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## [1.0] INTRODUCTION

The strategic bombing of Germany by the United Kingdom and the United States of America gave rise to a new chapter in total war during World War 2. At night, the British brought the foreshadowing of the end of the Third Reich with the “1,000 plane raid.” A strategy of “round the clock” bombing was conceived, where night operations by the British would be followed up by day operations by the Americans. During 1943, the American bomber force built up gradually, with no fighter escort to begin with, and eventually turned into 1,000 plane raids of their own, with massive fighter escort. The air battle over Germany now raged for the very life of the regime itself.

*Interceptor Ace, Volume 2: Last Days of the Luftwaffe, 1944-45* is a solitaire, tactical level game placing you in command of a German interceptor aircraft during the last year of the Second World War. Your mission is to destroy as many enemy bombers and fighter aircraft as possible, while advancing your crew quality and increasing your personal rank and awards—all while remembering you have to make it home amidst diminishing odds of survival as the war advances. As time progresses and players rack up kills, they may use the experience gained to improve their odds of success by purchasing skills. As their prestige increases, they may request transfer to other bases in an attempt to get “closer to the action”, request a newer type of interceptor or even to be transferred to a jet or rocket fighter unit and become one of the few elite pilots who flew them. Awards and ace status help to narrate the player’s ultimate goal - to survive the war and become one of the top bomber-killer aces of the war.



Despite being on fire and surrounded by flak bursts, this B-17 stayed in formation to drop its bombs on Berlin. Courtesy of the National Museum of the United States Air Force.

Players will find it extremely challenging to survive an entire tour from March 1944 to May 1945, at which time the game ends. You may choose to start this game in March 1944 and play it until May 1945, starting with one of the aircraft available to the Luftwaffe at the start of the game or, if you own *Interceptor Ace: Daylight Air Defense Over Germany, 1943-44*, you can combine both games and continue your career from where *Interceptor Ace 1943-44* ends until the end of the war. In either case, will you survive the war and become an Interceptor Ace?

The rules are numbered and presented in sets of major sections, each section divided into numerous major and secondary cases. The rules cross-reference other rules using (parentheses), so for example you will see, “you normally cannot avoid combat with the escorts (exception: 7.1.10)” meaning case 7.1.10 is related to this rule. The rules of this game have been arranged both for ease of comprehension on first reading and for ease of reference later.

IF YOU ARE NEW TO OR UNFAMILIAR WITH HISTORICAL GAMES, DON’T PANIC! First look at any of the Aircraft Display Mats, the Combat Mat, and the playing pieces, then give the rules a quick read through. Please don’t try to memorize them. Follow the setup instructions for play and then read Section 2.0 that describes the general course of play. Section 4.0 provides the framework to help you get started. As questions arise simply refer back to the rules. After a few minutes of play, you will find yourself becoming familiar with the game mechanics.

Online game support is available. There are several options to choose from:

Visit us on the Web:  
<https://compassgames.com> (Compass Games home page)  
 Contact us by email:  
[sales@compassgames.com](mailto:sales@compassgames.com)

We also recommend you visit the official game discussion topic on ConsimWorld for game support, to read after action reports, and to share your play experience with others. You will find *Interceptor Ace* game topic by visiting talk.consimworld.com and navigating to the Western Front individual game discussion area.

General customer service and game parts support are provided by Compass Games (see 3.8)

*Throughout the rules you will see numerous indented sections such as this one. These sections are filled with examples, clarifications, play hints, design notes and other assorted wisdom in order to help ease you along.*

## [2.0] HOW TO PLAY THE GAME

### OBJECT OF THE GAME

The object of the game is to conduct combat sorties as the pilot of an interceptor aircraft and to shoot down as many enemy bombers and fighters as possible. The success of each sortie is reflected by the total number of aircraft downed or any special mission completed, which can result in promotion and advancement—culminating in receiving the highly coveted Knight’s Cross. You will face relentless risks as each sortie becomes more hazardous due to the passage of time and the new, and more advanced enemy aircraft you will be engaging. The ultimate success you achieve rests considerably on the decisions you make while conducting combat sorties during the course of your career.

Overall victory level is determined at the end of the game based on total points achieved by downing bombers and fighters (which can also be determined posthumously if you are killed in action).

The key game components used to facilitate play are the various Aircraft Display Mats to track the status of your aircraft with tracks for your sorties based on where you are stationed, the Bomber Target Mat, the Fighter Target Mat to resolve fighter or escort encounters, and the Sortie Log Sheet to track the activity and success of each. The various Player Aid Cards are used to resolve game functions.

### GENERAL OVERVIEW

In general, play revolves around conducting numerous sortie assignments, resolve any combat encounters, and safely return to base. Upon completion of each sortie, you assess the success achieved by consulting your Sortie Log Sheet, which may result in a promotion/award for yourself. Between sorties you may check to see if you have become eligible to fly a more advanced type of aircraft. You may also need time to recuperate from any personal injury before being able to conduct your next sortie or may have to sit out a sortie while your aircraft is repaired.

### CONDUCTING SORTIES

Your Aircraft Display Mat shows the overall status of your aircraft as you fly combat sorties. When conducting sorties, your aircraft progresses through Endurance boxes on the mission track, checking for possible encounters each time, including the possibility of a random event.

Typically, encounters involve intercepting an enemy raid composed of bombers and their fighter escort, or fighter encounters. For each encounter you decide to engage in combat or attempt to avoid it. You will also record all aircraft you engage during combat on the Sortie Log Sheet, noting whether you damaged or destroyed them.

As you conduct combat, you will inflict and receive damage. At the end of a combat, you must decide whether to continue on your sortie or head back to base.

Damage of any kind is serious when you consider the fragile nature of your aircraft, and should influence your decision on when it is time to abort your sortie.

## RETURN TO BASE

Once you complete your sortie by returning to base, you will possibly receive awards or decorations, and check to see if a more advanced type of aircraft is available. Convalescence due to wounds received may delay your next flight. Time needed to repair your aircraft may delay your next mission, if enough damage was done, or it may even be scrapped, and you will receive a new aircraft.

