EAGLES IN THE SKY

ENGAGEMENT RULEBOOK

REVOLUTION
GAMES

1.0 INTRODUCTION

Eagles in the Sky takes you back to the days of World War I, a time when pilots flew in open cockpit aircraft listening to the wind in the wires and searching the sky over No Man's Land for enemy aircraft. You can fly all of the major types in use on the Western Front during the last year and a half of the Great War, including the Fokker DrI Triplane, the Sopwith Camel, the SPAD XIII and the Fokker DVII. You'll engage in furious dogfights and protect (and attack) 2-seater bomber and recon aircraft. You can even emulate aces like Frank Luke and try your hand at balloon busting!

Eagles in the Sky can be played in either of two ways: individual Engagements or Campaigns. In an Engagement, each player leads a flight of from one to six Scout aircraft. Players set up and play Engagements using this rulebook.

In a Campaign players conduct a connected series of Engagements. The additional information needed to play a campaign is in the Campaign Rulebook.

GAME DESIGN BY MICHAEL LEMICK
To S.H., who always surprises me.

2.0 COMPONENTS

EAGLES IN THE SKY contains the following components:

110	Maneuver cards
140	1" Aircraft counters
176	5/8" Markers
2	Double-sided Campaign Cards
1	Campaign Log
1	Squadron Log
3	Player Aid Cards
1	22"x17" Play Mat
1	Engagement Game Rulebook
1	Campaign Game Rulebook
1	Allied Aircraft Marker Display card
1	German Aircraft Marker Display

2.1 Aircraft Counters

Eagles in the Sky includes two general types of aircraft: Scouts (Fighters) and 2-Seaters (Bombers and Reconnaissance). Each aircraft counter represents a single aircraft.

DESIGN NOTE: One difficulty was classifying the German CL and J class ground attack aircraft. While they were 2-seaters in the literal sense of the word, the CL aircraft were also used as escort fighters and even as interceptors against Allied bombing raids. As a result, the CL planes are considered to be Scouts, while the J class machines are 2-Seaters.

2.11 Scouts

Scouts were the WWI form of what today are called fighters and operate in Flights of from 1 to 6 aircraft. A Flight Leader must be assigned to one of the aircraft in the Flight. Allied Scouts have tan backgrounds, German ones have grey-green backgrounds.

2.12 2-Seaters (Mission Aircraft)

2-Seaters are the raison d'être for the war in the air. They perform a large variety of missions, including Artillery Spotting, Photo Reconnaissance and Bombing. 2-Seaters operate either as lone aircraft or in formations of two to three aircraft. Allied 2-Seaters have blue backgrounds, German 2-Seaters have gray backgrounds.

DESIGN NOTE: The term "2-Seater" is something of a misnomer. Some observation and bombing aircraft had crews of 3, others only 1. In addition, a few scouts, such as the famous Bristol Fighter, had 2-man crews.

2.13 Aircraft Ratings

Performance Ratings: Each plane is rated for Climb, Dive, Speed and Agility. In all cases, higher numbers are better.

Defensive Class: Aircraft fall into one of four Defensive categories, indicated by the letter on the counter – **F**ragile, **N**ormal, **S**turdy or **A**rmored.

DESIGN NOTE: Almost all of the aircraft in **Eagles in the Sky** *are either Normal or Sturdy. Armored aircraft were rare during WWI and, by this point in the war, most of the Fragile planes had been taken out of front line service.*

Guns: WWI aircraft almost invariably carried either one or two forward-firing machine guns. The number carried by an individual aircraft is indicated on the counter. Some aircraft have two numbers separated by a dash. The first number indicates the number of forward-firing machine guns, the second the number of guns the rear gunner has. Finally, an L in place of (or following) the number indicates a wing-mounted Lewis gun (see 15.4).

Bombs: The bomb symbol(s) on the counter represent the number of points of bombs that a particular aircraft is capable of carrying. A red bomb symbol indicates a very light bomb load.

Special Characteristics: Some aircraft have special characteristics, which are indicated on the counter. See 13.0 for the meaning and effects of those abilities.

The back side of each aircraft counter (the side with the red stripe next to the Performance Ratings) indicates that it has been activated that turn.

2.2 Maneuver Cards

All Maneuver cards are shuffled into one deck at the beginning of each game. After initial cards are dealt, the remaining cards become the Draw Pile.

Each Maneuver card has two sections: a Maneuver section, which is used when the card is played from a player's hand, and a Fire section, used to resolve combat and to help resolve a number of other procedures during the course of play.
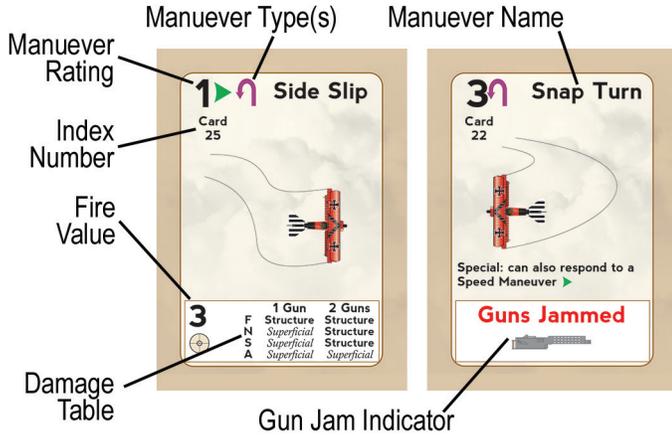
The Maneuver section contains the following:

- The Maneuver's name
- One or more symbols showing which Performance Rating(s) the card is used with. Cards that have more than one symbol can be used with any **one** of the ratings shown.
- The Maneuver Rating. The higher the number, the more effective the Maneuver.
- The card number, which is used both to identify the card and to determine whether (or if) a Random Event has occurred. The card number is also used in other ways in the Campaign Game.
- Any Special rules pertaining to the Maneuver.

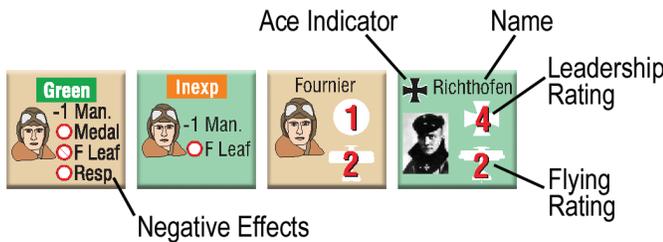The Fire section contains the following:

- A Fire Value number used to determine if a fire attack hits its target.
- All cards with a Fire Value also have a damage table (10.8).
- Some cards have the words "Guns Jammed" in this section indicating the firing gun(s) has jammed.

Maneuver cards may be played from a player's hand in one of two ways: as an Activation (8.0) or as a Response (8.4) to an Activation.

2.3 Pilot Counters

These counters represent the men in the cockpits of the aircraft. There are five types of pilots: Green, Inexperienced, Experienced, Flight Leaders and Famous Aces. See 14.0 for rules pertaining to each type.

2.4 Markers

Eagles in the Sky contains a number of different marker types. These include Position Level, Climb Progress and Damage markers, as well as counters for Jammed and Broken guns, etc.

2.5 Play Mat

The Play Mat is where aircraft are deployed during an Engagement. It contains a section for Unengaged aircraft (divided by altitude level) plus a number of dogfight displays. It also contains a zone track to display which zone the engagement takes place and a Game Turn Track, as well as spaces to hold aircraft that have been shot down, and aircraft that have to undergo the Safe Return procedure (Campaign Game only).
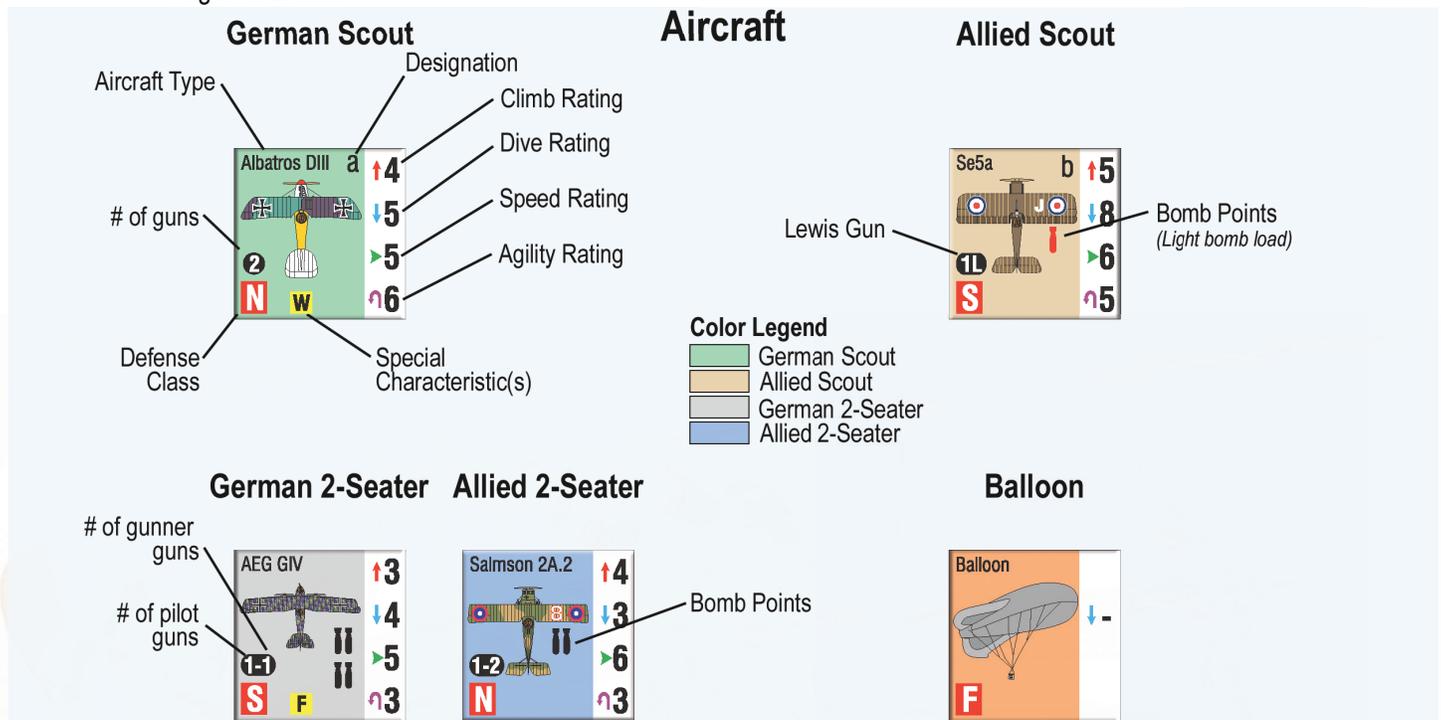
2.6 Engagement Player Aid Cards

The game includes three Player Aid Cards.

- Card 1 includes the Random Events Table and the Aircraft Availability Chart.
- Card 2 includes the Engagement Sequence of Play, charts to set up the engagements and the Victory and Glory Point tables.
- Card 3 includes the tables needed during Engagements, the Weather table and Campaign Sequence of Play.

2.7 Aircraft Marker Display Cards

The game contains two aircraft display cards, one for the Allied player and one for the German player. Players can use these displays to hold information markers (damage, pilots, etc.) and reduce clutter on the aircraft counters on the Play Mat.

2.8 Glossary

The following terms are not rules per se, but are useful to know for play of the game.

Ace: One of the historical leading scout pilots of the war. Aces function as Flight Leaders, but also have one or more special abilities (see 14.6 & 18.0).

Activation: In order for an aircraft to do anything other than respond, it must be Activated. There are two types of Activation – Targeted and Untargeted. Each aircraft may only be Activated once per turn. Activation requires the play of a Maneuver Card.

Altitude Level: The "band" of altitude an aircraft is at. There are four Altitude Levels – Treetop, Low, Medium and High.

Climb Progress: "Climb Progress" refers to how far an aircraft has advanced towards reaching the next higher Altitude Level. Most aircraft will require more than one turn to move to the next higher level. Climb progress is recorded on a track (if the aircraft is in a Dogfight) or with a marker (if it is Unengaged).

Dogfight: A combat situation involving up to four aircraft (two from each side). Aircraft in a dogfight are placed on a Dogfight Display.

Engagement: A single scenario of *Eagles in the Sky*. There are eight types of Engagements (16.1) that can involve both Scouts and Mission Aircraft.

Flight: The scout aircraft that a player controls during an Engagement. The number of aircraft in the Flight can vary and may change during the Engagement.

Flight Leader: Each Flight starts an Engagement with a Flight Leader. The Flight Leader's ratings help determine the number of Maneuver cards the player can have in his hand or discard each turn.

Fire Value: Each attack made in *Eagles in the Sky* has a Fire Value. The method of calculating the Fire Value varies depending on the type of attack. The higher the Fire Value, the better chance the attack has of doing damage.

