

FOKKER FODDER

Rules for dogfights with World War One model aeroplanes.

Original rules created by Les Ward, developed by Chris Nicole, demonstrated and played by Humberside Wargames Society.

Introduction

When we wrote these rules we wanted to produce a simple World War One air combat game to use as a participation game at conventions, and to run as a campaign game at the club. So the rules had to be simple to explain and play, but also give the feel of Western Front dogfights. As this was going to be a participation game we had already decided to use 1/72 scale aircraft on an 8 foot by 6 foot board. The game has ended up being very playable. The rules are a bit deadly, as we intended that a participation game shouldn't go on too long.

With four to six players it is possible to set up, play the game and clear away in a hour. We recommend the game to any wargames club as an easy one to introduce to new players, something to interest the members who have modelling skills, and a popular game to play at the start of a wargames session, while club members are waiting for others to turn up. We also suggest how you can run a campaign.

Feel free to experiment with these rules, ignore bits that you don't like, add extra rules and options. But remember, we've spent a lot of time getting the balance right with long sessions of playtesting. So have fun, and here's hoping that your ace pilot never spins into the ground!

How it works

We have designed these rules to give a quick, fun game of World War One air combat. But we have also designed a realistic game, showing the differences between the various types of aircraft available at different dates.

The main principle of the game is that it uses a sequential game turn. This means that you don't have any tedious pre-plotting of moves. The all important benefit of going last goes to the best pilot in the best position, in the best aircraft (with a bit of luck of course). This tends to mean that, during the game, players can decide to mix it in combat, or wait for a better opportunity. It often leads to long lines of aircraft all trying to get on each other's tail. And from a reading of the literature of the period, this is what often happened. A good test of wargames rules is that is that if you use the tactics of the time you should get reasonably historical results. So there you are!

Get the right kit

The playing surface consists of a squared board, with squares large enough to each contain one aircraft model, mounted on a stand. Because we allow movement in both the horizontal/vertical and diagonal directions, the bases should be octagonal. This also helps to indicate the direction the model is facing, should that not be apparent from the model itself.

We use a six foot by four foot board with four inch squares. This is OK to take to wargames shows but ideally you would want something bigger with 1/72 scale models. Our 1/72 scale aircraft models are attached to chipboard bases by motorcycle spokes, with the separate screw-on part attached to the model by drilling a hole in the model and securing it. Go and buy some motorcycle spokes and you'll immediately see how to use them. The idea of detaching the model from the stand means they store and travel easier, and we don't need stands for all our aircraft (we cater for games right from the beginning of the war to the very end). We use stands of different heights, one for each side, as the four inch squares aren't quite big enough for the larger aircraft, but this means that we can get opposing aircraft close enough together.

You can get models from many different manufacturers, from the ones in the High Street model shop to vacform kits from specialist manufacturers. Just remember that you pay more for the specialised kits, so you're better off sticking to Camels and SPADs and Fokker Triplanes and DVIIIs to start with. The game is also suitable for Skytrex's excellent Red Eagle 1/144 scale kits, with models available for all periods at reasonable prices.

When you are building your kits, build for strength rather than good looks. Remember to include a pilot and to replace the propeller on your kit with a circle of clear acetate.

There are some optional pieces of equipment. The first is pieces of cotton wool (dyed if possible) attached to a piece of soft wire to show which aircraft are on fire. The second is to make simple control panels (we've included a sample which you can photocopy and mount on cardboard) so each player can control his aircraft without having to write anything, and you can keep the playing surface clear of scraps of paper. You can also mount and cut out the height indicator numbers. If you mount these on steel paper and attach a piece of magnetic basing material (the sort that rich wargamers use to stop their figures rattling about in metal tool boxes) to the aircraft base, then everyone will be sure about their opponents' height. (Or you could just put a couple of dice on the base, as we've done for years)

Starting the game.

There are two ways to play this game, as a one-off game or as part of a campaign. We'll look at the one-off version first. (This is the way we play our participation game.)

If there are a number of players, first decide which aircraft to use. There is a table later in the rules to show which aircraft were used at what time in the war. Each player throws 1D6, an even number means that the pilot is Allied, an odd number German.