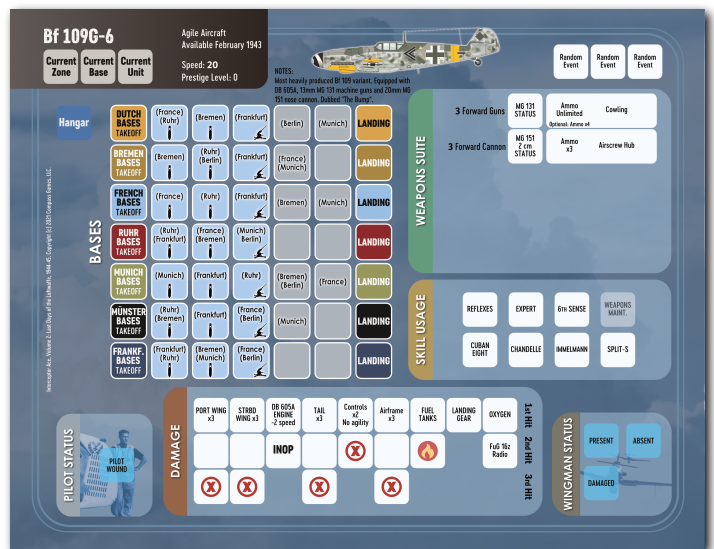
## END GAME

Once all sortie assignments have been carried out through May 1945, the game ends. Also, should you be killed in action the game immediately ends. Whether you survive until your final sortie or not (at the end of May 1945) tally your total number of points and the total number of aerial victories against fighters and bombers to determine your level of victory achieved. Typically, to record an entire career, you will want to note all aircraft shot down, your final rank, and any awards achieved. Of course, if you have been killed, any accolades and results are recognized posthumously.

## [3.0] GAME EQUIPMENT

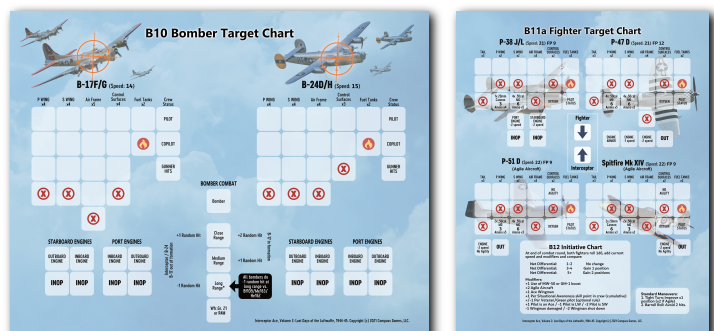
### [3.1] AIRCRAFT DISPLAY MATS

The 20 Aircraft Display Mats (40 different aircraft) provided correspond to each aircraft type available to the player. This mat helps track the status of your aircraft and systems, including available weapons and ammunition at your disposal. Select the appropriate Aircraft Display Mat corresponding to the aircraft type you have selected for play. This mat is the centerpiece when conducting game play and carrying out sorties. The use of this mat is explained in the appropriate rules section.



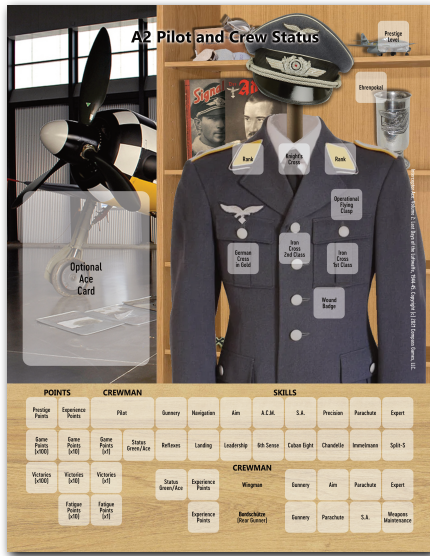
### [3.2] BOMBER AND FIGHTER TARGET CHARTS

The Bomber Target Mat [B10] and enemy Fighter Target Mat [B11] are used to resolve combat against enemy aircraft and are typically set beside your Aircraft Display Mat during play. The use of these mats is explained in the appropriate rules section.



### [3.3] PILOT AND CREW STATUS CHART

The Pilot and Crew Status Chart [A2] is used to track points, victories, skills, awards, fatigue, and your pilot's current Prestige Level, which is used to determine which aircraft you can upgrade to.



### [3.4] THE PLAYING PIECES

There are 342 playing pieces on one and a half die-cut sheets included with *Interceptor Ace*. These playing pieces are referred to as markers (or counters) and are placed on either the Aircraft Display Mat to track status of your plane and crew or on one of the Target Mats. Markers are provided for individual aircraft, crew members, ammo rounds, random events, and the status of crew and systems.

#### [3.4.1] HOW TO READ THE MARKERS

*Interceptor Ace* counter mix provides markers to track the status of your aircraft and for resolving engagements. These markers may include information, such as die-roll modifiers, to facilitate play. An explanation of each marker type is explained below.

#### [3.4.2] GAME MARKERS

##### Aircraft:

The various aircraft markers correspond to the type you have selected and is placed on the Aircraft Display Mat to track progress of your assigned sortie. Each of the aircraft markers lists its corresponding type and start date.



##### Officer Rank:

Eight Officer Rank markers (four pairs, left and right) are provided to track your promotion level as a pilot if you have chosen to be an officer.



##### Non-commissioned Officer Rank:

Eight NCO Rank markers (four pairs, left and right) are provided to track your promotion level as a pilot if you have chosen to be an NCO.



### Medals & Awards:

Many various awards may be bestowed on you based on your career success. Although mainly for historical interest, the major game impact is that most of them raise your Prestige Level, an important game mechanic that allows you to fly more advanced aircraft as they become available. Some provide minor game advantages as well.