Mission Aircraft: Aircraft involved in an Engagement that are not part of either player's Flight. Mission Aircraft are assigned depending on the type of Engagement or Campaign Mission that is being played.

Position Level: A measure of how much of an advantage one aircraft in a Dogfight has over another. Targeted Activations or responding to Targeted Activations can increase or decrease Position Level, as can changing Altitude Levels.

Tailed: An aircraft that has one (or two) aircraft with a Position Level advantage on it is said to be Tailed.

Tailing: If an aircraft has a Position Level advantage on another aircraft it is Tailing that aircraft. An aircraft can only Tail one aircraft at a time.

Targeted Activation: An Activation played against a specific aircraft, balloon, or ground target. Only Targeted Activations can change Position levels or lead to combat.

Unengaged: Aircraft not involved in a Dogfight are Unengaged. An Unengaged aircraft's counter is placed in the Unengaged Aircraft portion of the playmat in the space corresponding to the aircraft's current altitude. An aircraft may move from being Unengaged to a Dogfight and back any number of times during an Engagement.

Untargeted Activation: An Activation used to perform any of a number of different non-combat actions. Combat cannot occur as a result of an Untargeted Activation.

Zone: The location of an Engagement in relation to the trench lines on the ground below. There are five zones – Allied Rear Area, Allied Front Lines, No Man's Land, German Front Lines and German Rear Area.

3.0 HOW TO SET UP AND PLAY

3.1 Summary

- Select sides
- Select the type of Engagement to be played
- Determine Year/Month of Engagement
- Determine who will be the attacker
- Select the Zone in which the Engagement takes place (if not determined by the Engagement type)
- Each player selects the aircraft in his Flight
- Each player selects a Flight Leader
- Either draw a card to determine the initial altitude level of all aircraft per 16.12 (for a Patrol Engagement) or follow the instructions (for other Engagement types) concerning altitude. Starting Altitude is pre-determined in the Campaign Game
- Determine Weather (Optional)
- Deal out initial hand of Maneuver cards
- Play the Engagement
- Determine Victory

3.2 Sides

Decide which player will take which side. One player is the Central Powers player and flies Central Powers aircraft. The other player is the Allied player and flies Allied aircraft.

*PLAY NOTE: in **Eagles in the Sky** the only member of the Central Powers represented is Germany and all Central Powers aircraft are German.*

3.3 Engagement Type

3.31 After choosing sides, players must select the specific type of Engagement to be played. When playing a single Engagement, the players can simply agree on a type, the month in which the Engagement will occur and, if necessary, which of them will be the attacker. OR, players can use Table E2 to determine the Engagement type.

3.32 When playing a Campaign, the year/month may be preset or determined by the players. Players draw for the Engagement type on the Mission Table for that Campaign.

3.33 The Engagement type chosen will determine if any Mission Aircraft are present and may mandate the Zone(s) that the Engagement may take place in and the starting altitude of all aircraft. See 16.0 for the different Engagement types.

3.4 Zones

3.41 Each Engagement takes place in one of five Zones: Allied Rear Area, Allied Front Lines, No Man's Land, German Front Lines, and German Rear Area. A Mission's Zone will determine which column is used on the Random Events Table and (in the Campaign Game) will affect the chances of a damaged aircraft returning back to base safely after the Engagement. See the individual Engagements for the Zone(s) in which they can take place.

After the Zone is determined, place the Zone marker on the proper space on the play mat. If the Zone is not specified, use Table E5.

3.5 Aircraft

3.51 There are three methods for players to determine which aircraft they will use: 1) choose from any Scout type available in the year/month of the Engagement; 2) randomly draw an aircraft from the cup described in 3.52 or 3) set a total number of points for each player and choose available planes using the point values listed on the Aircraft Availability Chart.

3.52 Players put one Scout of each available type into a cup, whether using method 2 above or not. Any aircraft joining the Engagement will be drawn from this cup. Note that, despite being considered Scouts for most purposes, German CL class aircraft are not included in the cup.

3.53 Players can mutually agree on how many (up to six) Scouts to use on each side OR each player draws one card from the deck and checks the Fire Value of the card. If it is 1 or 2, the player receives 2 Scouts, if it is 3 or 4 he receives 4 Scouts, if it is 5 or 6 he receives 6 Scouts. If a gun jam card is drawn, the player draws again.

3.6 Flight Leaders

Each side places all Flight Leaders into a cup, draws one randomly and assigns the drawn Flight Leader to an aircraft.

3.7 Initial Altitude

Each Engagement starts at one of four Altitude levels: Treetop, Low, Medium or High. See the individual Engagements for the starting altitude. Place all aircraft in the appropriate section of the Unengaged aircraft area of the Play Mat. If an initial altitude is not specified, use Table E6.

3.8 Weather (Optional)

If players agree, they can use the Weather Table from the Campaign Game rules to set weather for the engagement.

3.9 Maneuver Cards

Shuffle any cards used to set up the Engagement back into the deck. Then, each player is dealt a number of Maneuver cards as per Section 7.1. The remaining cards in the deck make up the Draw Pile.

3.91 Depleting the Draw Pile

When the Draw Pile is depleted and a player needs to draw a card or cards, shuffle the discarded cards to create a new Draw Pile and continue play.

3.10 Play the Engagement

The Engagement is then played out according to the Sequence of Play [4.0]. Note that on the first turn of the Engagement, there is no Random Events Phase or Card Draw Phase.

3.11 Ending the Engagement

The Engagement ends after 8 turns or when only one side's aircraft remain on the Play Mat.

3.12 Victory

At the end of the Engagement, total the Victory Points and Glory Points [16.2 & 16.3] scored by each side.

Compare the number of Victory Points scored by each side. The side with the highest number of Victory Points (possibly modified by Glory Points) wins. If the points scored are equal and one side is the only one to have aircraft on the Play Mat, that side is the winner. If the points are equal and both sides still have aircraft on the Play Mat, the Engagement is a draw.

4.0 SEQUENCE OF PLAY

Engagements are played in game-turns, each composed of several phases. The Activation Phase is subdivided into a variable number of Activations.

When one of the conditions for ending the Activation Phase has been met, go to the End Phase. One game-turn is now complete. Begin the next game-turn.

4.1 Random Events Phase

Draw one card, cross-indexing the card number on the card with the appropriate column on the Random Events Table [5.0]. This Phase does not occur on the first turn of the Engagement.

4.2 Initiative Phase

The players determine which side will have the first Activation of the turn as per 6.0.

4.3 Card Draw Phase

Players may discard Maneuver Cards up to the number allowed [7.2]. Each player then draws cards until they reach their determined hand size [7.1]. This Phase does not occur on the first turn of the Engagement.

4.4 Activation Phase

The player with the Initiative Activates one of his aircraft by playing a Maneuver card or passes. If he performs a Targeted Activation, the target aircraft may play a Response card. After the play of cards, combat [10.0] may occur. The other player then has a chance to Activate one of his aircraft in the same manner or to pass.

Players alternate Activations until one of the following occurs:

- All aircraft on both sides have been activated
- Both players have played all of their cards
- Only one player is still capable of Activating aircraft and that player decides to end the Activation Phase
- The players pass on three consecutive Activations, or
- By mutual consent.

4.5 End Phase

If only one player has aircraft left on the Play Mat or it is the end of Turn 8, players determine if one side has won the Engagement per 16.2 and 16.3. If both players have aircraft on the Play Mat, and it is not Turn 8, flip all aircraft to their non-Activated side and start the next game turn.

5.0 RANDOM EVENTS

At the beginning of Turns two through eight, one of the players draws a Maneuver card from the deck and and checks the card's index number against the Random Events Table on the Player Aid Card. Use the column of the Table corresponding to the Zone in which the Engagement is taking place. If an event occurs, draw a second card and use the Fire Value to resolve the event following the instructions for that event as listed below the table. Note that the "Special" Random Event is only used when playing a Campaign and will require consulting the Campaign Card.

5.1 Random Event Descriptions

- **Add Aircraft.** Draw one Scout randomly from those available in the year/month the Engagement takes place. The new aircraft begins at the altitude that contains the largest total number of aircraft. If more than one altitude has the same number of aircraft, the owning player chooses which altitude to place the aircraft at.
- **Add Aircraft*.** This result is applied only if there are 7 or more total aircraft on the display (including 2-seaters). If there are less than 7 total aircraft, treat as No Event.
- **Remove Aircraft.** Remove one Unengaged aircraft from the display. If all aircraft are Engaged, treat as No Event.
  - Removal priorities:
    1) An aircraft alone at its altitude;
    2) An aircraft at the same altitude as the Clouds marker;
    3) Any other unengaged aircraft
  - If more than one aircraft meets 2) or 3) above, the *opposing player* decides which aircraft to remove.
  - If one of the aircraft has a Green pilot, that aircraft must be removed
- **Clouds.** Any attempt to escape at the same altitude as Clouds **adds +2** to its escape attempt total. Clouds at Treetop level are considered to be Heavy Fog. Any aircraft ending an activation in Heavy Fog at Treetop level must draw a Maneuver Card and consult the Fire Value. If the FV is 6, the aircraft crashes and is destroyed. Clouds may only occur once in an engagement. Treat additional Cloud result as No Event.
- **Flak.**
  - Light Flak: Attacks all unengaged aircraft at Low altitude with FV of 3 and uses the 1-Gun column on the Fire Table. Apply any damage results.
  - Heavy Flak: Attacks all unengaged aircraft at Medium altitude with FV of 1 and uses the 2-Gun column on the Fire Table. If any damage results (i.e., anything except superficial), draw a second card using FV 1 and the 2-Gun Fire Table. If the second draw results in any damage (i.e., anything except superficial), the aircraft has suffered a direct hit and is destroyed. Otherwise, apply any damage result from the first card.
- **No Event.** No event occurs on this turn.
- **Special.** In a single Engagement, treat as No Event. In a Campaign Engagement, draw a Maneuver Card and check the Fire Value against the Random Events Table on the Campaign Card.

6.0 INITIATIVE

At the beginning of each turn, the players determine which of them will have the first opportunity to Activate an aircraft that turn.

The side with the **fewest** Scouts in its Flight gets the Initiative. If both flights have the same number of Scouts, the flight whose Flight Leader has the highest Leadership Rating (even if his Flying Rating is being used to determine hand size) has the Initiative. If both sides have the same number of Scouts **and** the same Leadership Rating, the German player gets the Initiative.

A player with only Mission aircraft automatically gets the initiative.

7.0 CARD DRAWS

At the beginning of the Card Draw Phase, the players may discard one or more cards up to the Flight Leader Rating used to determine hand size. Each player then draws cards until they hold a number of cards in their hand equal to their current hand size. This phase does not occur on Turn 1.

7.1 Hand Size

7.11 A player's hand size is equal to the number of friendly Scouts currently on the play mat plus either the Leadership Rating **or** the Flying Rating of his Flight Leader. The rating used in a particular Engagement depends on the composition of the player's original Flight (before any losses, aircraft added due to random events, etc.), as follows:

- If the flight consists solely of the Flight Leader, use the Flying Rating.
- If the flight consists solely of the Flight Leader plus **one** additional Scout, either rating may be used.
- In all other cases, use the Leadership Rating.

7.12 Balloons and 2-Seaters do **not** count towards hand size.

7.13 Losses during a turn do not affect hand size until the next Card Draw Phase. Note that if the Flight Leader is shot down, removed or Escapes, the player no longer receives the additional cards for the Leader's Leadership or Flying Rating.

7.14 A player's hand size can never be less than two, regardless of how few Scouts he has in the Engagement.

7.2 Discards

7.21 Before drawing cards for the turn, a player may discard a number of cards up to whichever of his Flight Leader's ratings he is using to determine hand size.

7.22 Even if the Flight Leader's relevant rating is zero or there is no Flight Leader (due to being shot down, escaping, etc.), the player may always discard one card.

7.23 If the player starts the Card Draw Phase with more cards in his hand than he is allowed per 7.1, he must discard down to his hand size. He may discard additional cards if his discard limit is greater than the difference between the number of cards he was holding and his hand size.

8.0 ACTIVATIONS

Each turn, players alternate activating their aircraft for a variety of purposes. There are two types of Activations: Targeted and Untargeted.

8.1 Activation Requirements

8.11 In order to Activate an aircraft, a player must play a Maneuver card. If the player has no Maneuver cards left, he cannot Activate any more aircraft that turn even if he still has planes that haven't been Activated.

8.12 An aircraft can only be Activated once per turn, although it may Respond [8.4] any number of times during the turn both before and after it is Activated. When an aircraft is Activated, the aircraft counter is flipped over to remind the players that that aircraft cannot be Activated again until the next turn. All aircraft are flipped back to their Unactivated side at the end of each turn.

