necessarily just bombing missions. Caproni Ca.3 planes were, for example, also used for photo reconning, anti-aircraft patrolling, torpedo bombing, delivering food to occupied populations, dropping leaflets on enemy ground, depositing secret agents behind enemy lines, supplying food, pigeons, and weapons to those agents, throwing heavy metal darts on infantry in open ground, strafing infantry, dropping incendiary bombs on wheat fields, escorting ships, and attacking submarines.

STOP THEM!

A patrol tries to stop two heavy bombers headed to a major city in the hinterland.

Players: 1–3 (all on the same side).

Gaming Surface: Length: 136 cm. Width: 98 cm.

German Player (automatic): Two Zeppelin Staaken R.VI on the German side of the gaming surface, one at a half ruler distance from the center to the right and one at a half ruler distance from the center to the left. They move using the automatic movement rules.

Allied Players: Three fighters selected from amongst the SPAD XIII, Sopwith Camel, A-firing Hanriot HD.1, and A-firing Sopwith Triplane on the left side of the gaming surface, at any point he wants.

Winning Conditions: The game ends when all planes from one side have left the table or have been destroyed.

The Allied player (or team of players) receives 30 points for each bomber destroyed and 10 points for any bomber not destroyed but suffering more than half of its sustainable damage. The Allied player loses 1 point for each damage point inflicted to any of his planes. If one of his planes is destroyed, don't calculate damage inflicted on that plane; he loses 20 points instead. The player loses 5 points for each enemy bomber that escapes the gaming surface without being destroyed or that is still on the gaming surface at the end of the game. However, if a bomber is in flames, resolve all the remaining fire damage, and if that damage destroys the bomber, treat it as destroyed. The Allied player wins if the score is positive.

Variants: The automatic player is the Allied one, with two Handley Page O/400 planes. The German player has one Siemens-Schuckert D.III and one Fokker D.VII. To, instead, play on the Italian front, the automatic player is the Italian (Allied) side and has two Caproni Ca.3 planes with the Austrian player having two Albatros D.III planes. For a longer game, play the scenario as above but the Allied player loses 10 points instead of 5 for each bomber leaving the gaming surface and gains no points for damaged but undestroyed bombers. If there are survivors on both sides at the end of the game, play a second round with the surviving bombers starting at a half ruler distance from the Allied side, on their way back home after having bombed their target. Keep any damage points (not special damages) suffered by the fighters. Keep any damage, including special damage, to the bombers, but jammed machine guns are considered unjammed. Also, if the Engine Mechanic of Zeppelin Staaken R.VI optional rule is in use, make any attempts to repair engine damage that were not tried before (if the appropriate mechanic is not incapacitated) before starting the second round of the game. In this second round of the game, the Allied player doesn't lose points for bombers exiting the gaming surface.

A BRIDGE TOO CLOSE

A couple of bombers attack a target, meeting fierce resistance from enemy planes.

Players: 2–4 (variants for 5, 6 and 7)

Gaming Surface: Length: 136 cm. Width: 98 cm.

German Player(s): 1 target card (bridge) at one ruler and a half distance from the German side and one ruler distance from the side at his left; a Fokker Dr.I at a half ruler distance from this first target; 1 target card (building) at one ruler distance from the German side and one ruler and a half distance from the side at his left; an Albatros D.Va at a half ruler distance from this second target.

Allied Player(s): A Caproni Ca.3 and a Handley Page O/400 within a half ruler distance from the Allied side of the gaming surface and within a half ruler distance from the side at his left.

Winning Conditions: The Caproni has a single load of bombs inflicting 6 points of damage if the bombs cover the red dot at the center of the target card and 3 if the bombs just hit part of the card but do not fully cover the red center dot. The Handley Page O/400 has two such loads that can be dropped together or separately. The game ends when all the planes of one side have been shot down or have exited the gaming surface. Every damage point inflicted to a target card is a victory point, up to a maximum of 12 per target card. The German player loses 12 points for each of his planes that is destroyed or leaves the gaming surface. The Allied player loses 20 points for each of his planes that is destroyed and 12 for each of his planes that leaves the gaming surface. However, his planes can leave from the Allied side of the playing surface without any penalty if they dropped all their bombs and the bombs hit the ground at no more than half a ruler distance from a target card. The side scoring more points wins.