### Crew and Wingman Skills:

As you gain experience, another key game mechanic is the improvement of your pilot, wingman, and crew (if you have one of the aircraft equipped with a rear gunner) by the purchase of skills. These skills have a direct impact on your combat capabilities and survival. If you combine *Interceptor Ace 1943-44* with *Interceptor Ace 1944-45* you may choose to start the game in March 1943 with 1 Experience Point, granted for having graduated from Flight School. If you choose to start a standard game of *Interceptor Ace 1944-45*, you begin the game in March 1944, and your pilot begins with 0 Experience Points, due to the lesser number of flying hours at Flight School in late 1943-1944 (unless you choose to begin the game with the optional rule 10.11 – Transferred from the Eastern Front). Different skills have different costs to purchase.



*At this time of the war, the German Luftwaffe was caught in a vicious cycle. The increased ferocity of the air war meant more losses as well as a basic need for more aircraft and pilots. More losses meant more pilots needed. This, in turn, meant more hastily-trained pilots who could not handle their aircraft and, consequently, heavier pilot losses.*

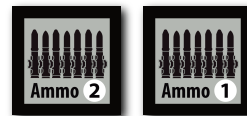
### Random Events:

While most Random Events are resolved immediately, some can be used later during play and these markers should be placed on the Aircraft Display Mat until used.



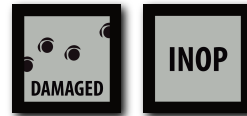
### Armaments:

Ammo markers represent typically cannon ammunition carried in your weapons, and are two-sided showing either "1" or "2" ammo points.



### Damage:

Damage markers are provided to track damage to wings, the tail, the airframe and any possible damage to engines and other systems. These markers are only placed on your Aircraft Display Mat when damage occurs. They have an "INOP" side for systems that are knocked out (specifically, engines and weapons.)



### Crew Status:

Crew status markers are provided to track severity of injury or KIA results.



### Map Markers:

Markers are provided for the Operations Map (if used) to represent your currently assigned base zone, your specific airfield, and your assigned unit.



### [3.4.3] GAME CARDS

#### 3.4.3.1 The Combat Card Deck

There are 60 combat cards in the game. The deck is used for offensive fire, defensive fire, wingman support, combat maneuvering, etc. This deck should be shuffled at the start of every month, or as needed.



◀ Damage by firepower

◀ Defensive action or wingman action

◀ Bomber/rear gunner defensive fire

### [3.5] CHARTS AND TABLES

Seven 2-sided and one 1-sided Player Aid Cards are provided to facilitate game play and resolve game functions. The use of these charts and displays are explained in the appropriate rules section. Specific charts and tables are referenced by their ID in [square brackets].

When a die roll is required, each table specifies the die roll combination necessary, which in some cases may include each die representing a different place value. In such instances, use a colored die to distinguish place values. For example, on the Fighter Damage Chart [B6] for a roll of “1d6+1d6,” the first d6 represents the tens’ place value and the second d6 the ones’ place value. This means the result of a roll of 3+4 is a “34” and not a “7.”

### [3.6] THE SORTIE LOG SHEET

The 2-page Sortie Log Sheet is used to record information for each game session and damaged or downed aircraft. Feel free to photocopy or print these sheets as needed. You can combine the Log Sheets of both games (*Interceptor Ace 1943-44* and *Interceptor Ace 1944-45*) to complete your career from March 1943 to May 1945.

### [3.7] GAME SCALE

Each sortie is conducted in a day, with (typically) 8 sorties flown per month. Markers represent individual aircraft, specific crew members, and ammunition.

### [3.8] PARTS INVENTORY

A complete game of *Interceptor Ace Volume 2: Last Days of the Luftwaffe, 1944-45* includes the following components:

- 1.5 Countersheets of 9/16" unit-counters (342 counters)
- 1 Rulebook
- 7 2-sided Player Aid Cards
- 1 1-sided Player Aid Card
- 1 Air Operations Display Mat 11" x 17"
- 40 Aircraft Display Mats (double-sided, 20 total)

- 60 Combat Cards
- 1 Sortie logsheet
- 1 twenty-sided, 2 ten-sided, and 2 six-sided dice.

*Note on game terminology:* There are 3 types of aircraft commonly referred to as “fighters” in the game. However, in the game, slightly different terms are used to specify the side, and role, these fighters play. A German fighter is called an “Interceptor.” An Allied fighter defending bombers is an “Escort” while fighters on sweeps are simply “Fighters.” Finally, the term “Fighter Combat” refers to Interceptors having combat with either Fighters or Escorts.

## [4.0] GAME SETUP

### GENERAL RULE

Game setup consists of selecting your starting unit, rolling for aircraft type if applicable, preparing your Sortie Log Sheet, and placing the corresponding Aircraft Display Mat in front of you for initial marker placement prior to conducting your first sortie. You should also have the Bomber Target Mat [B10] set nearby, as it will be referenced when resolving engagements against enemy bombers. Nearby should also be the Fighter Target Mat [B11] as enemy fighters or escorts may also be engaged. The Operations Map should be placed with the Combat Card Deck shuffled on it.

### [4.1] BASE ASSIGNMENT

Play begins by rolling 1d20 on the Starting Units and Bases Chart [R1]. If more than one unit is available for the result, randomly determine your starting unit. Then roll 1d6 to select one of the aircraft types currently available for your unit, if applicable. Alternately, you may choose the unit, location and starting date if you desire. Game play consists of being the pilot of a single aircraft (and controlling a wingman later in the game). Control of larger formations is simulated abstractly by the use of certain abilities (see 7.9.1 and 7.9.2).

### [4.2] START DATE

[4.2.1] When playing *Interceptor Ace 1944-45* your first sortie will be in March 1944. If you choose to combine *Interceptor Ace 1944-45* with *Interceptor Ace 1943-44*, your first sortie will be in March 1943 and your pilot career will continue on in March 1944 when you finish *Interceptor Ace 1943-44* at the end of February 1944. Alternately, you can choose to start at any time. Refer to the Starting Units and Bases Chart [R1].