8.13 Playing a Response card does **not** Activate an aircraft.

8.14 The Maneuver Rating of a card used in a Targeted Activation [8.2], a Response [8.4], an Escape [12.0] or in order to Climb to a higher altitude level [11.4] may never be higher than the Performance Rating it is used with. In this case, the card's Maneuver Rating is reduced (for that Activation only) to be equal to the Performance Rating. [Exception: a Medal Maneuver card always has a Maneuver Rating of 4, regardless of the aircraft's Performance Rating].

Example: If an AEG CIV (Climb Rating 2) were to play a Zoom Climb (Maneuver Rating 3) during a Targeted Activation, the card's value is reduced to 2 with the total being 4, not 5.

*DESIGN NOTE: Given the ratings of most of the aircraft in **Eagles in the Sky**, this rule will only come into effect occasionally.*

8.2 Targeted Activations

8.21 A Targeted Activation is directed at a specific enemy aircraft, ground target or balloon (the target).

8.22 Combat [10.0] may only occur as a result of a Targeted Activation.

8.23 An Unengaged aircraft may target any Unengaged enemy aircraft at its altitude level OR any enemy aircraft involved in a Dogfight (at its altitude level) that the aircraft could legally gain Position on (see 9.3).

8.24 An aircraft that is being Tailed by an enemy aircraft and is not itself Tailing another enemy aircraft may only target the aircraft Tailing it. If the aircraft is being Tailed by two enemy aircraft [9.45], it may target either one (but not both) of them. (Exception: 8.33)

8.25 An aircraft that is Tailing an enemy aircraft and is not also being Tailed by another enemy aircraft may only target the aircraft it is Tailing.

NOTE: However, the Activated aircraft may voluntarily give up its position [9.36] on the enemy aircraft before Activating, in which case it becomes Unengaged and can target aircraft as per 8.23.

8.26 An aircraft that is both Tailing and being Tailed may target either the aircraft that is Tailing it or the aircraft it is Tailing. However, if the aircraft Tailing it is targeted, it must give up its

position [9.36] on the aircraft it is Tailing.

8.27 A Targeted Activation is conducted as follows:

The Activating aircraft plays a Maneuver card.

a. The player adds together the card's Maneuver Rating and the Performance Rating corresponding to the Maneuver type symbol on the card. If the card has more than one symbol, the player may use any **one** of the appropriate Performance Ratings. See also 8.14.

b. The target aircraft may play a Response card. The Maneuver type of the Response card must be the same as the one used by the Activating aircraft [Exception: 8.43].

c. If a Response card was played, the target aircraft adds the card's Maneuver Rating to the relevant Performance Rating (again taking 8.14 into account). If no Response card was played, the Performance Rating alone is used.

d. Compare the two totals. The higher total either gains a Position Level equal to the difference between the totals (if the Activating aircraft was Unengaged) or shifts the Position Level in its favor by an amount equal to the difference between the totals (if the Activated aircraft was already involved in a Dogfight).

Example: An Unengaged Pfalz DIIIa makes a Targeted Activation against a Sopwith Dolphin. The Pfalz plays a Half Loop card. Since the Half Loop has both Climb and Dive Maneuver symbols, the German player must declare which Performance Rating he is using the card with. He announces that it will be a Dive card. The Pfalz' total is 11, 8 for its Dive Performance Rating plus the 3 Maneuver Rating of the card. The Dolphin's Dive Rating is 7. If the Dolphin does not play a Response card, the Pfalz will be Tailing it at a Position Level of 4 and will be able to fire. If the Dolphin plays a Steep Dive card (Maneuver Rating 2), the Pfalz will still be Tailing but only at Position Level 2. If the Dolphin plays a Medal Maneuver (Maneuver Rating of 4), the two totals will be equal. The aircraft will remain Unengaged and neither will be able to fire.

8.28 Head-on Attacks [10.4], Strafing [15.1] and attacks on balloons [15.2] are Targeted Activations but are resolved somewhat differently than above. See the individual rules sections for those procedures.

8.3 Falling Leaf

8.31 The Falling Leaf card may only be played as a Targeted Activation and only against aircraft Tailing the Activated plane, even if being tailed by two aircraft. The target may **not** Respond to the card.

8.32 After playing the Falling Leaf, the aircraft is immediately moved to the next lower altitude level. This altitude change may not be followed [11.5]; therefore the Activated aircraft is now Unengaged at its new altitude.

8.33 If the aircraft playing the Falling Leaf is being Tailed by two aircraft, it becomes Unengaged in relation to both of them. This is the only time that a Targeted Activation may affect more than one enemy aircraft.

8.34 After checking for possible damage if the Activated aircraft has Weak Wings [13.6], the player draws a Maneuver card from the deck. If the card drawn contains a Dive symbol, the aircraft is immediately moved to the **next** lower altitude level. The player

again checks for damage if the plane has Weak Wings and then draws another card. This process continues until either a) a card without a Dive Symbol is drawn or b) the aircraft goes below Treetop altitude, in which case it crashes and is considered shot down.

8.35 All Weak Wings damage checks made while resolving a Falling Leaf have a Fire Value of 2.

8.36 Provided the requirements of 8.31 are met, the Falling Leaf **can** be played to Escape [12.0].

8.37 A Falling Leaf can never be played by an aircraft that has a Green [14.2] or Inexperienced pilot [14.3] or that has Dual Controls [13.2] and is being flown by the gunner.

PLAY NOTE: The Falling Leaf is a very effective defensive maneuver. However, it can be deadly, especially if the aircraft starts from Low altitude.

8.4 Response

8.41 A Response card may be played each time an aircraft is the target of an Activation (Exceptions: Falling Leaf [8.3] and Head-on Attacks [10.4]).

8.42 Play of a Response card is always voluntary.

8.43 The Response card must have the same Maneuver symbol as the Activated aircraft's card and use the same Performance Rating, with two exceptions:

- The Snap Turn is an Agility Maneuver that can also be used to Respond to a Speed Maneuver.
- The Barrel Roll is a Speed Maneuver that can also be used to Respond to an Agility Maneuver.

Example: A SPAD XIII plays a Shallow Dive (a Speed Maneuver, Rating 2) card against a Fokker DrI. The SPAD's total is 9 (Speed Rating 7 plus 2). Since the Fokker's Speed Rating is only 5, the SPAD looks sure to gain Position on the DrI. However, the German player has a Snap Turn card in his hand and plays it in Response. The DrI's total is now 11 (Agility Rating of 8 plus the Snap Turn's Maneuver Rating of 3). Assuming the two aircraft began the Activation Unengaged, the Fokker is now Tailing the SPAD at Position Level 2 and can fire!

8.44 An aircraft that is both Tailing and Tailed does not have to give up its position in order to play a Response card when targeted by the aircraft Tailing it. However, the plane's Position Level against the plane it is Tailing is reduced by one (1) if a Response card is played. In addition, if the aircraft ends up Tailing the plane that was Tailing it (as in the example above), then it must give up position on the aircraft it was originally Tailing.

8.5 Untargeted Activations

8.51 Untargeted Activations use Maneuver cards for a variety of purposes such as changing altitude levels, clearing Gun Jams, etc. In addition an Unengaged aircraft may always make an Untargeted Activation and do nothing.

PLAY NOTE: This is a way to rid the player's hand of unwanted cards above and beyond his discard limit.

8.52 Unless the rules for the type of Activation being performed specifically require a certain type or types of card to be played, any card (except a Falling Leaf) may be used for an Untargeted

Activation.

8.53 An aircraft that is Tailing must give up its position [9.36] in order to perform an Untargeted Activation.

9.0 DOGFIGHTS

9.1 The Dogfight Display

9.11 Whenever aircraft are involved in a Dogfight, their counters are placed on one of the six Dogfight displays on the Play Mat.

9.12 Each Dogfight display contains the following:

- Six connected spaces for the aircraft counters
- A space for an altitude marker to indicate the altitude level [11.1] of aircraft in the Dogfight
- A climb progress track used when the aircraft in the Dogfight change to a higher altitude level (see 11.56).

9.13 Although there are six aircraft spaces in each display, there may never be more than four aircraft (two from each side) involved in any one Dogfight.

9.14 The Play Mat contains six Dogfight Displays, which should be sufficient for most Engagements. However, the number of Displays is not meant to be a limit on the number of Dogfights that can occur at any given time. If there are more Dogfights in progress than the mat will accommodate, players can lay out the aircraft counters on any empty table space.

9.2 Beginning a Dogfight

9.21 A Dogfight begins when an Unengaged aircraft makes a Targeted Activation against another Unengaged aircraft, the total of Performance and Maneuver Ratings of the two aircraft are not equal, and the Activated aircraft is not making a Head-on Attack [10.4]. If the total of Performance and Maneuver Ratings are equal, the aircraft remain unengaged and there is no dogfight.

9.22 When a Dogfight begins, the plane with the lower total is placed on the "Tailed" space of an empty Dogfight display, facing away from the display. The other aircraft is placed in either of the two spaces behind it, facing towards it with a Position Level marker equal to the difference in the totals. Finally, an altitude marker corresponding to the aircrafts' current altitude level is placed in the appropriate space on the display and a Climb Progress marker is place in the zero space of the display's Climb Progress track.

9.3 Position Levels

9.31 Position Level measures the degree of advantage an aircraft has over an opposing aircraft. An aircraft that has a Position Level over another is said to be Tailing it, while the opposing aircraft is said to be Tailed. A Tailing aircraft's current Position Level is shown by a marker placed on the aircraft.

9.32 It is possible for an aircraft to simultaneously be Tailing one opposing aircraft while being Tailed by another. It is also possible for an aircraft to be Tailed by two different enemy aircraft [9.45]. However, an aircraft can never Tail more than one opposing aircraft at a time. If an aircraft is Tailing one plane and, through card play, ends up Tailing another it must give up its position on the first enemy aircraft.

9.33 When a Dogfight starts, the difference between the sum of the two aircrafts' Performance and Maneuver Ratings is the

initial Position Level. Once a Dogfight has begun, the difference in the sum during a Targeted Activation is the amount by which the Position Level changes in favor of the aircraft with the higher total.

9.34 If, after calculating and applying the changes in position level, the final result is zero (neither aircraft has a higher position level), the aircraft are considered Unengaged. If the final result is less than zero (the aircraft being Tailed now has a higher number than the aircraft Tailing it), the previously Tailed aircraft is now Tailing at a Position Level equal to the amount the level was less than zero.

Example 1: A SPAD XIII is tailing an Albatross DVa at Position Level 2. The SPAD makes a Targeted Activation and plays a Full Throttle, a Speed Maneuver with a Maneuver Rating of 1. The SPAD has a Speed Rating of 7, giving him a total of 8. The Albatross' Speed Rating is 6. If the German player does not play a Response, the difference between the totals is 2 and the SPAD's Position Level increases to 4. If the Albatross plays a Shallow Dive (a Speed Maneuver with a rating of 2), the totals are equal and the Position Level remains unchanged (the SPAD can still fire, though). If the Albatross plays a Medal Maneuver (Rating 4), the Position Level is shifted by 2 in favor of the Albatross. This moves it to zero, which means that the aircraft are now Unengaged.

Example 2: The same starting aircraft and Position Level, only it is the Albatross' Activation. The German player plays a Tight Turn (an Agility Maneuver with a Rating of 2). The DVa has an Agility Rating of 6, while the SPAD's is 4. The Allied player has no legal Response card, so the Position Level shifts 4 in favor of the Albatross. This makes it minus 2. Therefore, the Albatross now has Position Level 2 over the SPAD. Switch the positions of the aircraft counters on the Dogfight display and give the Albatross a Position Level 2 marker. The Albatross may now fire.

9.35 An aircraft may never achieve a Position Level higher than six (6). If card play would result in a Position Level of seven or more, the excess is ignored.

9.36 An aircraft may (or must) give up its Position Level for various reasons. When this happens, remove the Position Level marker from the aircraft. If the aircraft was not being Tailed, it is moved the Unengaged portion of the play mat. Otherwise it will either stay on its Dogfight display or is moved to a new one, depending on the configuration of the Dogfight. Similarly, the aircraft it was Tailing may either become Unengaged or stay on the Dogfight Display.

9.4 Joining a Dogfight

9.41 After a Dogfight has begun, up to two additional aircraft - one from each side - may join it.

9.42 An Unengaged aircraft may attempt to join a Dogfight by performing a Targeted Activation against one of the aircraft already involved in the Dogfight.

9.43 If there is only one opposing aircraft currently part of the Dogfight, that (obviously) is the plane that must be targeted.

9.44 If there are currently two opposing aircraft involved in the Dogfight, any opposing aircraft that is **not** currently being Tailed can be targeted.

9.45 It is possible that one aircraft could end up being Tailed by

two opposing aircraft. In this case, each Tailing aircraft maintains it own Position Level (and see also 8.24).