On round one player for each side throws 2D6 for the starting height of their flight. Each side then enters the playing area at that height on its own baseline following the rules for order of movement.

As an alternative to just facing off against each other across the board, each flight could dice for which part of the board they enter on. This can add a fair bit of interest to the game, (especially when both sides enter from the same area!). Additionally two opposite sides of the table should be designated as own lines. These are the exit zones, one for each side.

Sequence Of Play For Each Round

1 Initiative

Each player adds together their plane's height band, current speed and the score of 1D6. Aces add +1 to the dice score, superaces add +2. If two or more players have the same total score, they each dice again to determine order of movement between them, lowest score going first. Note that a plane's acceleration for the round is added after initiative has been determined during that plane's movement phase.

2 Spinning aircraft move first

These stay in the same square and lose 4 height bands. If they fall to height band 0 (or below!) then they have spun into the ground and are destroyed. A spinning aircraft may not fire at any other aircraft (the crew have other things to worry about.)

After you have made your spin move, you can attempt to recover from the spin. Throw 1D6 and if you score 4+ (aces 3+, superaces 2+) you have recovered from the spin. If you recover from a spin, your plane can face any direction you choose. If you fail to recover from a spin, your plane continues spinning next turn.

3 Gliding aircraft move

Gliding planes have 5 mp and turn C (or worse). They must lose at least 1 height band each round (this gives them a minimum of 6 mp.) If there are two or more gliders, then they dice between themselves to determine order of movement.

4 Other aircraft move

All remaining planes move and manoeuvre, in the order of their initiative total, lowest scores moving first.

Exception; If one aircraft is tailing another, then the tailing aircraft moves immediately after the aircraft being tailed.

See *tailing*.

5 Shooting

After all aircraft have moved, planes with a valid target in their arc of fire may attempt to fire any available guns at the target. See shooting. The effects of shooting are simultaneous. So, even if you destroy an enemy aircraft, he may still have fired back at you!

6 Control panel

Surviving planes record any changes in height, adjust their current speed and note damage status and ammunition used on their 'control panel'.

7 Start the next round.

Tailing

If an aircraft is within 4 (5 ace, 6 superace) height bands + squares, and the direction of flight is within 45° of the target's flight, and the pilot shot at the target last turn, he may elect to 'tail' the target. He throws 1d6. If he is an ace he adds 1, if he is a superace he adds 2, if the target is an ace he subtracts 1, if the target is a superace he subtracts 2. If the result is 4 or greater he can 'tail' the target and moves immediately after the target moves. It is possible for more than one aircraft to 'tail' a target, and also for an aircraft to both 'tail' and be 'tailed' in the same move.

Details Of Planes

Performance details for each aircraft type are given at the back of the rules in the following format;

Type	Turn	Move	Acc	Dive	Guns	Service	Users
Fokker Dr1	A	12	2	6	2fb	Nov 1917	Germany

The **turn** radius letter indicates how tightly an aircraft may turn in manoeuvres. The turn radius may degrade as a result of damage to the aircraft.

The **move** allowance indicates the maximum level speed of an aircraft in mp. The move number may be reduced as a result of damage to the engine or to the plane's structure. A plane's current speed may change each turn as a result of manoeuvres, acceleration or changes in height band.

The **Acc** rating is a plane's maximum acceleration in one round. Acc is added to the plane's current speed up to its maximum move allowance, after initiative has been determined, during the plane's movement phase. A plane may not accelerate beyond its move allowance. Any plane may decelerate by 1 or 2 mp in the same round.

The **dive** number indicates the maximum decrease in height bands a plane may dive in one round (before its wings fold and it converts to a plummet!). A plane gains 1 bonus mp for each height band dived, adding these to current speed for this round.

A number indicates the number of guns of each type. Armament codes are as follows:

- f = fixed forwards;
- r = rear facing (usually on some form of pivoting mount);
- w = overwing mounting (usually drumfed, facing forwards);
- b = belt fed with 20 shots.
- d = drum fed with replaceable drums of 5 shots each.

The example (2fb) has 2 fixed forwards belt fed machine guns, with 20 shots each.

The **service** date shows when that aircraft type would be available in a 'historical' campaign.