[4.2.2] You may choose a newer type of aircraft to fly when it becomes available, but only if you have a sufficient Prestige Level that allows you to fly it. A player’s Prestige Level increases with awards and promotions. Some starting rolls will require you to waive this requirement for your first aircraft, for example, if you start with the Bf 109G-6/AS (which requires a Prestige Level of 2).

### [4.3] PREPARE SORTIE LOG SHEET

[4.3.1] Prepare a narrative of your flying career by recording the following information in the header of the Sortie Log Sheet:

*Aircraft:* this is the aircraft model you have chosen to fly. You may name your aircraft after your loved one.



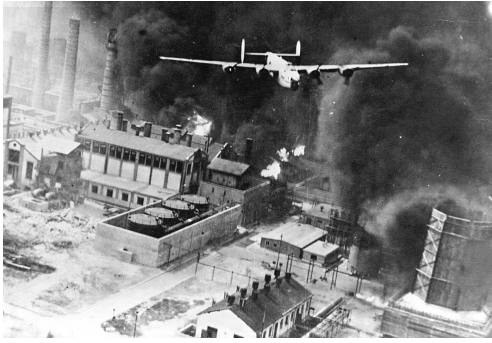
Bf 109G-6 “Christl”, flown by Maj. Gerhard Barkhorn, the second most successful fighter pilot of all time with 301 victories. Barkhorn joined JV 44 in March 1945 by Galland’s request. Bundesarchiv.

**Name:** this is the name you choose for your pilot, or an actual pilot's name if using an optional Historical Jet Ace.

**Note:** the pilot's name has no impact on game play other than building a narrative around your career to enhance your game session or after-action reports. Optional: see *Historical Jet Aces*.

**[4.3.2]** The Sortie Log Sheet is used to capture information about each sortie, including which aircraft you have encountered and/or downed, any wounds received, and experience gained.

**[4.3.3]** Each month on the Sortie Log Sheet normally consists of 8 sorties. From January 1945 to May 1945, only 4 missions are flown each month due to fuel shortages.



**A B-24 Liberator during a bomb run over an oil refinery in Ploesti.**

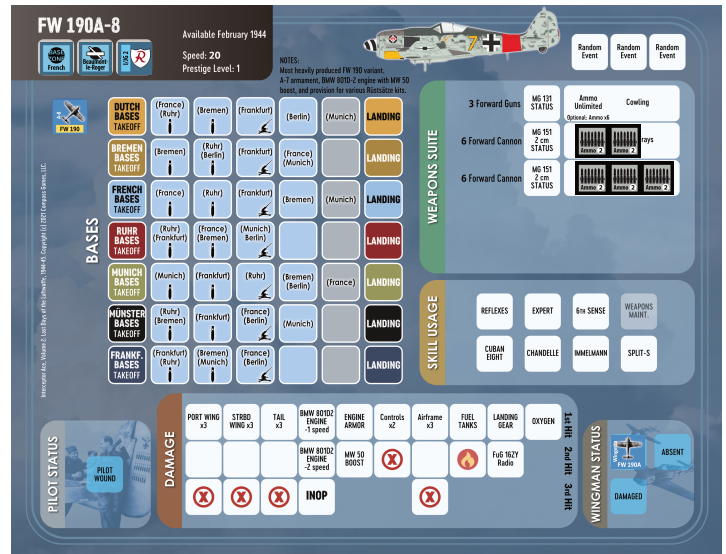
**Historical Note:** From the second half of 1944 until the end of the war, the bombing effort of the 8<sup>th</sup> Air Force focused mainly (although not exclusively) on German oil refineries. This proved to be a very successful strategy, and by 1945, despite an increased fighter production output, fuel shortages prevented significant Luftwaffe operations, with many fighters grounded because of lack of fuel.

#### [4.4] AIRCRAFT DISPLAY MAT SETUP

**[4.4.1]** Place in front of you the Aircraft Display Mat that corresponds to the type of aircraft you have selected (see example). You will be referencing this display continuously while conducting sorties to record the status of your plane.

**[4.4.2]** Place the following markers on your Aircraft Display Mat:

1. Place the Aircraft marker for your type of aircraft in the Hangar box. This marker is moved along the Endurance track to show your current location.
2. Place the Wingman marker in the “Present” box.
3. Place the appropriate base zone, base marker, and unit markers on your Aircraft Display Mat.
4. Place the appropriate Ammunition markers in the armaments section of your Display Mat [4.5]. If your aircraft, for example, has 6 ammo listed, that would be 3 markers on the “2” side, not 6 markers.
5. As opposed to *Interceptor Ace 1943-44*, in *Interceptor Ace 1944-45* your pilot starts the game with 0 Experience points if an officer, or 1 Experience point if an NCO (exception: 10.11 Transferred from the Eastern Front). If your pilot is an NCO, you may spend your experience point. Place the purchased skill on either the Aircraft Display Mat or on the Pilot and Crew Status Chart [A2] as appropriate.



*Example of a FW 190A-8 Aircraft Display Mat with markers placed for the start of the game. In this example, the player has rolled a “2” to start the game. This means he will be flying for JG 2. As there are three units available, he decides that a roll of 1-2 will put him in I/JG 2, a roll of 3-4 in II/JG 2, and a roll of 5-6 in III/JG 2. He rolls a “1”, so he joins I/JG 2. Now he rolls for his starting aircraft. He rolls a “6”, and he receives a Focke-Wulf FW 190A-8 as his starting aircraft. This placed him in Beaumont-le-Roger, in the French Base Zone. He has placed his ammunition and wingman counters on the unit mat, and his aircraft in the hangar box. He is now ready to start his first interception. His mission will use the “French Bases” track.*

#### [4.5] AMMUNITION

**Commentary:** World War 2 aircraft normally had a fairly limited ammunition load for cannons (weapons larger than roughly 14mm) but typically carried a very large load for machine guns (sometimes as much as 1,000 rounds). Accordingly, the basic game does not track machine gun ammo, just cannon ammo. This is why some weapons have the “unlimited” notation, meaning during the course of a single sortie, they would probably not ever fire all of it, and so in game terms, it is unlimited (exception: 10.10 Optional Interceptor MG Ammo).