9.46 However if after a Targeted Activation by either Tailing aircraft (including the one that allowed the second plane to join the Dogfight) the two tailing aircraft have the **same** Position Level, there is a chance that a collision has occurred.

9.47 After resolving any fire by the Activated (and target) aircraft, draw a card for each Tailing aircraft. If the Fire Value number on the card is less than or equal to the plane's Position Level, check the 2-Guns column of the card's damage table for possible damage.

9.48 Any aircraft which takes damage due to a collision must immediately give up its Position [9.36].

DESIGN NOTE: Collisions were a very real possibility during WWI dogfights. The great German ace Oswald Boelke was killed when his plane collided with that of another member of his jadgstaffel.

9.5 Rearranging/Splitting a Dogfight

9.51 A Dogfight involving four aircraft may split into two separate Dogfights in the following circumstances:
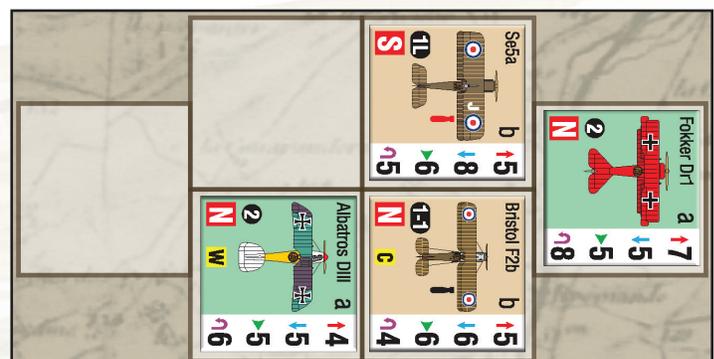
- An aircraft that is both Tailing and being Tailed makes a Targeted Activation against the aircraft Tailing it.
- An aircraft that is both Tailing and being Tailed makes an Untargeted Activation or voluntarily gives up its Position.
- An aircraft that is both Tailing and being Tailed takes damage due to a collision.
- An aircraft that is both Tailing and being Tailed elects not to follow an altitude change [11.5] made by the aircraft it is Tailing.
- An aircraft that is Tailing one aircraft ends an Activation tailing a second aircraft [9.32].
- An aircraft that is being Tailed by two aircraft ends an Activation Unengaged against one of them.

9.52 In any of the above cases, two of the aircraft are removed from the Dogfight display and moved to another empty Dogfight display with the Tailing aircraft maintaining its Position Level.

9.53 Once a Dogfight has split, aircraft may join either of the two Dogfights as per 9.4.
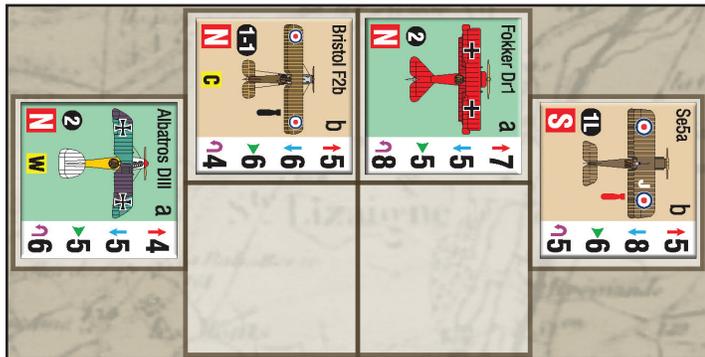
9.54 Card play may cause aircraft in a Dogfight to change from being Tailed to Tailing. If there are only two aircraft in the Dogfight, the position of the aircraft counters is simply switched. If there are three or four aircraft involved, however, the position changes may become more complex.

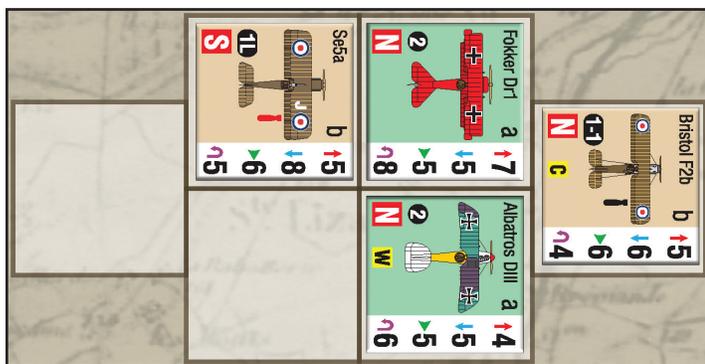*Example: Four aircraft are positioned in a Dogfight as shown below.*

The Fokker DrI is being activated using a card that will enable the Triplane to change from being Tailed to Tailing against either of the British aircraft.

If the German player targets the Se5a, the Dogfight will look like this after the Activation.

If he targets the Bristol Fighter instead, the Dogfight will end up looking like this.

9.6 Leaving a Dogfight

9.61 An aircraft will leave a Dogfight under the following circumstances:

- An aircraft that is being Tailed by one aircraft and is not also Tailing ends an Activation Unengaged.
- An aircraft that is being Tailed and is not also Tailing makes an altitude change that the aircraft Tailing it does not follow.
- An aircraft that is Tailing and not also being Tailed performs an Untargeted Activation or voluntarily gives up its Position.
- A Tailed aircraft plays a Falling Leaf card [8.3].
- An aircraft Escapes [12.0].

9.62 When an aircraft leaves a Dogfight, it is placed on the Unengaged aircraft portion of the Play Mat in the section corresponding to its current altitude level (Exception: an aircraft that Escapes is removed from play).

9.63 A Dogfight ends, when all aircraft involved in it have been shot down, Escaped, changed altitude without being followed or are Unengaged.

9.64 When a Dogfight ends all surviving aircraft that did not Escape are placed on the Unengaged aircraft portion of the Play Mat as in 9.62.

10.0 COMBAT

10.1 Combat Eligibility

10.11 Combat may take place after resolving any Targeted Activation (including any Unreliable Engine [13.5] or Weak Wing

[13.6] checks). Only the Activated aircraft and/or its target may fire (Exception: Formation Attacks, 10.6). The Activated aircraft may only fire at the target aircraft and vice versa.

10.12 The Activated aircraft may fire if:

- it ends the Activation Tailing the target aircraft
- It is making a Head-on Attack

10.13 The target aircraft may fire if:

- the two aircraft began the Activation Unengaged and the target aircraft ends the Activation Tailing the Activated aircraft
- the target aircraft began the Activation being Tailed by the Activated aircraft and ends it Tailing that aircraft
- the Activated aircraft is making a Head-on Attack
- the target aircraft is being tailed and has a rear gunner

10.14 Firing is always voluntary. In cases where more than one aircraft may fire, all fire is announced before any is resolved.

10.2 Combat Procedure

10.21 The firing player draws one card from the deck and checks the Fire section of the card. If the card's printed Fire Value is less than or equal to the Fire Value of the attack, the fire has hit the opposing aircraft.

10.22 If the fire hits, the player then looks at the damage table on the same card. Cross index the number of guns firing with the Defense Class of the enemy aircraft to determine the type of damage (if any) the attack has done. See 10.8 for the damage types and their effects.

10.23 There are a number of factors that can modify the Fire Value of an attack. However, the Fire Value may never be reduced below one (1) or increased beyond six (6).

10.3 Tailing Attacks

10.31 If the attacking aircraft is Tailing the aircraft it is firing at, the Fire Value of the attack is equal to the attacker's Position Level (Exception: Front Gunners 13.3).

NOTE: Aces add a bonus to their Fire Value when Tailing (see 14.6).

10.4 Head-on Attacks

10.41 An Unengaged aircraft may make a Head-on Attack against another Unengaged aircraft by making a Targeted Activation using any Speed Maneuver.

10.42 The target aircraft may not Respond to a Head-on Attack.

10.43 After playing the card, **both** aircraft may fire at each other with a Fire Value of four (4) (Exception: Front Gunners 13.3).

10.44 Fire during a Head-on Attack is considered to be simultaneous; damage is not applied until both aircraft have fired.

10.45 After resolving a Head-on Attack, both aircraft remain Unengaged.

10.5 Gunner Attacks

10.51 If the target aircraft has a Rear Gunner and ends the Activation being Tailed by the Activated aircraft, it may fire at the enemy plane. It may do so **even if the Activated aircraft chooses not to fire**.

10.52 A Gunner Attack may also be made if the aircraft with the Rear Gunner makes a Targeted Activation, begins the Activation either Unengaged or Tailing and ends it being Tailed by the target aircraft.

10.53 The Fire Value of a Rear Gunner Attack is dependent on the other aircraft's Position Level, as follows:

Position Level	Fire Value
1 or 2	2
3 or 4	4
5 or 6	2

DESIGN NOTE: Yes, the Gunner's Fire Value goes down when the Tailing aircraft reaches Position Level 5. It is assumed that at that point the Tailing aircraft is in the defender's blind spot, thus restricting the ability of the gunner to fire.

10.54 Fire by the Rear Gunner is simultaneous with fire (if any) by the tailing aircraft.

10.6 Formation Attacks

10.61 All 2-seater aircraft on one side that are at the same altitude level are considered to be in a formation.

10.62 Any time that a Gunner of an aircraft in a formation makes a Gunner Attack, all other **Unengaged** aircraft in the formation can also fire on the target of the Gunner Attack.

10.63 Unengaged formation aircraft with a Front Gunner [13.3] may also make a Formation Attack with the Front Gunner when one of the other aircraft in the formation makes a Gunner Attack.

10.64 Formation Attacks always have a Fire Value of two (2), regardless of the target aircraft's Position Level.

10.7 Gun Jams

10.71 Instead of a Fire Value and damage table, some cards contain the words "Guns Jammed". If a Guns Jammed card is drawn while resolving fire, a Guns Jammed marker is placed on the aircraft and the fire automatically has no effect. Note: some Aces may ignore a Guns Jammed card (see 14.6).

10.72 Aircraft with a Guns Jammed marker may not fire at opposing aircraft with those guns until the jam is cleared. If the aircraft has other guns, they can continue to fire normally.

10.73 Clearing a Gun Jam requires an Untargeted Activation (exception: 10.75 and remember 8.53). After Activating the aircraft, the player draws a card and checks its Fire section. If the Fire Value is 1, the guns remain jammed. The player may attempt to clear the jam again the next time he activates that aircraft. If the card drawn is another Guns Jammed, the guns are Broken. Flip the marker over to its Guns Broken side. That gun may not be fired again for the duration of the Engagement. Any other result clears the Gun Jam (exceptions: 13.11, 15.63).

10.74 If the aircraft has both fixed and gunner-operated guns, each gun may become jammed separately. Place the appropriate marker(s) on the aircraft.

10.75 A gunner-operated gun may be cleared during either a Targeted or an Untargeted Activation (guns cannot be cleared if a Falling Leaf [8.3]). Otherwise the procedure for clearing the jam is the same as in 10.73. If the gunner succeeds in clearing the jam during a Targeted Activation, he may **not** make a Gunner

Attack during that Activation even if he would normally be allowed to.

During an Untargeted Activation, an aircraft unlucky enough to have jammed both types of guns could attempt to clear both jams in the same Activation. In this case, the player would draw separately for each attempt.

10.8 Damage

There are seven possible results on the damage tables. Each is listed below along with the game effects of that type of damage.

10.81 The most common effect of damage is to reduce one of more of the aircraft's Performance Ratings. However, damage alone may never reduce a Performance Rating to less than zero (0).

10.82 Superficial:
No effect (all that the firing aircraft has done is to put a few holes in the target's canvas).

10.83 Structure Hit:
First hit – No effect

Second hit – Reduce the aircraft's printed defense class by one, from Armored to Sturdy, Sturdy to Normal or Normal to Fragile. If the aircraft's printed defense class is Fragile, it is shot down.

Third hit – The aircraft is shot down. Exception: See 13.74.

10.84 Wing Hit:
First hit – Lower the aircraft's printed Dive Rating by 2 and its Agility Rating by 1.

Second hit – The aircraft is shot down.

10.85 Control Hit:
First hit – Lower the aircraft's printed Agility Rating by 2.

Second hit – The aircraft is shot down.

10.86 Engine Hit:
First hit – Lower the aircraft's printed Speed Rating by 2 and its Climb Rating by 1.

Second hit – The aircraft is shot down.

In the Campaign Game, an aircraft with two Engine Hits is not necessarily destroyed. If playing a Campaign Game, immediately conduct the Safe Return procedure for the aircraft using the special Engine out modifiers.

10.87 Crew Hit:
If the aircraft has only one crewman (or if the other crewman has already been killed), draw one card and check its Fire Value. If the Fire Value is 1 through 4, the crewman is wounded; if it is 5-6 the crewman has been killed. If the card is a Guns Jammed, the crewman is wounded unless he is already wounded, in which case he is killed. Except for drawing a Guns Jammed, further wounds have no effect on an already wounded crewman.