Users indicates the main wartime users of that type.

Flying your aircraft

The diagram indicates the way that aircraft move. Remember we move both straight and diagonally.. Each aircraft has a movement allowance and a turn radius, based on its speed and agility.

Turn radius

The turn radius letter indicates how the aircraft may turn. Under no circumstances may an aircraft make 2 turns or manoeuvres in the same square.

A - allows aircraft to make a 45° anti-clockwise or a 45° or 90° turn clockwise (rotary-engined scouts)

B - allows an aircraft to make 45° turns in adjacent squares (inline-engined scouts)

C - allows an aircraft to make 45° turns, but with at least 1 straight move intervening (some early scouts - wing warpers - and later two seaters)

D - allows an aircraft to make 45° turns, but with at least 2 straight moves intervening (very unmanoeuvrable or damaged aircraft)

E - allows an aircraft to make 45° turns, but with at least 3 straight moves intervening (damaged aircraft only)

If an aircraft has a turn radius of D or greater, that aircraft cannot perform an Immelmann (although we use the term Immelmann this term covers other manoeuvre such as stall turns or zooms)

An aircraft's turn radius may be reduced as a result of combat damage. Aircraft reduced below turn E may only make one 45° turn each round.

Current and Maximum Speed

It is important to realise the difference between maximum speed and current speed. Maximum speed is the number on the aircraft data chart which gives the maximum number of movement points available to the aircraft in normal level flight. You may find that the maximum speed of your aircraft is reduced by damage. Current speed is the speed of your aircraft from turn to turn. So at the beginning of each move you will have a current speed and a maximum speed. If your current speed is less than your maximum speed you can accelerate using the Acc rating for your plane. If your current speed exceeds maximum speed because your maximum speed has been reduced by damage, you must lose current speed is lost at the rate of 2 mps per turn until the excess current speed is reduced to maximum speed. For each Immelmann or loop and for each 2 turns or side-slips you must lose 1mp from current speed. You can decelerate 2 mps each move. Each height band dived through gives you 1 additional mp, and in this case your current speed may be well over your maximum speed. Next turn you start back at maximum speed though. If you perform a climb you must move at least 2 consecutive straights, and you lose 2 mps from your current speed for your next turn. You may not attempt to move any aircraft less than your stall speed. If you don't have enough mps available because of battle damage or manoeuvres, you must lose sufficient height levels to increase your movement to stall speed.

Movement Allowance

This movement allowance is expressed as Movement Points (mps) and you use it up like this:

Move 1 square straight ahead	2 mp
To turn 45° (or 90° clockwise for turn class A)	1 mp
Perform a sideslip	3mp
Climb 1 height band	5mp
Jink	3mp
Perform a wing-over	5mp
Immelmann (or zoom or stall-turn)	7mp
Perform a loop	9mp

Remember, you can only perform Immelmans, zooms, stall turns, loops or wing overs if your aircraft is currently turn class C or better.

To perform a **sideslip** the plane moves 1 square forwards and 1 square sideways, keeping the same facing it started with. A plane may only perform one turn or sideslip in each square moved into. A plane's current speed is reduced by 1 mp for each 2 turns or sideslips.

To perform a **climb** the aircraft moves 2 squares straight forwards, without performing any other manoeuvre. A plane's current speed is reduced by 2mp for each height band climbed. Aircraft with an Acc of 2 may climb 2 height bands in the one manoeuvre, at a cost of 6mp.

A **jink** is an attempt to become a more difficult target for any aircraft that are attacking you. Move 1 square forwards, and count as jinking during the shooting phase this round.

To perform a **wing-over** you move on square to the side, turn 90° or 135° and lose one height. This costs 5mps but does not count as a turn or manoeuvre for the purposes of losing speed because this is counteracted by the gain for diving.

To perform an **Immelmann** (or zoom or stall turn) a plane moves 2 squares straight forwards then turns to face in any direction. A plane's current speed is reduced by 2mp for each Immelmann performed.

To perform a **loop** the plane moves 1 square forwards and faces straight ahead or at an angle of 45° to its original line of flight.