Variants: Replace the Caproni Ca.3 with a second Handley Page O/400. To play on the Italian front, replace the Handley Page O/400 with a Caproni Ca.4 and the Fokker Dr.I with an Albatros D.III. To play with five players, swap sides, giving the Allied player the two targets to defend and a choice of three planes from amongst the SPAD XIII, Sopwith Camel, A-firing Hanriot HD.1, and A-firing Sopwith Triplane. The German player attempts to attack the targets with a Zeppelin Staaken R.VI (two bomb loads) and one plane chosen between the Friedrichshafen G.III and the Gotha G.V (one bomb load, regardless of which one is chosen). To add two more players, choose the basic scenario or any variant and add one more fighter to each side, choosing from amongst the SPAD XIII, Sopwith Camel, A-firing Hanriot HD.1, and A-firing Sopwith Triplane (for the Allied player) and the Fokker Dr.I, Albatros D.Va, and Pfalz D.III/D.IIIa (for the German player). Eliminated fighters from each side costs the side 12 points.

LOOKING DOWN

A Belgian observation plane is sent to direct artillery fire across enemy lines.

Players: 2–4

Gaming Surface: Length: 98 cm. Width: 68 cm. Divide the gaming surface into a German half and a Belgian half (49 x 68 cm each).

Belgian Player(s): A Friedrichshafen G.III and a Sopwith Camel within a half ruler distance from the Belgian side of the gaming surface. Belgian planes are placed first.

German Player(s): A Fokker Dr.I and an Albatros D.Va at a half ruler distance from the German side.

Winning Conditions: The game ends when the planes of only one side are left on the gaming surface. The Belgian player wins if the Friedrichshafen G.III is on the gaming surface when both German fighters are destroyed or have left the gaming surface. If the Friedrichshafen G.III is on fire, resolve all fire damage to see if the plane survives or if it has to be considered destroyed. If the winning conditions above are not achieved, compare scores. The Belgian player receives a point for every turn in which the Friedrichshafen G.III spends the whole turn with its central dot in the German half of the gaming surface, with the front gunner not incapacitated by special damage, and without firing the front machine gun (other machine guns of the plane can still fire). The German player receives 6 points if the Belgian player does not receive at least 6 points for being in the German half of the gaming surface. Each player receives 12 points for each enemy fighter destroyed. The German player receives 18 points if he destroys the Friedrichshafen G.III. Each player receives 12 points for each opposing plane that leaves the gaming surface, but Belgian planes can leave with no penalty from the Belgian side of the gaming surface if the Belgian player received at least 6 points for being in the German half of the field (as described before). Use of the Crew of Friedrichshafen G.III optional rule is advised.

RESCUE ON THE NORTH SEA

A seaplane is sent to rescue the crew of a downed plane.

Players: 2–4

Gaming Surface: Length: 136 cm. Width: 98 cm.

Allied Player(s): A Curtiss H.16 and a Sopwith Camel at any point on the Allied side, at any chosen height (use altitude rules). A downed Felixstowe F.2A at the center of the gaming surface. Allied planes are placed first.

German Player(s): A Fokker Dr.I and an Albatros D.Va on any point of the German side at any chosen height.

Winning Conditions: The half-sunken Felixstowe F.2A cannot move or fire in any way. The Curtiss H.16 must land and stop at no more than a half ruler distance from the Felixstowe and stay there without moving for at least one movement phase. After that, the crew of the Felixstowe is rescued and the Curtiss can start taking off as soon as the Allied player wants. The Curtiss can fire normally while on the ground, but instead of using the usual rule for moving on the ground (by placing a finger on the plane card and turning the card as the player likes while the card is held in place by the finger) he must use a single maneuver card. If the landed Curtiss overlaps the Felixstowe at any moment, both planes are destroyed immediately. No other plane can land in this scenario. The game ends when planes of only one side are left on the gaming surface. The Allied player wins if the Curtiss H.16 is on the gaming surface when both German fighters are destroyed or have left the gaming surface. If the Curtis H.16 is on fire, resolve all fire damage to see if the plane survives or if it has to be considered destroyed. If the winning conditions above are not achieved, compare scores. Each player receives 12 points for each enemy fighter destroyed. The German player receives 18 points if he destroys the Curtiss H.16. Each player receives 12 points for each enemy plane leaving the gaming surface, but Allied planes can leave with no penalty from the Allied side of the gaming surface if the crew of the downed plane is rescued. The Allied player receives 10 points if the Curtiss H.16 exits from his own side of the table with the rescued crew on board.