If the aircraft has two crewmen, first draw a card and check the Fire Value to see which crew member has been hit. If the Fire Value is 1-3, the attack affects the pilot, 4-6 the gunner. If a Guns Jammed is drawn, **both** crewmen are hit.

Exception: If the aircraft has both a Front and Rear Gunner (like the AEG GIV), a Fire Value of 1-2 affects the Front Gunner, 3-4 the pilot and 5-6 the Rear Gunner. A Guns Jammed affects only

the Rear Gunner.

Once the affected crewman is determined, draw again as above to see if he is wounded or killed. See below for the effects of Crew hits:

• A wounded pilot reduces the printed Maneuver Value of all cards by one.
• A wounded Flight Leader or Ace has both his Leadership and Flying Ratings reduced by one.
• Aces may lose some special abilities (see 14.6).
• If the pilot is killed, the aircraft is shot down unless it has Dual Controls [13.2] and the gunner is still alive.
• A wounded gunner reduces the Fire Value of all Gunner Attacks by one.
• If the gunner is killed, his guns may not be fired for the remainder of the Engagement.

10.88 On Fire: The aircraft is shot down and the crew (pilot and gunner(s)) are lost. However, if the pilot is a Flight Leader or Ace there is a slight chance that he will be able to put out the fire before it consumes the plane. Draw a card and check the Fire Value. Add one to the printed Fire Value if the pilot's Flying Ability is 3 or more. If the modified Fire Value is 6 or higher, the fire has been extinguished. Change the On Fire result to a Structure Hit.

In Rain weather conditions, all pilots at Low or Treetop level may attempt to convert an On Fire result to a Structure Hit with a +2 to the attempt.

11.0 ALTITUDE

11.1 Altitude Levels

11.11 An aircraft in *Eagles in the Sky* is always at one of four altitude levels: Treetop, Low, Medium or High.

11.12 If an aircraft is Unengaged, its current altitude is indicated by the section of the Unengaged aircraft portion of the play mat its counter occupies.

11.13 If an aircraft is part of a Dogfight, its current altitude is indicated by the marker in the Altitude space of the Dogfight display.

11.14 An aircraft may only perform a Targeted Activation against an opposing aircraft at its altitude level.

11.2 Altitude Effects

11.21 Being at Treetop, Low or Medium altitude has no effect on an aircraft.

11.22 When playing the Campaign game, the crew of an aircraft that begins an Engagement at High-altitude suffers increased fatigue.

11.23 The Climb, Speed and Agility ratings of all aircraft except those with High Altitude Engines [13.4] is reduced by two (2) while at High altitude.

11.24 If the reduction in 11.23 would lower any of an aircraft's ratings (after modifying for damage) below zero (0), that aircraft may not climb to High altitude. If the aircraft is already at High-altitude when damage reduces its Rating(s) below zero, it must, in its next Activation, dive to Medium altitude. In this case (only), it may use any Maneuver card to make the altitude change.

DESIGN NOTE: In reality, aircraft are losing performance throughout the range between the ground and their ceiling. However, because the Maneuver and Position system depends on the difference between planes' ratings, these reductions even out. The one exception is those few aircraft whose engines were tuned for superior High-altitude performance. Thus the lowered ratings for other aircraft when at High altitude.

11.3 Changing Altitude: Diving

11.31 In order to change an aircraft's altitude to a lower level, the controlling player must make an Untargeted Activation by playing any Dive Maneuver. Note that, with the exception of a Falling Leaf [8.3], simply playing a Dive card is not enough to cause a change in altitude level. The player must announce that he is using the card to change altitude.

11.32 After playing the Dive card, the player relocates the aircraft one altitude level lower, either by moving it on the Unengaged aircraft display or by changing the altitude marker on its Dogfight display (and, for the latter, see 11.5).

11.33 An aircraft with Weak Wings [13.6] must check for damage after diving to a lower altitude, just as it does when playing a Dive card normally. In this case, though, the Fire Value is always considered to be two (2), regardless of the Maneuver Value of the Dive card.

11.4 Changing Altitude: Climbing

11.41 In order to change an aircraft's altitude to a higher level, the controlling player must make an Untargeted Activation by playing any Climb Maneuver. As in 11.3, the player must specifically announce that he is using the Climb card to change altitude. Unlike 11.3, it may take more than one turn to complete the altitude change.

11.42 Climbing to a higher altitude makes use of the aircraft's Sustained Rate of Climb. This is not printed on the aircraft counter, but is based on its current Climb Rating (the printed rating plus any modifications) as per the following table:

Climb Rating	Sustained Rate of Climb
0 or 1	0
2 to 4	1
5 to 7	2
8 or 9	3

Design Note: Mathematically-minded players will see that the Sustained Rate of Climb is equal to one-third the Climb Rating, rounded to the nearest whole number.

11.43 After playing the Climb Maneuver, the player adds its Maneuver Value to the aircraft's sustained Rate of Climb. If the plane is currently at Treetop altitude, add an additional two (2).

Design Note: The additional 2 added when an aircraft is at Treetop altitude reflects the facts that WWI aircraft engines invariably developed maximum power at sea level and that the Treetop level is "narrower" than the other three altitude levels.

11.44 If the total equals six (6) or more, the aircraft has completed its climb to the new altitude. Adjust the aircraft's position on the Play Mat or change the marker on the Dogfight Display accordingly.

11.45 If the total is less than six, the aircraft's climb is still in progress. If the aircraft is Unengaged, place a Position marker on it equal to the total. If the aircraft is involved in a Dogfight, place a Climb Progress marker on the space on the track below the Dogfight Display that corresponds to the total.

11.46 When activating an aircraft with a climb in progress, the player has a choice. He can either:

a) Break off the climb. If he does this, he may play any card as per the normal rules for Activation.

b) Continue the climb. In this case, he must play a Climb card as in 11.41. He then calculates a total as per 11.43 and further adds the current Climb Progress number. If the new total equals six (6) or more, the climb has been completed. Otherwise, mark the new total as in 11.45.

11.47 8.14 applies when playing a Climb card to change altitude. So, for example, if an aircraft with a Climb Rating of 2 played a Zoom Climb card, he would only be able to add a maximum of 2 for the card when calculating Climb Progress.

Example 1: A Fokker DrI (Climb Rating 7) at Treetop altitude plays a Vertical Roll card (Maneuver Rating 2) to change altitude. The DrI's Sustained Rate of Climb is 2. Adding that to the Maneuver Rating and the additional 2 for being at Treetop gives a total of 6. The DrI has successfully climbed to Low altitude.

Example 2: An Albatross DIII (Climb Rating 4) at Low altitude plays a Zoom Climb card (Maneuver Rating 3) to change altitude. The DIII's Sustained Rate of Climb of 1 plus the Maneuver Rating equals 4. The player places a Position Level 4 marker on the aircraft. During the Albatross' next Activation, the player elects to continue the climb and plays another Zoom Climb. The new total is 8 (Sustained Rate of Climb: 1 plus Maneuver Rating:3 plus Climb Progress:4). This is more than 6, so the Albatross has completed its climb to Medium altitude.

PLAY NOTE: *Climbs in* **Eagles in the Sky** *will almost always take two or more turns.*

11.48 An aircraft partway through a climb can be targeted by an enemy aircraft. However, the Activating aircraft must play a Climb maneuver to do so. If the Activating aircraft's total is higher, the two aircraft are placed on a Dogfight display and the climb progress marker is set to the Tailed aircraft's current progress. If the totals are equal or if the target aircraft has a higher total, the two aircraft remain Unengaged. The Activating aircraft does **not** receive a Climb Progress marker.

PLAY NOTE: *An aircraft in the midst of climbing to a higher altitude level may not end up tailing an aircraft that targets it even if its total of Performance Rating and Maneuver Rating is higher than that of the Activated aircraft.*

11.49 Excess Climb Progress does not carry over if an aircraft wishes to continue to change altitude. So in example 2 above, if the Albatross wished to continue climbing to High-altitude it would not be able to add 2 (the difference between the 6 it needed to get to Medium and the 8 it actually had) to its next climb attempt.

11.5 Following an Altitude Change

11.51 An aircraft Tailing a plane that is changing altitude (as well as aircraft Tailing it, etc.) may elect to follow the altitude change.

The decision to follow the change is made for each aircraft individually, starting with the aircraft Tailing the plane changing altitude. If any aircraft elects not to follow the altitude change, those planes Tailing it may not do so either. Following an altitude change does **not** require the play of a card.

Example: A Pfalz DIII at Medium altitude dives to Low. The Pfalz is being Tailed by a Sopwith Camel; the Camel is being Tailed by an Albatross DIII, and the Albatross by a SPAD XIII. The Camel elects to follow the dive, but the Albatross does not. Therefore the SPAD cannot follow the altitude change and must remain at Medium altitude Tailing the Albatross. The Dogfight will then break up into two separate dogfights, one at Low altitude and one at Medium.

11.52 Aircraft with Weak Wings that elect to follow a dive must check for damage as per 13.6. The Fire Value of the damage check is two (2).

11.53 After completing a dive, compare the current Dive Ratings of each pair of Tailing/Tailed aircraft. If one plane's Dive Rating is 1 or 2 higher than the other's, adjust the Position Level one in favor of that aircraft. If one plane's Dive Rating is 3 or more higher than the other's, adjust the Position Level two in favor of that aircraft.

11.54 After each turn of a climb (i.e., after each Activation by the aircraft that initiated the climb), compare the current Climb Ratings of each pair of Tailing/Tailed aircraft. If one plane's Climb Rating is 1 or 2 higher than the other's, adjust the Position Level one in favor of that aircraft. If one plane's Climb Rating is 3 or more higher than the other's, adjust the Position Level two in favor of that aircraft.

11.55 A Tailed aircraft cannot use 11.53 or 11.54 to adjust its position to better than Unengaged.

Example: An Albatross DV (Dive Rating 6) has Position Level 1 over a SPAD XIII (Dive Rating 9). The SPAD elects to dive one level and the Albatross follows the dive. After completing the dive, the two aircraft are Unengaged, even though the difference in Dive Ratings would normally permit a two-level adjustment in Position.

If a Tailing aircraft moves to the Unengaged portion of the Play Mat due to this rule, it does retain any accumulated Climb Progress (place a marker as per 11.45). However, since it is no longer following another aircraft's climb, it will have to complete the altitude change through its own Activations.

11.56 Aircraft following a climb may still be activated normally, following the rules in 8.0. However, aircraft in the midst of a climb may only activate by playing Climb Maneuvers, unless they give up position against a climbing aircraft that they are Tailing (see 8.25). In that case, the Activating aircraft (and any aircraft tailing it) is assumed to have broken off the climb and can play any Maneuver card.

11.57 As in 11.47, an aircraft following a climb that is targeted by a Tailing aircraft may not end up Tailing that aircraft, regardless of the totals. If the Position Level is adjusted to Unengaged or in favor of the Tailed aircraft, the two planes become Unengaged. In this case, though, the Activating aircraft (and any aircraft Tailing it) does retain climb progress and is placed either on another Dogfight display or in the Unengaged section of the Play Mat with the appropriate marker.

12.0 ESCAPE

Aircraft may attempt to voluntarily leave an Engagement. (A player might want to do this if the plane is badly damaged or if its guns are broken.) An Escape Activation might be either a Targeted or an Untargeted Activation, depending on the aircraft's position.

12.1 Escape requirements

12.11 In order to Escape, the player must Activate the aircraft using a Dive, Climb or Speed Maneuver.

12.12 If the Escaping aircraft is Unengaged or is Tailing an enemy aircraft (and not also being Tailed), the Escape is an Untargeted Activation. In this case, the Escape automatically succeeds. Remove the aircraft from the Play Mat.

12.13 If the Escaping aircraft is being Tailed, the Escape attempt is conducted like a normal Targeted Activation with the target being the Tailing aircraft. If the Escaping aircraft ends the Activation Unengaged or better, the Escape succeeds. Otherwise, the aircraft is still being Tailed at whatever Position Level the Activation results in.

12.14 An Escape attempt by an aircraft being Tailed using a Climb or Dive card may also be used to change altitude (see 11.3 and 11.4). If the plane(s) Tailing the aircraft decline to follow the altitude change or a comparison of ratings after the change leaves the Tailed aircraft Neutral, the Escape attempt succeeds.

12.15 If an aircraft is being Tailed by two enemy aircraft, it may not attempt to Escape except by playing a Falling Leaf [8.3].

12.16 The player controlling the aircraft Tailing a plane attempting to Escape may elect to allow the Escape to succeed, in which case the attempt is treated as in 12.12.

PLAY NOTE: Why would you do this? Remember that a Scout that Escapes reduces the size of its owner's hand.

12.17 Add +2 to the Escape attempt when clouds are at the same altitude as the aircraft making the Escape attempt.

13.0 AIRCRAFT SPECIAL CHARACTERISTICS

The following rules cover abilities (good and bad) beyond those represented by the performance and other ratings.