##### Procedure:

1. Consult the initial Ammunition Load information next to each weapon on your aircraft.
2. Select a total number of ammunition markers that adds up to the ammunition points carried. For example, if this number is “4” then it means 2 markers will be placed on the “2” ammo side. Place these markers next to the appropriate weapon(s).

#### [4.6] BASING



Players will be based at one of 36 bases throughout the game.















**A Staffel of FW 190s parked on a forward airfield.**

**Historical Note:** There were many more airfields used than are listed, and some Gruppen had their Staffeln distributed to other fields than the listed one. The fields listed also represent these other, unlisted fields in the area. The main thing that matters (for fuel consumption) is what zone you are flying from.

## STARTING UNITS AND BASES CHART R1

Roll 1d20	Unit	Badge	Aircraft Available Roll 1d6	Initial Base (Zone) Date	Transfer	Notes
1	I/JG 1 “Oesau”		1-4: FW 190A-6 5-6: FW 190A-7	Wiesbaden (Frankfurt) 3/44	Husum (Bremen) 8/44 FW 190A-8/R2	Parchim (Berlin) 2/45 He 162A-2
	II/JG 1 “Oesau”		FW 190A-8	Rheine (Münster) 3/44	Parchim (Berlin) 4/45 He 162A-2	
	III/JG 1 “Oesau”		Bf 109G-6	Volkel (Dutch) 3/44	Rheine (Münster) 8/44 Bf 109G-14	Bf 109G-10 in 10/44 Bf 109K-4 in 1/45
2	I/JG 2 “Richthofen”		1-4: FW 190A-6 5-6: FW 190A-7	Beaumont-le Roger (France) 3/44	Husum (Bremen) 8/44 FW 190A-8	
	II/JG 2 “Richthofen”		1-5: Bf 109G-6 6: Bf 109G-6/R2	Poix-Nord (France) 3/44	Frankfurt (Frankf.) 8/44 FW 190A-8	
	III/JG 2 “Richthofen”		1-4: FW 190A-6 5-6: FW 190A-7	Vannes (France) 3/44	Königsberg (Frankf.) 8/44 - FW 190A-8	
3	11.(Höhen)/JG 2 “Richthofen” <sup>1</sup>		1-4: Bf 109G-6/U2 5-6: Bf 109G-6/AS	Beaumont-le Roger (France) 3/44	Husum (Bremen) 8/44 FW 190A-8	Special high-altitude unit attached to I/JG 2
4	I/JG 3 “Udet”		1-5: Bf 109G-6 6: Bf 109G-6/U4	Mönchen-Gladbach (Ruhr) 3/44	Wunstorf (Bremen) 7/44 Bf 109G-6 (late)	Bf 109K-4 in 12/44
	II/JG 3 “Udet”		1-3: Bf 109G-6 4-6: Bf 109G-6/R6	Volkel (Dutch) 3/44	Frankfurt Bases (any) 8/44 - Bf 109G-14 (any)	Bf 109G-10 in 10/44 Bf 109K-4 in 12/44
	III/JG 3 “Udet”		1-4: Bf 109G-6 5-6: Bf 109G-6/R2	Handorf (Münster) 3/44	Berlin Bases (any) 1/45 Bf 109K-4	
5	I/JG 11		FW 190A-6/R6	Husum (Bremen) 3/44	M.-Gladbach (Ruhr) 8/44 - FW 190A-8/R6	Unit specialized in using the Wfr.Gr. 21
	II/JG 11		Bf 109G-6/R2	Jever (Bremen) 3/44	Wunstorf (Bremen) 10/44 - Bf 109G-14/R2	Unit specialized in using the Wfr.Gr. 21
	III/JG 11		1-4: FW 190A-6 5-6: FW 190A-6/R6	Oldenburg (Bremen) 3/44		FW 190D-9 (late) in 1/45
6	I/JG 26 “Schlageter”		1-4: FW 190A-6 5-6: FW 190A-7	Woensdrecht (Dutch) 3/44	Krefeld (Ruhr) 8/44	FW 190D-9 in 9/44 FW 190D-9 (late) 1/45
	II/JG 26 “Schlageter”		1-4: FW 190A-6 5-6: FW 190A-7	Tille (France) 3/44	Kirchhellen (Ruhr) 8/44	FW 190D-9 (late) in 11/44
	III/JG 26 “Schlageter”		1-4: Bf 109G-6 5-6: Bf 109G-6/R6	Schiphol (Dutch) 3/44	M.-Gladbach (Ruhr) 8/44	Bf 109K-4 in 10/44 FW 190D-9 in 11/44
7	11.(Höhen)/JG 26 “Schlageter” <sup>1</sup>		Bf 109G-6/AS	Schiphol (Dutch) 3/44	M.-Gladbach (Ruhr) 8/44	Special high-alt. unit attached to III/JG 26
8	II/JG 27 “Afrika”		1-4: Bf 109G-6 5-6: Bf 109G-6/R6	Wiesbaden (Frankfurt) 3/44		Bf 109G-10 in 10/44 Bf 109K-4 in 1/45
9	II/JG 51 “Mölders”		Bf 109G-6	Neubiberg (Munich) 3/44		
10	II/JG 53 “Pik As”		1-3: Bf 109G-6 4-6: Bf 109G-6/R6	Frankfurt (Frankfurt) 3/44		Bf 109G-14 in 7/44 Bf 109K-4 in 10/44
11	III/JG 54 “Grünherz”		Bf 109G-6	Schwerin-Gorries (Bremen) 3/44		FW 190A-8 in 7/44 FW 190D-9 in 9/44
12	I/JG 300		1-4: Bf 109G-6 5-6: Bf 109G-6/R6	Bonn (Ruhr) 3/44		
	II/JG 300		1-4: Bf 109G-6/R6 5-6: Bf 109G-6/R2	Oldenburg (Bremen) 3/44		
13	II(Sturm)/JG 300		1-3: FW 190A-7/R2 4-6: FW190A-8/R7	Rheine (Münster) 3/44	Frankfurt (Frankf.) 6/44 FW 190A-8/R8	Special Sturm Gruppe
14	I/JG 301		1-5: Bf 109G-6 6: Bf 109G-6/R2	Neubiberg (Munich) 3/44		FW 190A-8/R2 in 8/44 Ta 152H-1 in 1/45
	II/JG 301		1-4: Bf 109G-6 5-6: Bf 109G-6/R6	Stade (Bremen) 3/44	Brandenburg-Briest (Berlin) 9/44	FW 190A-8 in 10/44 FW 190D-9 in 2/45