A plane may accelerate by its Acc rating up to its move allowance, or decelerate by 1 or 2 mp each round. You add the additional mp for acceleration during the movement phase each round, and lose deceleration mp at the end of the movement phase each round.

You may not attempt to move any plane less than 6 mp. This represents stall speed. If you have less than 6 mp available because of battle damage or manoeuvres, you must lose sufficient height bands to increase your movement allowance to 6.

Each height band dived through gives a plane +1 bonus mp. These are added to current speed for this round. If you perform a climb you lose 2 mp from your current speed for each height band climbed.

You must use all your movement points each turn. You can't carry them over from turn to turn. But if you've just got 1mp left and you don't want to turn, you can ignore that movement point.

How high is the sky?

There are 12 height bands. No aircraft may fly at a height of more than 12 or less than 1. If you descend to a height of 0 you are either landing or crashing! If you are not spinning you can land successfully by rolling a 4+ on 1d6. If you fail your pilot is dead. Aces need to roll 3+ and for superaces anything but a 1 is sufficient.

Bang bang, you're dead

For a target to be a valid shot for fixed forward firing guns it must be no more height bands higher or lower than the firing aircraft than it is squares away and must appear within the square immediately in front of the aircraft firing or within the 90° angle forward of that square centred on the firing aircraft.

Rear observers can fire at any target in the rear arc between the squares alongside the firing aircraft unless the target is at a lower level and in a square immediately to the rear of the firing aircraft.

Keen students of World War 1 air-fighting will know that there were more gun positions than just fixed forward and rear observer. Aircraft like the BE2 series and the FE2 series usually had a choice of positions for free Lewis guns, and sometimes more than one gun. Anyone who is capable both of knowing this and being sufficiently interested in these rules as to go to the bother of providing models for these aircraft (neither of which were exactly brilliant performers) is surely capable of working out the firing arcs. But the player should make a note of the current position of each weapon. It takes one turn (no firing) to move a weapon

To fire at a valid target, the firer must declare the target, which guns they are firing and whether they are firing a long or short burst, **before rolling the dice**.

A short burst expends 1 ammo point per gun.

A long burst expends 2 ammo points per gun.

Beltfed guns have a total of 20 ammo points.

Drumfed guns have replaceable magazines, each with 5 ammo points.

Beltfed guns cannot be reloaded in the air. Drumfed guns may be reloaded by an observer in one round, or by the pilot of a single seater by flying straight and level for one round. If the gun is mounted over the wing (WD), then the pilot or observer must roll a 3+ on 1 D6. Aces must roll a 2+ and superaces do not have to make this roll.

To see if a shot is on target total up the factors given below and roll 1D6 to equal or greater.

For each square between firer and target	+1
For each height band difference	+1
If the target direction is 45° from the line of flight	+1
If the target direction is 90° from the line of flight	+2
If firer performed a sideslip during this move	+1
If the target or firer performed a jink last move	+1 each
If firer is an observer	+1
If firer is an ace	-1
If firer is superace	-2
If target is an ace	+1
If target is a superace	+2

For each ammo point expended roll 1D6 and consult the following tables.

Aircraft Damage Table	
1	No effect.
2	No effect.
3	Wing hit; reduce move by 1 mp.
4	Rudder hit; reduce turn radius by 1 grade.
5	Engine hit; reduce move by 2 mp.
6	Consult special hit table.

Special Hit Table	
1	Firer's own gun jammed; (fix as drumfed reload.)
2 - 4	Consult critical hit table.
5 - 6	Consult casualty table.

Critical Hit Table	
1	Controls hit; spin.
2	Engine stops; glide.
3	1 gun out of action; dice for which.
4	Engine damage; reduce move by 3 mp.
5	On fire; consult fire table.
6	On fire; consult fire table.

Casualty Table	
1	Observer wounded.
2	Pilot wounded.
3	Observer wounded.
4	Pilot wounded.
5	Observer killed.
6	Pilot killed.

If a single seater receives an 'observer hit' result, it counts as no effect. Countless model aeroplanes have staggered home with their pilot's silk scarf shot through, or with a mortally wounded mascot!

Wounded crew members or aircraft on fire dice at the end of every round. The aircraft of an unconscious pilot enters a spin which he will only be able to recover if he regains consciousness. Fires burn until they either go out or the plane explodes.