13.1 Covered Guns (C)

Some Scouts had their front-firing guns embedded within the engine cowling or fuselage. While this improved the streamlining of the plane, it also made it difficult for the pilot to access the guns.

13.11 When an aircraft with covered guns attempts to clear a jam of those guns, they remain jammed if the card drawn has a Fire Value of 1 **or** 2.

13.12 If the aircraft is also armed with Incendiary Ammunition [15.6], there is no further effect.

13.2 Dual Controls (D)

13.21 An aircraft with dual controls is not shot down when the pilot is killed unless the gunner has already been killed (the gunner is now flying the plane).

13.22 An aircraft being flown by the gunner has the following

restrictions:

- May not make any kind of attack (including a Gunner Attack)
- May not play a Falling Leaf [8.3]
- May not Activate to earn any mission-related Victory Points [16.0]

PLAY NOTE: The player's best bet for an aircraft in this situation is to Escape as quickly as possible.

13.3 Front Gunner (F)

A number of early war observation aircraft placed the gunner/observer in the front seat of the plane and the pilot in the rear. It was quickly discovered that this arrangement restricted both the gunner's ability to protect the aircraft and the pilot's ability to fly it. Despite this, the last aircraft to use this arrangement, the British Be2e, was in front line service until just before the point where *Eagles in the Sky* begins.

13.31 An aircraft with a Front Gunner uses the gunner when making Tailing and Head-on Attacks. A Front Gunner may not make Gunner Attacks.

13.32 Any attack made by a Front Gunner (except a Formation Attack, see 10.63) has a Fire Value of half (rounded up) of what the Fire Value would normally be.

Example: An aircraft with a Front Gunner involved in a Head-on Attack would have a Fire Value of 2.

13.33 The only aircraft in *Eagles in the Sky* that has a Front Gunner is the AEG GIV. However, that aircraft also has a Rear Gunner. As a result the AEG GIV may make **two** Formation Attacks.

13.4 High Altitude Engine (H)

13.41 An aircraft with a High Altitude Engine is not subject to a performance penalty [11.23] when at high altitude.

13.42 The benefit of the High Altitude Engine is lost if the aircraft suffers an Engine hit.

13.5 Unreliable Engine (U)

13.51 An aircraft with an Unreliable Engine is subject to damage as if it had been fired upon whenever it plays a Speed Maneuver to:

- Perform a Targeted Activation
- Respond
- Attempt to Escape

13.52 After performing any of the above actions, draw a card as in normal combat resolution (10.2). The Fire Value of the "attack" is equal to one (1) less than the **printed** Maneuver Rating of the card played. If the "fire" hits (Gun Jams have no effect), check the 1-Gun column of the damage table. Use the Normal line on the table regardless of the aircraft's actual Defensive Class. On any result other than Superficial, the aircraft suffers an Engine hit (the actual printed damage result is ignored).

Note: This means that if the aircraft plays a Speed Maneuver with a Rating of 1, it does not need to check for damage at all.

13.6 Weak Wings (W)

13.61 An aircraft with Weak Wings is subject to damage as if it

had been fired upon whenever it plays a Dive Maneuver to:

- Perform a Targeted Activation
- Respond
- Attempt to Escape
- Dive to a lower altitude level
- Follow a Dive

13.62 After performing any of the above actions, draw a card as in normal combat resolution [10.2]. In the first three cases, the Fire Value of the "attack" is equal to one (1) less than the **printed** Maneuver Rating of the card played; in the latter two, the Fire Value is two (2). If the "fire" hits (Gun Jams have no effect), check the 1-Gun column of the damage table. Use the Normal line on the table regardless of the aircraft's actual Defensive Class. On any result other than Superficial, the aircraft suffers a Wing hit (the actual printed damage result is ignored).

13.63 When resolving a Falling Leaf card [8.3], an aircraft with Weak Wings checks for damage after **each** altitude level lost.

Note: This means that if the aircraft plays a Dive Maneuver with a Rating of 1, it does not need to check for damage at all (unless it uses the card to change altitude).

HISTORICAL NOTE: When examining the aircraft counters, players will note that the Nieuport 28 has both an Unreliable Engine and Weak Wings. Despite its status as the first scout used by the American Expeditionary Force, the plane was in fact not a very good combat aircraft. The Americans were basically "stuck" with it after it had been rejected by the French Aviation Militaire. Most American pilots disliked the plane and gladly gave them up in favor of the SPAD XIII.

13.7 Individual Aircraft Special Characteristics (optional)

The following characteristics apply only to specific types of aircraft. Their use is optional but does add extra flavor to the game.

13.71 Sopwith Camel
While it was an extremely effective aircraft (it was credited with more enemy aircraft destroyed than any other Allied type), the Camel was a very tricky plane for a novice pilot to handle.

When playing a Campaign game, any Camel flown by a Green or Inexperienced pilot must undertake the Safe Return procedure (see 5.6 in the Campaign Rules).

(Optional) In a Campaign game, Green and Inexperienced pilots flying a Camel incur one additional Fatigue Point.

13.72 Fokker DVII/DVIIf
Conversely, one of the great strengths of the Fokker DVII was it ease of handling. The plane "made good pilots out of poor ones".

Green and Inexperienced pilots flying a Fokker DVII or DVIIf do not subtract one from the Maneuver Rating of a card played as a Targeted Activation or Response. All other Green/ Inexperienced pilot effects still apply.

13.73 SPAD XIII
The geared Hispano Suiza engine used in the SPAD XIII had reliability problems, although they were not nearly as severe as those of engines like the Gnome Monosoupappe used in the Nieuport 28.

Treat the SPAD XIII as if it had the Unreliable Engine characteristic, except that when checking for damage the Fire Value is two (2) less than the printed Maneuver Rating of the card.

Note: This means a SPAD XIII only has to check for damage when playing a Speed Maneuver with a Rating of 3 or 4.

13.74 AEG GIV
The AEG GIV was a large 2-engine aircraft. As such, it could take more damage than most aircraft.

It requires four (4) Structure hits to shoot down an AEG GIV. The first two hits have no effect. The third Structure hit has the normal effect of a second hit, and the fourth Structure hit shoots the aircraft down. Indicate the third hit by placing a second Structure Hit marker on the aircraft.

14.0 PILOTS

In World War I, as in subsequent air wars, the quality of the man in the cockpit was as important as the capabilities of the aircraft itself.

14.1 Pilot Quality

14.11 There are five levels of pilot quality in *Eagles in the Sky*: Green, Inexperienced, Experienced, Flight Leader and Ace. Except for Experienced pilots, the quality of the pilot flying a given aircraft is shown by placing a marker on the aircraft counter. There are no counters for Experienced pilots.

14.12 As the name implies, the quality rules apply only to pilots. Gunners always use the rules as written.

DESIGN NOTE: Obviously this is a simplification. However, it avoids a host of rules (and markers) for gunners of different qualities.

14.13 In Campaign games, the quality of each squadron's pilots is listed on the Campaign card. When playing a single Engagement, pilot quality can be used to balance the Engagement.

14.2 Green Pilots

Green pilots are young men just out of the rudimentary flying schools of WWI. During several periods of the war, their average life expectancy at the front was less than a week.

14.21 If an aircraft flown by a Green pilot is targeted by an Unengaged enemy aircraft, it may not Respond to that Activation.

14.22 The Maneuver Rating of any card used by a Green pilot to perform a Targeted Activation [8.2] or a Response [8.4] is reduced by one. This penalty is cumulative with the penalty for being Wounded [10.87].

14.23 A Green pilot may never play a Medal or Falling Leaf card.

14.24 If the player has a choice of aircraft that will be removed from the Engagement (see the Random Events Table) and one or more of them has a Green pilot, a plane with a Green pilot must be chosen.

14.3 Inexperienced Pilots

Inexperienced pilots are either Green pilots who have survived their first few missions at the front or new pilots with more extensive training.

14.31 The Maneuver Rating of any card used by an Inexperienced pilot to perform a Targeted Activation [8.2] or a Response [8.4] is reduced by one. This penalty is cumulative with the penalty for being Wounded [10.87].

14.32 An Inexperienced pilot may never play a Falling Leaf card.

14.4 Experienced Pilots

14.41 Experienced pilots use the rules without modification. There are no counters for Experienced pilots; any aircraft without a pilot counter has an Experienced pilot.

14.5 Flight Leaders

14.51 Flight Leaders have a Leadership and a Flying Rating. One or the other of them is used to determine the player's hand size [7.1] and discard limit [7.2].

14.52 Flight Leaders may attempt to negate an On Fire damage result [10.88].

14.53 Except for the above, Flight Leaders are treated as Experienced pilots.

14.6 Aces

14.61 All Aces are considered to be Flight Leaders and thus have Leadership and Flying Ratings. Aces are distinguished from other Flight Leaders by the insignia on the counter.

14.62 All Aces add one (1) to their Fire Value (not to exceed 6) when making a Tailing Attack. In addition, each Famous Ace has one or more special abilities as listed in the back of this rules book [18]. (The abilities may include a greater increase in the Fire Value for Tailing Attacks or an increase for other types of attack.)

14.63 A player receives the number of Glory Points listed with the Famous Ace's Abilities, or on the back of the ace counter, for shooting down that Ace.

15.0 SPECIAL TARGETS AND WEAPONS

15.1 Strafing

15.11 In some Engagement types, the Mission player's aircraft may Strafe. Strafing is a Targeted Activation (with the target being whatever on the ground the aircraft is firing at).

15.12 In order to Strafe, the aircraft must be unengaged, at Treetop altitude and be activated with a Speed or Dive Maneuver.

15.13 Strafing attacks always have a Fire Value of four (4). The target's Defense Class is given in the instructions for the particular Engagement type.

15.14 Aircraft that strafe receive defensive ground fire. All ground fire has a Fire Value of 4 and any hits are resolved on the 1-gun table.

15.2 Balloons

Both sides made use of tethered balloons for observation and artillery spotting. While extremely vulnerable (they were inflated with highly flammable hydrogen gas), balloons were very difficult targets. They were defended by dedicated anti-aircraft batteries and often by standing patrols of scout aircraft.

15.21 When a balloon appears in an Engagement, it is placed in the Unengaged aircraft section of the Play Mat at Low altitude.

15.22 A balloon may not fire (but see 15.29) nor may it become involved in a Dogfight. It does not count towards hand size.

15.23 The only type of Activation a balloon may perform is an Untargeted Activation to descend to a lower altitude. The altitude change follows the normal rules for doing so (see 11.3). A balloon at Treetop altitude may still descend. Once it goes below Treetop, it is on the ground and may no longer be attacked.

15.24 A balloon may not Activate until after the first time it is attacked.

15.25 Unlike an aircraft, the owning player does not play a card from his hand to activate the balloon. Instead draw a card from the deck and check the Fire Value. If it is 1, 2, or 3 the balloon descends. Otherwise it remains at its current altitude. In either case, the balloon counter is flipped to its Activated side.

15.26 When a balloon moves from Low to Treetop altitude, all Unengaged aircraft of both sides at Low altitude may follow the altitude change. Players alternate declaring which aircraft will follow the change, starting with the player who does not control the balloon. This altitude change does not Activate the aircraft.

15.27 An attack on a balloon is conducted somewhat like a Head-on Attack, in the sense that the balloon may not Respond and the aircraft is still Unengaged after making the attack. However, in an attack on a balloon:

- The aircraft may be Activated with either a Speed or a Dive Maneuver, and
- The attacking player gets to choose the Fire Value of the attack.

PLAY NOTE: Sounds like a no-brainer, doesn't it? However, see below.

15.28 The only damage results that affect a balloon are Structure and On Fire (Exception: Le Prieur rockets, 15.5). As the balloon has a Damage class of Fragile, two Structure hits are required to destroy it (one hit if using Incendiary Ammunition).

15.29 After an aircraft attacks a balloon, the anti-aircraft guns protecting the balloon fire at the aircraft. The Fire Value of the anti-aircraft attack is one-half (rounded up) of the Fire Value the aircraft chose for its attack. When the aircraft is at Low altitude, use the 1-Gun column of the damage table. If the aircraft is at Treetop altitude, use the 2-Guns column.

15.3 Bombs

15.31 An aircraft carrying Bombs has its Climb and Agility Ratings reduced by one (1).

15.32 An aircraft carrying Bombs can elect to jettison them at the beginning of any Activation (jettisoning Bombs is done in addition to the purpose of the Activation). Once the Bombs have been jettisoned the penalty in 15.31 no longer applies, but the player cannot score VP for bombing with that aircraft.

15.33 If a combination of damage and the penalty in 15.31 would reduce the aircraft's Climb or Agility Rating(s) to less than zero, the aircraft must immediately jettison its bombs. In this case, an Activation is not required.