15	I/ZG 1 <sup>2</sup>		Ju 88C-6a	St. Trond (France) 3/44	Salzwedel (Bremen) 7/44	FW 190A-8/R2 in 8/44 Redesignated II/JG 4
16	I/ZG 26 <sup>2</sup> “Horst Wessel”		Me 410A-1/U2	Fassberg (Bremen) 3/44	Königsberg (Frankfurt) 5/44	FW 190A-8/R2 in 8/44 Redesignated I/JG 6
	II/ZG 26 <sup>2</sup> “Horst Wessel”		Me 410A-1/U2	Wunstorf (Bremen) 3/44	Königsberg (Frankfurt) 5/44	FW 190A-8/R2 in 8/44 Redesignated II/JG 6
	III/ZG 26 <sup>2</sup> “Horst Wessel”		Me 410A-1/U2	Wunstorf (Bremen) 3/44	Lechfeld (Munich) 7/44	Me 262A-1a in 8/44 Redesig. Kdo.Nowotny
17	I/ZG 76 <sup>2</sup>		Bf 110G-2/R3	Ansbach (Frankfurt) 3/44		Bf 109G-14 in 7/44 Redesignated I/JG 76
	II/ZG 76 <sup>2</sup>		Bf 110G-2/R3 w. Wf.Gr. 21	Neubiberg (Munich) 3/44		Me 410A-1/U2 in 7/44
	II/ZG 76 (opt. start) <sup>2, 3</sup>		Me 410A-1/U2	Hildesheim (Bremen) 3/44		
18	I/JG 7 “Nowotny” <sup>4</sup>		Me 262A-1a	Königsberg (Frankfurt) 8/44	Brandenburg-Briest (Berlin) 1/45	
	II/JG 7 “Nowotny” <sup>4</sup>		Me 262A-1a	Königsberg (Frankfurt) 8/44	Brandenburg-Briest (Berlin) 2/45	
	III/JG 7 “Nowotny” <sup>4</sup>		Me 262A-1a	Lechfeld (Munich) 8/44	Brandenburg-Briest (Berlin) 12/44	Formed from Kommando Nowotny
19	I/JG 400		Me 163B-1	Venlo (Dutch) 7/44	Brandis (Berlin) 8/44	First rocket-fighter unit of the world
	III/JG 400		Me 163B-1	Brandis (Berlin) 7/44		
	II/JG 400		Me 163B-1	Brandis (Berlin) 11/44		
	JV 44 <sup>5</sup>		Me 262A-1a	Brandenburg-Briest (Berlin) 1/45	Neubiberg (Munich) 3/44 - Me 262A-1b	Known as the Experten Squadron
	EKdo 162		He 162A-2	Parchim (Berlin) 1/45		Test unit of the He 162
20	EGR 335 <sup>6</sup>		Do 335A-1	Oranienburg (Berlin) 9/44		Test unit of the Do 335
	EGR 229 <sup>7</sup>		Go 229A-0	Ingolstadt (Munich) 4/45		Test unit of the Go 229

<sup>1</sup> The special high-altitude Staffeln 11.(Höhen)/ JG 2 and 11.(Höhen)/ JG 26 were formed in 1942 with pressurized Bf 109G-1s equipped with GM-1 boost. 11.(H)/ JG 2 was attached to I/JG 2 and in 9/43 it was redesignated 4./JG 2. 11.(H)/ JG 26 was attached to III/JG 26 and in 10/43 it officially became part of III/JG 26. They are left in the game to denote their high-altitude special duty.

<sup>2</sup> Heavy-fighter units (Bf 110, Me 410, Ju 88) were either disbanded or converted to single-engine fighter units by Autumn 1944. You may choose to convert to a single-engine fighter as directed by the Starting Units and Bases Chart [R1] (you don't need to spend Prestige Points) or you can retain your heavy-fighter if you wish (and dare).

<sup>3</sup> If you are assigned to II/ZG 76, you can fly the Bf 110G-2/R3 w. Wf.Gr.21 at Neubiberg (Munich bases) or, as an optional start, fly the Me 410A-1/U2 at Hildesheim (Bremen bases).

<sup>4</sup> Kommando Nowotny was formed from Erprobungskommando (EKdo) 262 (the test unit of the Me 262A), and III/ZG 26. Led by 258-kill ace Maj. Walter Nowotny, the unit had to establish the tactics of the new jet fighter and to overcome the initial teething problems of the Me 262. When Maj. Nowotny died in November 1944, the unit was renamed III/JG 7. Although JG 7 began receiving their Me 262s in November-December 1944, the game lets you use the Me 262 from July 1944, assuming your unit is still part of EKdo 262 and later Kommando Nowotny, and is operating the jet fighter in very limited numbers. You may fly only four missions per month from July 1944 to September 1944. You may fly eight missions per month normally from October 1944 (see 11.7).