Wounded crew members table	
1	Unconscious crew members revive, dice again next round.
2 - 5	Dice again next round;
6	Wounded crew member passes out, dice again next round.

Fire table	
1	Fire goes out.
2 - 5	Fire continues; reduce move by 1 mp.
6	Plane explodes! remove from playing area.

Campaign games

At Humberside Wargames Society we have organised our campaigns like this. Decide which 'squadrons' will be involved (such as an RFC squadron against a German one, or an Italian squadron against an Austro-Hungarian one). These two squadrons are assumed to patrol the same section of front. Each player has a two named pilots, one for each side. Now decide the date that the campaign starts - this will depend on what aircraft models you've got available.

The length of the campaign depends on the keenness of the players. One way of handling this is to start the campaign with the earliest aircraft available, and then to have say six missions per month of the war. At the date when a newer aircraft is available, throw a die. If the score is a 6 then that aircraft is available at that time. If not throw a die next month and then a 5 or a 6 will secure that aircraft, with the dice throw you need changing each succeeding month. However, the minimum dice throw will always be a 2. The dates that some of the various aircraft become available are given later on.

Allied squadrons throw a die for an aircraft type - if they succeed, then all the squadron's aircraft are replaced. In the German squadron a die is thrown for each pilot on the squadron roster. The aircraft are then allocated to the highest ranking pilots) or if equal rank, the ones with the most victory points). So if there is an Albatros DIII squadron with 8 pilots, you throw 8D6. If say 2 of them come up 6, then the squadron gets 2 DVs (which are snaffled by the squadron commander and his number 2. Next month the squadron throws 6D6 looking for 5s or 6s.

Victory Points

Campaign rules In a campaign you gain victory points for the following

Victory point table

Exit over own lines after at least 8 moves	1
Successful bombing attack	4
Unsuccessful bombing attack	1
Strafing attack	1
Each 'kill' (enemy aircraft shot or forced down)	6

If a kill is shared between two pilots 3 victory points are awarded to the successful pilots, three pilots sharing a kill each get 2 victory points, and four or more pilots get one point each. You qualify for a share if your fire at an aircraft is on target (even if you don't cause damage) during the turn that an enemy is shot or forced down or goes out of control.

After any pilot receives 40 victory points he is awarded 'ace' status. If he gains 120 victory points he becomes a 'superace'. Victory points are awarded to a pilot not to a player. If that pilot is lost, the player has to start again with a new pilot. No pilot may serve in more than one air force! (unless of course he is transferred - RNAS and RFC to RAF or an American serving with an Allied Air Force before the USA enters the war). A pilot is lost if he is killed in action, or if he spins into the ground. If he lands under control, under power or gliding, behind enemy lines he evades capture if he can score 6 on 1d6. If he lands in no mans land, he evades capture on a 4+. If he is wounded he misses the next d6 missions.

Missions

Each game you play works like a one-off game. Everyone who's going to play throw a d6 and if you're odd, you're German! This way you get games which aren't always equal sides.

There is the possibility of having missions other than scout patrol missions. These may be two-seater missions, in which one side escorts a two-seater on a photographic reconnaissance mission, or a trench attack mission. At that start of each mission throw one die for each side. If the result for either side (but not both) is a 6, then the mission includes a two-seater (if available). Each pilot on the side with the two-seater throws a die. The pilot with the lowest throw flies the two-seater. This mission is not counted as a mission for his usual pilot. He is flying as a pilot from another squadron. The particular two-seater flown depends on the tables below.

Allied two seaters

RE8	Beginning of campaign
DH4	April 1917
Bristol F2B	June 1917

German two seaters

Roland CII	Beginning of campaign
Hannover CIIIa	May 1918

You can of course substitute other two-seaters if you can afford the models.

Trench attacks

Trench attack missions are carried out at the discretion of the commanding pilot on each side (that is, the one actually flying). In a campaign game if the number of opponents on the other side is much less than his own they may leave the area without offering battle. In this case the commanding pilot can order pilots on his own side to carry bombs (of course military intelligence has indicated there will be little opposition). At any time a pilot can carry out a trench strafe attack to gain additional victory points. Single seater aircraft carrying bombs have a maximum speed of 2 less movement points than normal. These movement points are regained on dropping the bombs.