15.34 See the Engagement rules for how points are scored for bombing.

15.4 Wing-Mounted Lewis Guns

The SE5a carries a Wing-mounted Lewis gun in addition to a regular forward-firing gun. Since the Lewis gun was drum-fed, it ran out of ammunition much more quickly than belt-fed guns. Pilots carried extra drums to reload the Lewis gun.

15.41 Lewis guns fire in the same way as any other gun. An aircraft with both a Lewis gun and a regular gun checks for damage on the 2-gun table as long as the Lewis gun has Ammo.

15.42 The first time that an aircraft with a Lewis gun fires, place a Lewis Gun Ammo Low marker on it.

15.43 When an aircraft whose Lewis gun is Low Ammo fires, flip the marker to its Out of Ammo side. Once the Lewis gun is out of ammo, it may not be fired until it is reloaded (the aircraft's other gun may still fire, though).

15.44 Reloading a Lewis gun is an Untargeted Activation. Unlike clearing a Gun Jam, reloading is automatic. Perform the Activation and remove the Out of Ammo marker.

15.45 If an aircraft with both Lewis and regular guns suffers a Gun Jam when firing, both guns jam. However, the Lewis gun does not use any ammo in this case. An attempt to clear the jam applies to both guns.

15.46 In the unlikely event that the aircraft's other gun jams when the Lewis gun is out of ammo the Lewis gun is **not** jammed and may be reloaded normally. (There are no markers for this situation; players will have to keep track of it on a spare piece of paper.

15.5 Le Prieur Rockets

Le Prieur rockets were developed in order to attack balloons and Zeppelins. They were effective against balloons, but no aircraft was ever able to use them to shoot down a Zeppelin. The rockets went out of use after incendiary ammunition became common.

15.51 The following (Allied) aircraft types may carry Le Prieur rockets when part of the attacking flight in a balloon busting engagement: Sopwith Pup, Sopwith Camel, Nieuport 17, SPAD VII, SPAD XIII. An aircraft carrying rockets may not also have incendiary ammunition.

15.52 Le Prieur rockets may only be used to attack balloons.

15.53 When an aircraft carrying rockets attacks a balloon, it may use either the rockets or its guns, not both.

15.54 Le Prieur rockets attacks with a Fire Value equal to one-half (rounded up) of the Fire Value chosen for the attack.

15.55 When attacking with rockets, any damage result other than Superficial shoots down the balloon.

15.56 An aircraft carrying rockets has its Agility Rating reduced by one (1). This reduction is canceled as soon as the aircraft fires the rockets.

15.6 Incendiary Ammunition

Incendiary ammunition was developed as a substitute for rockets. It could be used against aircraft; however, because of its tendency to jam guns, it was generally reserved for balloon attacks.

15.61 Any aircraft that is part of the attacking flight in a balloon busting engagement may use incendiary ammunition. If any do, however, all of the aircraft must do so. (Note that this will preclude any of the planes from carrying rockets in that engagement.)

15.62 When an aircraft with Incendiary Ammunition attacks a balloon, it only requires one Structure hit to shoot down the balloon.

15.63 When an aircraft with Incendiary Ammunition attempts to clear a jam of those guns, the guns remain jammed if the card drawn has a Fire Value of 1 **or** 2.

16.0 ENGAGEMENT TYPES AND VICTORY POINTS

A game of *Eagles in the Sky* is called an Engagement. Engagements may be played individually or as part of a Campaign (see the Campaign rules for details). At the end of an Engagement, determine the winner as per 3.12.

16.1 Engagement Types

16.11 There are eight possible types of Engagements in *Eagles in the Sky*: Patrol, Artillery Spotting, Photo-Recon, Contact Patrol, Trench Strafing, Bombing, Airfield Attack and Balloon Busting.

16.12 Each Engagement type has its own Engagement Victory Points and many have other special rules. All Engagement types, except Patrol Engagements, have restrictions on the zone in which they occur and the starting altitude of the aircraft in the Engagement. When playing a Patrol Engagement, use Tables E-5 and E-6 on the Engagement Chart.

16.13 Some Engagement types include one or more Mission aircraft. These aircraft are in **addition** to those in the players' Flights. The player who controls the Mission aircraft is the attacker in that Engagement; the other player is the defender (Exception: in the Balloon Busting Engagement, the defender controls the balloon). If there is a choice of starting zone or altitude for the Engagement, the attacker always chooses which will be used.

16.14 When playing an Engagement as part of a Campaign, the type of Engagement, starting zone, altitude and type and number of Mission aircraft are all determined by the Mission Table on the Campaign card.

16.2 Standard Victory Points

16.21 The following Victory Points are always awarded at the end of a Engagement, regardless of what type it is:

- each enemy Scout shot down: 3 VP
- each enemy Scout with 2 or more points of damage (Structure, Wing, Engine, Control): 2 VP
- each enemy 2-Seater shot down: 5 VP
- each enemy 2-Seater with 2 or more points of damage (Structure, Wing, Engine, Control): 3 VP

NOTE: German CL Type aircraft being used as Mission aircraft are only worth 3 VPs if shot down and 2 VPs if damaged (while 2-seater planes, they are still Scouts).

16.3 Glory Points

The 1914-1918 air war was as much about publicity as it was about actual accomplishments. The public was fascinated by the exploits of the "knights of the air". The various governments encouraged this interest, at least in part, to divert attention from the slaughter in the trenches.

16.31 During an Engagement, players earn Glory Points for the following:

The player's initial Flight is outnumbered 2:1 by the enemy Flight	1 Glory point
The player's initial Flight is outnumbered 3:1 by the enemy Flight	2 Glory points
The player's initial Flight is outnumbered 4:1 or more by the enemy Flight*	4 Glory points
One of the player's aircraft shoots down 2 enemy aircraft during the Engagement AND the pilot survives the Engagement	3 Glory points
One of the player's aircraft shoots down 3 or more enemy aircraft during the Engagement AND the pilot survives the Engagement	6 Glory points
One of the player's aircraft shoots down a balloon AND the pilot survives the Engagement	4 Glory points
The player shoots down an Ace	The number of points listed with the Ace's Abilities (and on the back of the Ace's counter)

* As a practical matter, this will only happen if the player's Flight consists solely of the Flight Leader. To gain these points, the player's Flight Leader may not attempt to Escape until at least Turn 4 of the Engagement.

16.32 At the end of the Engagement, the players total the Glory Points that they have earned. If only one player has any Glory Points, that player receives a number of additional Victory Points equal to the number of Glory Points, he has earned. If both players have the same number of Glory Points neither receives any additional Victory Points. If the players have different numbers of Glory Points, divide the larger number by the smaller, rounding off fractions to the nearest whole number (0.5 is rounded up). The player with the larger number of Glory Points receives a number of VP equal to the whole number calculated above.

Example: The Allied player earns 4 Glory Points during an Engagement. The German player earns 2. The ratio is 2:1;

therefore the Allied player gets 2 additional VP.

16.33 In the Campaign Game, Glory Points are kept track of and have additional uses.

16.4 Engagement Victory Points and Special Rules

16.41 Patrol Engagement
Zone: Draw [Use Table E-5]

Altitude: Draw [Use Table E-6]

Mission aircraft: none

Special Rules: none

Engagement Victory Points: If the Engagement ends on Turn 3 or earlier, the player who still has aircraft on the Play Mat receives 3 additional VPs.

16.42 Artillery Spotting Engagement
Zone: No Man's Land or defender's Front Lines

Altitude: Low

Mission aircraft: If the Allied player is the attacker, one of any of the following types: F.K. 8, Sopwith 1½, Salmson 2A.2, Breguet 14. If the German player is the attacker, one of any of the following types: Albatross CXII, DFW CV, LVG CV.

Special Rules: none

Engagement Victory Points: Each time the Mission player performs an Untargeted Activation with the Mission aircraft to do Artillery Spotting, he receives 2 VP. The Mission aircraft must be at its original altitude to spot. The aircraft may not use the Activation for any other purpose (changing altitude, clearing Gun Jams etc.). The Mission aircraft must be Unengaged to perform this type of Activation.

16.43 Photo-Recon Engagement
Zone: defender's Front Lines or Rear Area

Altitude: Medium or High

Mission Aircraft: If the Allied player is the attacker, one of any of the following types: D.H. 4, Sopwith 1½, Salmson 2A.2. If the German player is the attacker, one of any of the following types: Rumpler CIV, Rumpler CVI, DFW CV, AEG GIV.

Special Rules: none

Engagement Victory Points: Each time the Mission player performs an Untargeted Activation with the Mission aircraft to take photos, he receives 3 VP. The Mission aircraft must be at its original altitude to take photos. The aircraft may not use the Activation for any other purpose (changing altitude, clearing Gun Jams etc.). These points are **only** awarded if the Mission aircraft survives the mission. The Mission aircraft must be Unengaged to perform this type of Activation.

16.44 Contact Patrol Engagement
Zone: No Man's Land

Altitude: Treetop

Mission Aircraft: If the Allied player is the attacker, he **may** elect to include one aircraft of any of the following types: R.E. 8, F.K. 8, Salmson 2A.2. If the German player is the attacker, he **may** elect to include two aircraft of any of the following types: Junkers JI, Halberstadt CLII, Hannover CLIIIa. (Keep in mind that the CL type aircraft are Scouts and thus **do** count towards hand size.)

Special Rules: none

Engagement Victory Points: The attacker receives 1 VP each time **any** of his aircraft (not just the Mission aircraft) is at Treetop altitude and performs an Untargeted Activation [8.5]. The aircraft may not use the Activation for any other purpose (changing altitude, clearing Gun Jams etc.). The aircraft must be Unengaged to perform this type of Activation.

16.45 Trench Strafing Engagement
Zone: No Man's Land or the defender's Front Lines

Altitude: Treetop

Mission Aircraft: If the Allied player is the attacker, he **may** elect to include one aircraft of any of the following types: R.E. 8, F.K. 8, Salmson 2A.2. If the German player is the attacker, he **may** elect to include two aircraft of any of the following types: Junkers JI, Halberstadt CLII, Hannover CLIIIa. (Keep in mind that the CL type aircraft are Scouts and thus **do** count towards hand size.)

Special Rules: Any of the attacker's unengaged aircraft (Scouts and mission aircraft) may Strafe [15.1]. The trenches (or, more specifically, the men in them) have a defense class of Fragile.

In addition, any or all of the Mission player's aircraft may carry bombs [15.3]. The bombs are dropped by unengaged aircraft that make a Targeted Activation from Treetop altitude. When dropping bombs, do not draw a card to check for damage; simply note that the bombs have been dropped. Once the bombs have been dropped, the penalty in 15.31 no longer applies.

Engagement Victory Points: The Mission player receives 1 VP for each damage result (other than Superficial) he achieves while Strafing. He also receives 2 VP for each point of bombs dropped (Exception: if the aircraft's bomb symbol is red he gets only 1 VP for that aircraft bombing.).

16.46 Bombing Engagement
Zone: Defender's Front Lines or Rear Area

Altitude: Low or Medium

Mission Aircraft: If the Allied player is the attacker, three of any of the following types (all aircraft must be of the same type): D.H. 4, Breguet 14, Salmson 2A.2. If the German play is the attacker, two AEG GIV.

Special Rules: All Mission aircraft begin the Engagement carrying Bombs. See 15.3 for the effects of Bombs on aircraft performance.

At the end of the last turn of the Engagement, the Mission aircraft drop their Bombs even if they are engaged.

Engagement Victory Points: The Mission player receives 3 VP for each point of Bombs he drops.

16.47 Airfield Attack Engagement
Zone: Defender's Rear Area

Altitude: Treetop

Mission Aircraft: none

Special Rules: At the beginning of the Engagement, all of the defending player's aircraft are considered to be on the ground. Aircraft take off by performing an Untargeted Activation using any Climb, Speed or Agility card. After performing the Activation, place the aircraft at Treetop altitude.

The mission player may strafe aircraft on the ground or the airfield itself. Any unengaged aircraft at Treetop altitude may make a targeted activation by playing a Speed or Dive maneuver (15.12) to strafe a specific aircraft or the airfield.

Aircraft on the ground use their printed defense class and airfields have a defense class of Sturdy.

Engagement Victory Points: The Mission player receives 2 VP for each damage result (other than Superficial) he achieves while Strafing the airfield.

16.48 Balloon Busting Engagement
Zone: Defender's Front Lines

Altitude: Low

Mission Aircraft: The **defender** receives one balloon

Special Rules: see 15.2, 15.5 and 15.6

Engagement Victory Points: The Mission player receives 8 VP for destroying the Balloon. In addition, if the aircraft that destroyed the balloon survives the Engagement (including any possible Safe Return draw), the player receives 4 Glory Points.

Credits

17.0 HISTORICAL SCENARIOS

The following group of historical (or quasi-historical) scenarios feature the famous aces included in *Eagles in the Sky*.