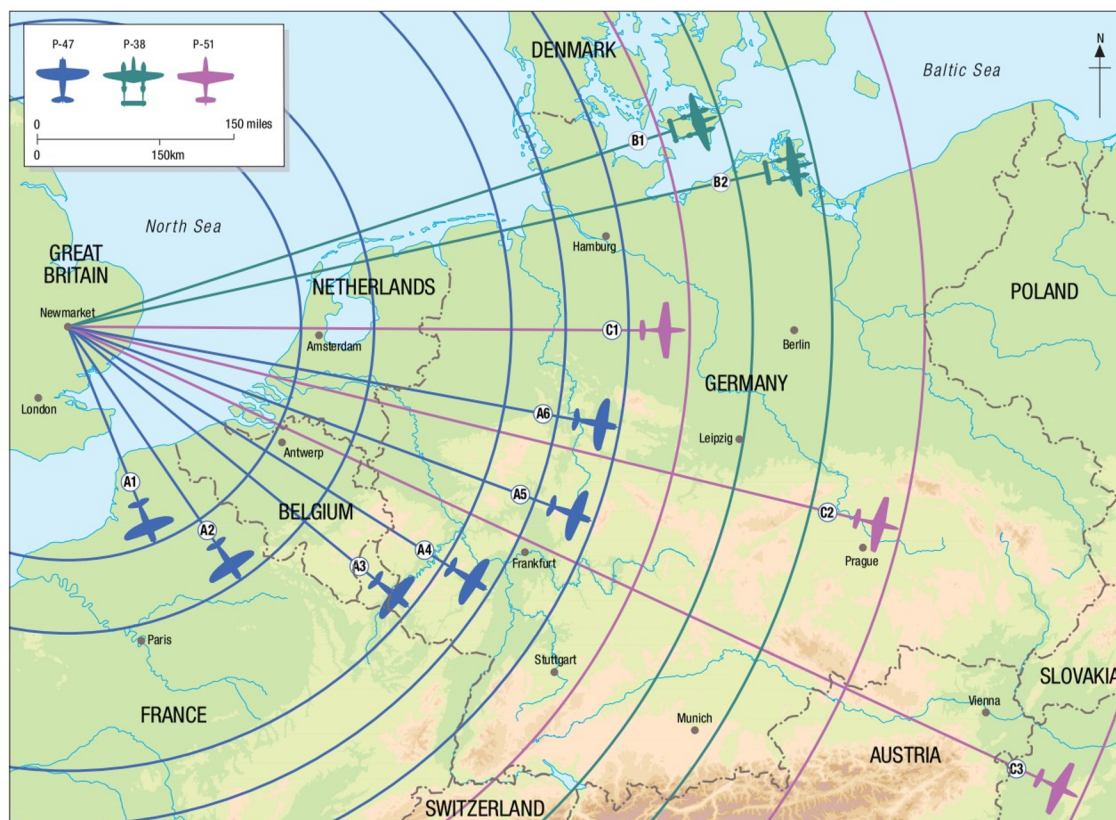
<sup>5</sup> After being dismissed as General der Jagdflieger for criticizing Herman Göring and Luftwaffe policies, Gen. Adolf Galland was allowed to form a new fighter unit equipped with Me 262s. Experten from all units among the Luftwaffe joined Jagdverband 44 (JV 44), which soon was known as the Squadron of Experts. Reassignment to JV 44 requires being a Knight's Cross holder.

<sup>6</sup> Erprobungsgruppe (EGR) 335 was the test unit of the Do 335. It performed test flights of Do 335A-0 prototypes from September 1944. Although the standard A-1 version was introduced in January 1945, if you are assigned to EGR 335 you may fly the Do 335 from 9/44. Assume you are in an A-0 prototype. You may fly only four missions per month due to the small number of prototypes (see 11.6).

<sup>7</sup> If you transfer to EGR 229, due to the very limited number of Go 229 prototypes, if you your Go 229A-0 is lost it is substituted with a He 162A-2. You may upgrade to the Go 229A-0 again if desired by spending Prestige Points (see 11.9).

## AVAILABLE AIRCRAFT FAMILY AND TYPE CHART R2

Family	Type	3/44	4/44	5/44	6/44	7/44	8/44	9/44	10/44	11/44	12/44	1/45	2/45	3/45	4/45
Bf 109	Bf 109G-6	✓	✓	✓	✓	1-5	1-3	1-2	1	1	1	-	-	-	-
	Bf 109G-14	-	-	-	-	1-2	1-3	1-5	✓	✓	✓	1-4	1-4	1-2	1
	Bf 109G-10	-	-	-	-	-	-	-	1-2	1-3	1-4	1-5	1-5	1-4	1-3
	Bf 109K-4	-	-	-	-	-	-	-	1	1-2	1-2	1-3	1-5	✓	✓
FW 190	FW 190A-6	✓	1-2	1	-	-	-	-	-	-	-	-	-	-	-
	FW 190A-7	1-3	1-3	1-3	1-2	1-2	1	1	-	-	-	-	-	-	-
	FW 190A-8	1-3	1-5	✓	✓	✓	✓	✓	1-4	1-4	1-4	1-4	1-3	1-3	1-2
	FW 190D-9	-	-	-	-	-	-	1	1-2	1-2	1-3	1-3	1-3	1-4	1-4
	Ta 152H-1	-	-	-	-	-	-	-	-	-	-	1	1	1-2	1-2
Bf 110	Bf 110G-2	1-4	1-4	1-4	1-4	1-2	1-2	1-2	1-2	1	1	-	-	-	-
Me 410	Me 410A-1	1-3	1-4	1-4	1-4	1-4	1-3	1-3	1-3	1-2	1	-	-	-	-
Ju 88	Ju 88C-6	1-2	1-2	1-2	1-2	1-2	1	1	1	-	-	-	-	-	-
Do 335	Do 335A-1	-	-	-	-	-	-	-	-	-	-	1-2	1-2	1-2	1-3
Me 163	Me 163B-1	-	-	-	-	1	1	1-2	1-3	1-4	1-3	1-3	1-2	1-2	1
Me 262	Me 262A-1	-	-	-	-	-	1	1	1-2	1-2	1-3	1-3	1-3	1-3	1-3
He 162	He 162A-2	-	-	-	-	-	-	-	-	-	-	1	1-3	1-4	✓
Go 229	Go 229A-0	-	-	-	-	-	-	-	-	-	-	-	-	-	1-2