Variant: Replace the Curtiss H.16 with the Felixstowe F.2A and the Sopwith Camel with a B-firing Sopwith Triplane. Use the Curtiss H.16 as the downed plane.

BOMB LONDON!

Two German bombers engage in a long range mission to bomb the British capital.

Players: 2–4

Gaming Surface: Length: 136 cm. Width: 98 cm.

German Player - first round: Two Gotha G.V on the German side of the gaming surface, one at a half ruler distance to the right from the center and one at half ruler distance to the left from the center. An Albatros D.Va and a Fokker Dr.I at any spot on the German side.

Allied Players - first round: Two fighters chosen from amongst the SPAD XIII, Sopwith Camel, and A-firing Sopwith Triplane on the left side of the gaming surface, at any point he wants.

German Player - second round: Any surviving Gotha G.V planes from the first round on the German side of the gaming surface, one plane at a half ruler distance from the center to the right and one at a half ruler distance from the center to the left.

Allied Players - second round: One target card at one ruler and a half distance from the left side and one ruler and a half distance from the Allied side. One target card at one ruler and a half distance from the right side and one ruler and a half distance from the Allied side. Two B-firing Sopwith Triplanes on the Allied side of the gaming surface.

German Player - third round: Any surviving Gotha G.V planes from the second round on the Allied side of the gaming surface, one at a half ruler distance from the center to the right and one at a half ruler distance from the center to the left. Any surviving Albatros D.Va and Fokker Dr.I planes from the first round on the German side of the gaming surface.

Allied Players - third round: Any surviving planes from the first round, on the left side of the gaming surface, at any point he wants.

Winning Conditions: Each round ends when all planes from one side have left the gaming surface or are destroyed. Each plane that is in flames when it exits the gaming surface, or that is in flames while still on the gaming surface at the end of the game, suffers all its remaining fire damage to see if it is destroyed. In the first round, Gotha G.Vs exiting on any side that is not the Allied side are considered destroyed. On the second and the third rounds, Gothas exiting from any side that is not the German side are considered destroyed. Fighters exiting the gaming surface are not considered destroyed, but they cannot return to the game in the same round. If both Gotha G.Vs are destroyed, further rounds are not played. If all Allied fighters are destroyed in round 1, round 3 is not played. Surviving fighters keep damage points suffered from one round to the other, but not special damage. Surviving Gotha G.Vs also keep special damage, but jammed machine guns are considered unjammed. The German player receives 12 points for each enemy plane destroyed. The Allied player receives 18 points for each Gotha G.V destroyed and 12 points for each fighter destroyed. Each Gotha G.V has a single load of bombs inflicting 12 points of damage if the bombs fully cover the red dot at the center of the target card and 6 if the bombs just hit part of the card but do not fully cover the red center dot. Bombs can be dropped on target cards on the second round. The German player receives 1 point for each point of damage inflicted to a target card, up to a maximum of 18 per target card. The Allied player receives 3 points for each target card that suffers no damage at all (even as a result of round 2 not being played if both Gotha G.Vs are destroyed in the first round). The player who receives more points wins.