To carry out a bombing attack, an aircraft must fly parallel to, and directly over, the enemy's trench line (the last line of squares on the enemy base line), for at least three squares. Height may be at level 1, 2 or 3. Before carrying out this attack, the aircraft will be shot at by the defending troops. 1 anti aircraft gun will fire at any aircraft carrying out a bombing attack, and one machine gun at height 3, 2 at height 2, and 3 at height 1.

Machine guns need a 6 to hit (no modifiers) and throw 2 dice on the damage table for each successful hit. Anti-aircraft guns need to score 9 exactly on 2 dice, and then 1 die is used to determine how many dice are thrown on the damage table.

The attacking aircraft then throws 1 die to check for success, a 3+ being needed from height 1, 4+ from height 2, and 5+ from height 3 (aces add 1 and superaces 2). If an aircraft carrying out a bombing or strafing attack is attacked during that turn by another aircraft, a die is thrown for each defending gun. If the die for any gun shows a 5 or a 6, the anti-aircraft fire is determined against the aircraft of its own side (accidents will happen!). If there is more than one possible target, dice between the options (lowest unlucky). A successful bombing attack gains 4 victory points, an unsuccessful attack gains 1vp.

A bombing attack from height level 1 may be combined with a strafing attack. A strafing attack is carried out by flying a similar pattern as a bombing attack, although the height must be level 1. Defending anti-aircraft fire is carried out in the same way. The attacking aircraft then expends ammunition for a long burst from all available guns. Strafing attacks may be repeated as long as ammunition lasts. Each strafing attack gains 1 victory point.

Rank and decorations

British players (RFC) start with the rank of 2nd Lieutenant, and progress to through Lieutenant and Captain to Major. Similar RNAS ranks are Flight Sub-Lieutenant, Flight Lieutenant, Flight Commander, and Squadron Commander. German players start with the rank of Leutnant and the progress through the rank of Oberleutnant to Hauptmann.

Players may roll for promotion after each 20 victory points. A roll of 5 or 6 results in a promotion. If a promotion is not awarded, succeeding rolls are made with dice score required reduced by 1 each time.

Decorations are available when a pilot accumulates 30 victory points. RFC officers roll one die, 4+ brings the award of the Military Cross. For RNAS officers the equivalent award is the Distinguished Service Cross, for RAF officers the Distinguished Flying Cross. If the initial attempt at a decoration fails, the player may try again with each additional 10 victory points. If a player gains 20 victory points during a single game he gains the Victoria Cross on a roll of 4+.

After 60 victory points German pilots may be awarded the Knight's Cross of the Royal House Order of Hohenzollern on a roll of 3+. If the initial attempt fails, the player may try again with each additional 10 victory points. After 120 victory points, holders of the Knight's Cross are awarded the Orden Pour le Mérité, 'the Blue Max' on a roll of 3+. If this initial attempt is not successful, roll again after every 10 victory points.