SCENARIO 1 (solitaire) September 16th, 1918

Background: On the evening of September 16th, 1918, Frank Luke announced that he and his wingman Joseph Wehner would destroy three balloons near St. Mihiel, starting at 7:05PM.

Forces

Allies: (2) SPAD XIII
    (1) experienced pilot
    Frank Luke

Germans: One Balloon (see special rules)

Engagement type: Balloon Busting

Altitude: Low

Zone: German Front Lines

Special rules: This is a solitaire scenario consisting of three balloon busting engagements played consecutively. Each engagement uses the standard rules with the following exceptions:
1. Each Engagement in this scenario is only four turns in length.
2. Omit the Initiative and Random Events phases for all turns of all engagements. The player always has the Initiative.
3. Any damage to either SPAD carries over from one engagement to the next, as do any broken guns. However, gun jams are automatically cleared between engagements.
4. The Scenario ends immediately if one of the following occurs:
- Any engagement ends with the balloon not shot down
- Frank Luke is shot down
5. Each engagement lasts until one of the following occurs:
- the balloon is shot down
- the balloon is lowered below treetop altitude
- both SPADs have been shot down, or
- at the end of turn 4
6. Both SPADs have incendiary ammunition

Victory: The player wins if all three balloons are shot down and Frank Luke has not been shot down. If the player fails to shoot down a balloon in any scenario, they lose.

Historical Outcome: Luke and Wehner destroyed all three of the balloons in 30 minutes. Luke claimed two of them, Wehner the third.

SCENARIO 2: September 23rd, 1917

Background: One of the first production Fokker DRI triplanes was given to the German ace Werner Voss. On September 23rd, 1917, he led a patrol from his Jagdstaffel, with the rest of the patrol flying Pfalz DIIIs. The triplane was the faster aircraft and Voss outpaced his flight. As a result, he was alone when he encountered a flight of Se5as led by the British ace James McCudden.

Forces

Allies: (6) Se5a
    (5) experienced pilots
    James McCudden

Germans: (1) Fokker DrI
    Werner Voss

Engagement type: Patrol

Altitude: Low

Zone: No Man's Land

Initiative: Germans

Special rules: None

Victory: The Allied player wins if Werner Voss has been shot down; otherwise, the German player wins.

Historical Outcome: After an epic fight in which Voss managed to put bullets into every one of the Se5as, he was shot down and killed by Lieutenant Arthur Rhys-Davids.

PLAY NOTE: All things considered, the German player's best hope is to escape. Remember though, that since he is outnumbered 4:1 or more, Voss cannot attempt escape until Turn 4.

SCENARIO 3: June, 1917

Background: While flying a lone patrol, the German ace Ernst Udet encountered a single French SPAD VII. It quickly became apparent that the SPAD was flown by an expert. At one point in the dogfight, Udet got a good look at the SPAD and realized he was facing the great French ace Georges Guynemer.

Forces

Allies: (1) SPAD VII
    Georges Guynemer

Germans: (1) Albatros DV
    Ernst Udet

Engagement type: Patrol

Altitude: Medium

Zone: No Man's Land

Initiative: Germans

Special rules: Omit the Random Events phase for all turns of the engagement.

Victory: Standard victory conditions.

Historical Outcome: Udet was able to get Guynemer in his sights, but then suffered a gun jam which he was unable to clear. Rather than take advantage of his helpless opponent, Guynemer waved and flew off.

DESIGN NOTE: This engagement took place slightly before the beginning of the period covered in the game. However, one-on-one combat between well known aces was so rare during the war that I felt it was worth including.

SCENARIO 4: April 21st, 1918

Background: On April 21st, 1918, Manfred von Richthofen led aircraft from JG 1 on a patrol over the Somme River. They encountered a flight from RAF 209 Squadron.

Forces

Allies: (6) Sopwith Camels
        (1) green pilot, (4) experienced pilots
        Taylor (Arthur "Roy" Brown) on his +1 "Ace" side

Germans: (6) Fokker DrI
        (1) inexperienced pilot, (4) experienced pilots
        Manfred von Richthofen

Engagement type: Patrol

Altitude: Low

Zone: No Man's Land

Initiative: Germans

Special rules: None

Victory: Standard victory conditions.

Historical Outcome: While chasing Lieutenant Wilfrid May (the British green pilot), von Richthofen was shot down and killed. Credit for the victory was given to Captain Brown; however, most historians today believe that he was actually killed by an antiaircraft gunner.

HISTORICAL NOTE: The actual engagement involved over a dozen aircraft on each side. The number of planes has been reduced for the sake of playability and due to countermix limitations.

SCENARIO 5: October 3rd, 1918

Background: Like Frank Luke, Eddie Rickenbacker shot down a number of balloons. However, his approach to attacking them was totally different. He used large coordinated attacks employing as many as 14 aircraft.

Forces

Allies: (6) SPAD XIII
        (5) experienced pilots, Eddie Rickenbacker

Germans: (4) Fokker DVIIf
        (3) experienced pilots, Schneberk
        (1) Balloon

Engagement type: Balloon Busting

Altitude: Low

Zone: German Front Lines

Initiative: Allies

Special rules: All SPADs have incendiary ammunition

Victory: Standard victory conditions.

Historical Outcome: This is a quasi-historical scenario, showing Rickenbacker's approach to attacking balloons, although he did shoot one down on this date.

SCENARIO 6: June 1st, 1917

Background: On June 1st, 1917, "B" flight of No. 10 Naval Squadron (known as Black Flight) took off on a 2-1/2 hour patrol. The squadron had recently been equipped with the new Sopwith Triplane. They encountered a flight of Albatros DIIIs.

Forces

Allies: (5) Sopwith Triplane
        (4) experienced pilots, Raymond Collishaw

Germans: (5) Albatros DIII
        (4) experienced pilots, Moritz

Engagement type: Patrol

Altitude: Medium

Zone: No Man's Land

Initiative: Allies

Special rules: None

Victory: Standard victory conditions.

Historical Outcome: Collishaw shot down one Albatros, and two other members of the flight also scored. This and other encounters with No. 10 Squadron gave the Germans a healthy respect for the Sopwith Triplane. So much so that they developed a number of triplanes of their own, most notable the Fokker DRI.

SCENARIO 7: May 9th, 1918

Background: On the morning of May 9th, Rene Fonck made a bet with two members of his Escadrille as to who would be the first to shoot down an enemy aircraft. When one of the other pilots scored first, Fonck persuaded them to change the bet to whomever shot down the most aircraft that day. Delayed by fog, Fonck finally took off in the afternoon.

Forces

Allies: (1) SPAD XIII
        Rene Fonck

Germans: see special rules

Engagement type: Artillery Spotting

Altitude: Low

Zone: Allied Front Lines

Initiative: Allies

Special rules: This is a scenario consisting of three artillery spotting engagements played consecutively. Each engagement uses the standard rules, with the following exceptions:

1. Before beginning the first engagement, place one each of the following aircraft types in a cup: Albatros CXII, DFW CV, LVG CV. At the beginning of each engagement, draw one plane from the cup. That will be the German player's aircraft for that engagement.
2. Omit the Random Events phases for all turns of all engagements.
3. Any damage to the SPAD carries over from one engagement to the next, as do any broken guns. However, gun jams are automatically cleared between engagements.
4. Even though these are artillery spotting engagements, the German play does not get VP for spotting.

Each engagement lasts until one of the following occurs:
- the German aircraft is shot down
- Rene Fonck is shot down, or
- at the end of Turn 8

Victory: The Allied player wins if he shoots down all three German aircraft and Fonck is not shot down. Any other result is a German victory.

Historical Outcome: Fonck destroyed all three of the German 2-seaters. Later that day, he went up again and shot down three more.

PLAY NOTE: This scenario will not be a lot of fun for the German player. However, it does show what the artillery spotting aircraft were up against. It also shows why in the standard artillery spotting engagement the mission aircraft is not alone, even though historically that's how they operated.

SCENARIO 8: Late June, 1918

Background: Encouraged by the success of Richthofen's Jagsgeschwader 1, the Germans formed two more in the Spring of 1918. Command of JG 3 was given to Bruno Loerzer. After participating in Operation Michael, JG 3 was transferred further south along the Western front. There they encountered French rather than British pilots and starting, on May 28th, a new foe: the US First Pursuit Group.

Forces

Allies: (6) Nieuport 28
      (5) experienced pilots, McNamee
Germans: (3) Fokker DVII, (1) Fokker DRI, (2) Halberstadt CLII
      (5) experienced pilots, Bruno Loerzer

Engagement type: Trench Strafing

Altitude: Treetop

Zone: Allied Front Lines

Initiative: Allies

Special rules: Both Halberstadt's are carrying bombs.

Victory: Standard victory conditions.

Historical Outcome: This is another quasi-historical scenario, although it does show the type of mission that JG 3 carried out in the Spring and Summer of 1918.

18.0 ACE RATINGS AND ABILITIES

An asterisk (*) indicates an ability which is lost if the Ace is wounded.

Manfred von Richthofen
[July 1917: Albatros DV, August 1917-April 1918: Fokker DRI]

Leadership Rating: 4	Flying Rating: 2	Glory Points: 10

Special Abilities:
* Richthofen adds 2 to his Fire Value when making a Tailing Attack.
*When Richthofen makes a Targeted Activation against an Unengaged aircraft flown by a non-Ace, the target may not play a Response card. If the target aircraft has a gunner, it may not make a Gunner Attack during that Activation.

Werner Voss
[July 1917: Albatros DIII,
August 1917-September 1917: Fokker DRI]

Leadership Rating:2	Flying Rating: 5	Glory Points: 6

Special Abilities:
* Once per turn Voss may play any card as though it was a Snap Turn.

Ernst Udet
[July-August 1917: Albatros DV, September 1917-April 1918: Albatros DVa, May-June 1918: Fokker DRI, July-November 1918: Fokker DVIlf]

Leadership Rating: 3	Flying Rating: 4	Glory Points: 7

Special Abilities:
*Any Crew hit inflicted by Udet is automatically converted to an Engine hit.
*Once per Engagement, Udet may play any card as if it were a Medal Maneuver.

Bruno Loerzer
[July 1917: Albatros DV, August 1917-April 1918: Fokker DRI, May-November 1918: Fokker DVIlf]

Leadership Rating: 2	Flying Rating: 4	Glory Points: 6

Special Abilities:
*When flying an aircraft with Weak Wings, Loerzer does not have to check for damage when playing a Dive Maneuver.
*After playing a Falling Leaf, Loerzer does not have to check for additional loss of altitude.
*Rule 8.14 does not apply to an aircraft flown by Loerzer.

Rene' Fonck
[July-December 1917: SPAD VII,
January-November 1918: SPAD XIII]

Leadership Rating: 2   **Flying Rating: 4**   **Glory Points: 8**

Special Abilities:
*Fonck adds 2 to his Fire Value when making a Tailing Attack.
*When Fonck makes a Tailing Attack and inflicts a Wing, Engine,
 Control or Crew hit, he may convert that hit to any one of those
 four types.
If Fonck draws a Gun Jam when firing, draw a second card. If the
second card is also a Gun Jam, the guns jam. Otherwise, use the
second card to resolve the fire.

Georges Guynemer
[July-August 1917: SPAD VII, September 1917: SPAD XIII]

Leadership Rating: 2   **Flying Rating: 4**   **Glory Points: 9**

Special Abilities:
*An aircraft flown by Guynemer adds 2 to its Agility Rating.

Raymond Collishaw
[July-December 1917: Sopwith Triplane,
January-November 1918: Sopwith Camel]

Leadership Rating: 3   **Flying Rating: 3**   **Glory Points: 5**

Special Abilities:
* Collishaw adds 2 to his Fire Value when making a Tailing Attack.
* Collishaw adds one to the Maneuver Rating of any card he plays as a
  Response; 8.14 still applies, however.

James McCudden
[July 1917-July 1918: SE5a]

Leadership Rating: 4   **Flying Rating: 3**   **Glory Points: 7**

Special Abilities:
An aircraft flown by McCudden adds one to its Speed rating.
An aircraft flown by McCudden always has a High altitude Engine.
If McCudden draws a Gun Jam when firing, draw a second card.
If the second card is also a Gun Jam, the guns jam. Otherwise, use the
second card to resolve the fire.

Eddie Rickenbacker
[April-May 1918: Nieuport 28,
June-November 1918: SPAD XIII]

Leadership Rating: 3   **Flying Rating: 3**   **Glory Points: 4**

Special Abilities:
*Once per turn, Rickenbacker may add one to the Maneuver Rating of
 a card he plays either as an Activation or in Response; 8.14 still
 applies, however.

Frank Luke
[July-September 1918: SPAD XIII]

Leadership Rating: 0   **Flying Rating: 4**   **Glory Points: 3**

Special Abilities:
*Luke adds 2 to his Fire Value when attacking a balloon. The addition
 is performed after calculating the Fire Value of the anti-aircraft guns
 guarding the balloon.

Table of Contents