Variant: In Bomb Paris! replace the two Gotha G.Vs with two Friedrichshafen G.III planes. In the second round, replace the two B-firing Sopwith Triplanes with two B-firing Nieuport 17/23 planes. In Bomb Poland! the two sides are Italians and Austrians. Replace the two Gotha G.Vs with two Caproni Ca.3 planes and the two escort fighters with a SPAD XIII and an A-firing Hanriot HD.1. In the first round, the Austrian fighters are two Albatros D.III planes, and in the second round, the Austrian fighters are an Albatros D.III and a Halberstadt D.III.
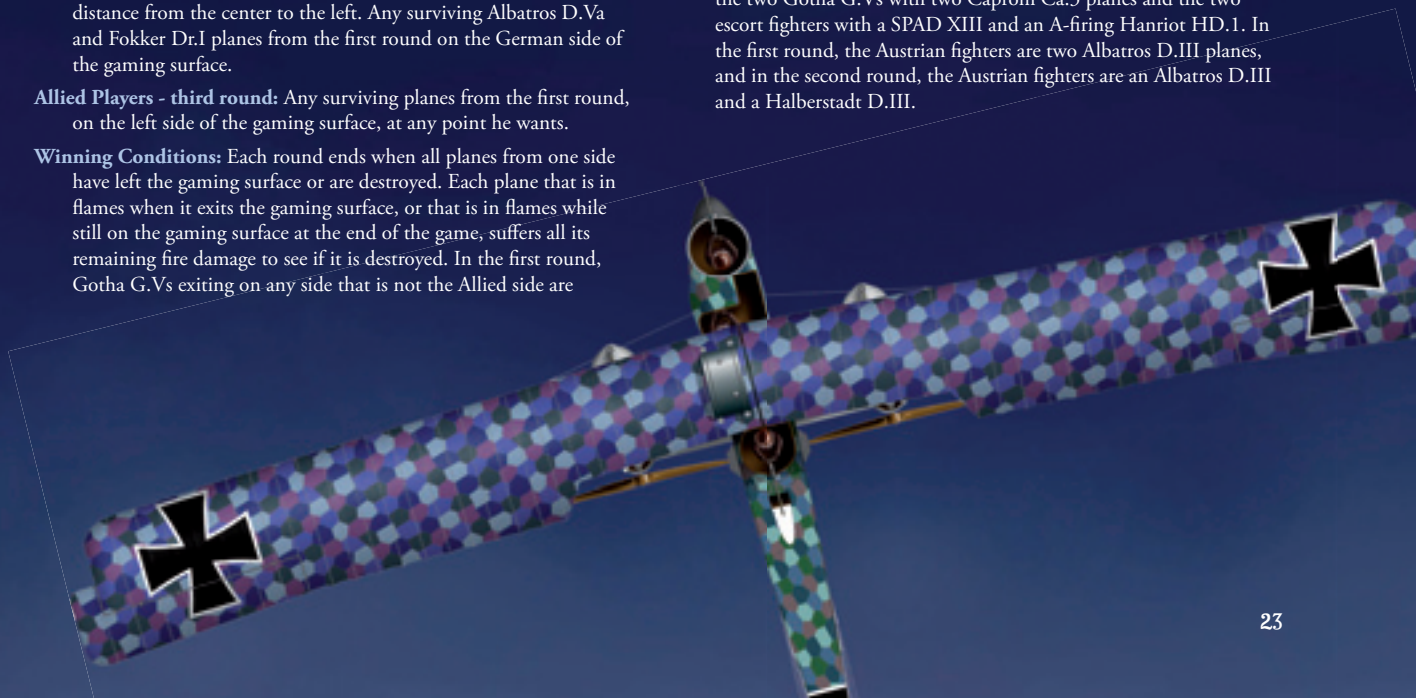
A GAME BY **ANDREA ANGIOLINO** AND **PIER GIORGIO PAGLIA**

Wings of War™
Flight of the Giants

GAME DESIGN AND DEVELOPMENT **ANDREA ANGIOLINO** AND **PIER GIORGIO PAGLIA**

PLANE DRAWINGS AND COVER **VINCENZO AULETTA**

ART DIRECTION & GRAPHIC DESIGN **FABIO MAIORANA**

LAYOUT **ALESSANDRO BIBOLOTTI**

ADDITIONAL GRAPHICS **DARIO CALÌ**

EDITING AND SUPERVISION **ROBERTO DI MEGLIO** AND **FABRIZIO ROLLA**

EDITING OF THE ENGLISH EDITION **MARK O'CONNOR**

HISTORICAL CONSULTANTS **GREGORY ALEGI** AND **PAOLO VARRIALE**

PLAYTESTING: JOHN BIANCHI, PIERRE DESEUE CHRISTOPHER L. HEINZMANN, BILL HUGHES, ANTONIO MARCELO, MORSAC, FULVIO PEGOLO, PETER SIDES, JEAN TCHAO. **THANKS TO** DAVID ANDERSON, DANIEL CLAMOT, MATHILDE CLAMOT, NICOLAS CLAMOT, KEVIN LEE DUKE, IAN DUNCAN, JAMES D. PINK, JAMES J. PINK AND ALL OUR FRIENDS AT WWW.BOARDGAMEGEEK.COM, WWW.THEAERODROME.COM AND HTTP://GAMES.GROUPS.YAHOO.COM/GROUP/WOW_NEXUS/

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WWW.NEXUSGAMES.COM

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FANTASY FLIGHT GAMES

1975 WEST COUNTY ROAD B2, ROSEVILLE, MN, 55113, USA
WWW.FANTASYFLIGHTGAMES.COM

WOW@NEXUSGAMES.COM - WWW.WINGSOFWAR.IT