Details of planes: Single Seat Fighters							
Type	Turn	Move	Acc	Dive	Guns	Service	Users.
Bristol Scout	B	9	1	4	1wd	May 1915	RFC.
Fokker EIII	C	9	1	4	1fb	Aug 1915	Germany, Austria
Nieuport 11	B	10	1	4	1wd	Aug 1915	RFC, RNAS, Italy, France, Russia.
Morane-Saulnier N	C	10	1	4	1fd/1fb	Sep 1915	France, RFC, Russia
DH2	B	10	1	5	1fd	Feb 1916	RFC
Nieuport 17	A	11	2	4	1fb/1wd	Mar 1916	RFC, RNAS, USA, France, Belgium, Russia, Italy.
Sopwith Pup	A	10	1	5	1fb	Sep 1916	RFC, RNAS
SPAD VII	C	12	1	6	1fb	Oct 1916	France, RFC, Italy, USA.
Bristol M1 C	C	12	2	5	1fb	Jan 1917	RFC.
Albatros DIII	B	10	1	4	2fb	Jan 1917	Germany, Austria.
Sopwith Triplane	A	11	2	6	1/2 fb	Feb 1917	RNAS.
S.E.5	B	12	1	6	1fb 1wd	Apr 1917	RFC.
Albatros DVa	B	11	1	4	2fb	Jun 1917	Germany.
SPAD XIII	C	14	2	6	2fb	Jun 1917	France, USA, Italy, Belgium.
Sopwith Camel (Le Rhone)	A	10	2	6	2fb	Jul 1917	RFC, RNAS
Sopwith Camel (Clerget)	A	11	1	6	1fb 1wd	Aug 1917	RFC, RNAS, USA, Belgium.
S.E.5a	B	13	2	6	1fb 1wd	Aug 1917	RFC, RAF, USA.
Pfalz D111	B	10	1	6	2fb	Sep 1917	Germany.
Sopwith Camel (Bentley)	A	12	2	6	2fb	Nov 1917	RFC, RNAS.
Fokker DR1	A	11	2	6	2fb	Nov 1917	Germany.
Ansaldo SVA	C	14	2	6	2fb	Jan 1918	Italy
Siemens Schukert DIV	A	12	2	6	2fb	Jan 1918	Germany.
Sopwith Dolphin	B	14	2	6	2fb (2wd)	Jan 1918	RAF.
Nieuport 28	A	12	2	6	2fb	Apr 1918	France, USA.
Fokker DVII	B	13	2	6	2fb	May 1918	Germany.
Sopwith Snipe	A	13	2	6	2fb	Oct 1918	RAF.

Details of planes: 2 Seater Aircraft							
Type	Turn	Move	Acc	Dive	Guns	Service	Users.
Vickers FB5	C	8	1	4	1fd	Dec 1914	RFC
BE2	D	9	1	4	1rd	Jan 1915	RFC
Avro 504	C	9	1	4	1wd	Aug 1915	RFC, RNAS
Roland CII	C	10	1	5	1fb/1rd	Apr 1916.	Germany
R.E.8	C	10	1	5	1fb 1rd	Nov 1916	RFC, RAF, Belgium
D.H.4	C	12	1	6	1fb 1rd	Apr 1917	RFC, RNAS, USA, Belgium
Bristol F2b	C	12	1	6	1fb 1rd	Jun 1917	RFC, RAF
Anatra DS	C	9	1	4	1fb 1rd	Jul 1917	Russia
Hannover CIIIa	C	11	1	6	1fb 1rd	May 1918	Germany

Optional Rules for specific aircraft

There were specific qualities for particular aircraft in the First World War. We have tried to account for this with various optional rules. Some aircraft types during the First World War were noted for particular characteristics that distinguished them from their contemporaries. We have attempted to cover the most common of these in the main rules such as turn A, the exceptional right hand turn of some rotary engined fighters.

What follows are a few optional rules that attempt to account for some of the less common or significant characteristics. Optional rules are just that. You use them if you want them. When an optional rule applies to a particular aircraft type, there is a letter in the notes column on the Aircraft Details.

Improved visibility

Many writers at the time commented on the standards of visibility available from particular aircraft. Some aircraft like the DH5 and the Sopwith Dolphin were designed to give good pilot visibility. So we have given certain 'planes an option of a bonus to their initiative roll. This is included on the details of aircraft table.

Albatros fighters - hands-off stability

The Albatros fighters had a gadget to lock the control column when un-jamming guns. So Albatros pilots get a bonus of 1 on un-jamming rolls.

Fokker DVII - prop hanging

The Fokker DVII had the often quoted ability to 'hang on its prop'. This means that pilots of these 'planes can fire at targets more height bands higher than they are far away, providing the target is still in the forward firing arc. There is an additional firing penalty of 1, and the 'plane will lose an extra 1 mp from its current speed.

Bristol Fighter - pilot / observer co-operation

The positions of pilot and observer in this 'plane were well organised so that they could communicate more easily. Therefore Bristol Fighter observers do not suffer the -1 shooting penalty for observers firing.

Sopwith Camel - user unfriendly aircraft

This 'plane was very unforgiving for novice pilots. Camel pilots who are not Aces or Super Aces have a penalty of 1 on their spin recovery dice roll.