### RANGE OF AMERICAN ESCORT FIGHTERS

**P-47 Thunderbolt**  
 A1: Initial range - May 1943  
 A2: Max range on internal fuel - Jun. 1943  
 A3: 1x75Gal. belly tank - Jul. 1943  
 A4: 1x108Gal. belly tank - Aug. 1943  
 A5: 1x150Gal. belly tank - Feb. 1944  
 A6: 2x108Gal. wing tanks - Feb. 1944

**P-38 Lightning**  
 B1: 2x75Gal. Tanks - Nov. 1943  
 B2: 2x108Gal. Tanks - Feb. 1944

**P-51 Mustang**  
 C1: Max range on internal fuel - Dec. 1943  
 C2: 2x75Gal. wing tanks - Mar. 1944  
 C3: 2x108Gal. wing tanks - Mar. 1944

## AVAILABLE AIRCRAFT SUB-TYPE CHART R3

Family Type	3/44	4/44	5/44	6/44	7/44	8/44	9/44	10/44	11/44	12/44	1/45	2/45	3/45	4/45+
Bf 109G-6	✓	✓	✓	✓	✓	-	-	-	-	-	-	-	-	-
Bf 109G-6/R2	1-2	1-2	1-2	1-2	1	-	-	-	-	-	-	-	-	-
Bf 109G-6/R6	1-4	1-5	1-5	1-5	1-4	-	-	-	-	-	-	-	-	-
Bf 109G-6/U2	1	1	1	-	-	-	-	-	-	-	-	-	-	-
Bf 109G-6/U4	1	1	1	1	1	-	-	-	-	-	-	-	-	-
Bf 109G-6/AS	1-2	1-2	1-2	1-2	1-2	1	1	1	-	-	-	-	-	-
Bf 109G-6/U3	-	1	1-2	1-3	1-3	1-2	1	1	1	1	-	-	-	-
Bf 109G-6/U3/R2	-	1	1-2	1-2	1	1	1	1	1	1	-	-	-	-
Bf 109G-/U3/R6	-	1	1-2	1-3	1-3	1-2	1	1	1	1	-	-	-	-
Bf 109G-6 (late)	-	-	1-2	1-4	1-5	✓	✓	✓	✓	✓	-	-	-	-
Bf 109G-14	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bf 109G-14/R2	-	-	-	-	1	1-2	1-2	1-2	1	1	1	1	1	1
Bf 109G-14/R6	-	-	-	-	1-2	1-5	1-5	1-5	1-5	1-4	1-4	1-4	1-4	1-4
Bf 109G-14/AS	-	-	-	-	1	1-2	1-2	1-2	1-2	1-2	1-2	1-2	1-2	1-2
Bf 109G-14/U4	-	-	-	-	1	1	1	1	1	1	1	1	1	1
Bf 109G-10	-	-	-	-	-	-	-	✓	✓	✓	✓	✓	✓	✓
Bf 109G-10/U4	-	-	-	-	-	-	-	1	1	1-2	1-2	1-2	1-2	1-2
Bf 109K-4	-	-	-	-	-	-	-	✓	✓	✓	✓	✓	✓	✓
FW 190A-6	✓	✓	✓	-	-	-	-	-	-	-	-	-	-	-
FW 190A-6/R6	1-2	1-2	1-2	-	-	-	-	-	-	-	-	-	-	-
FW 190A-7	✓	✓	✓	✓	✓	✓	✓	-	-	-	-	-	-	-
FW 190A-7/R2	1-4	1-4	1-4	1-4	1-4	1-4	1-4	-	-	-	-	-	-	-
FW 190A-8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
FW 190A-8/R2	1-2	1-3	1-3	1-3	1-3	1-2	1-2	1-2	1-2	1-2	1-2	1-2	1-2	1-2
FW 190A-8/R6	1-2	1-2	1-2	1-2	1-2	1-2	1	1	1	1	1	1	1	1
FW 190A-8/R7	1-2	1-2	1-2	1-2	1-2	1-2	1-2	1-2	1-2	1-2	1-2	1-2	1-2	1-2
FW 190A-8/R8	1	1-2	1-2	1-3	1-4	1-4	1-4	1-4	1-4	1-4	1-3	1-3	1-3	1-3
FW 190D-9	-	-	-	-	-	-	✓	✓	✓	✓	-	-	-	-
FW 190D-9 (late)	-	-	-	-	-	-	-	-	1-2	1-5	✓	✓	✓	✓
Ta 152H-1	-	-	-	-	-	-	-	-	-	-	✓	✓	✓	✓
Bf 110G-2/R3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	-	-	-
Bf 110G-2/R3 Wfr.Gr.21	1-3	1-3	1-3	1-3	1-3	1-3	1-3	1-3	1-3	1-3	-	-	-	-
Me 410A-1/U2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	-	-	-
Ju 88C-6a	✓	✓	✓	✓	✓	✓	✓	✓	-	-	-	-	-	-
Do 335A-1	-	-	-	-	-	-	-	-	-	-	✓	✓	✓	✓
Me 163B-1	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Me 262A-1a	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Me 262A-1b	-	-	-	-	-	-	-	-	-	-	-	-	1-3	1-3
He 162A-2	-	-	-	-	-	-	-	-	-	-	✓	✓	✓	✓
Go 229A-0	-	-	-	-	-	-	-	-	-	-	-	-	-	✓

#### [4.6.1] CHANGING BASES

You may change your unit assignment by spending 2 Prestige Points and losing one sortie in time. Place an “R” for “reassignment” instead of a target city on the Sortie Log Sheet. If you spend the 2 Prestige Points to change units, a “free” aircraft upgrade is included if you have to change to a different aircraft family. The upgrade aircraft must be available at the time of the change. This costs two additional lost sorties as you familiarize yourself with the new aircraft.

The Starting Units and Bases Chart [R1] has information about unit transfers and aircraft upgrades. If the Starting Units and Bases Chart directs you to change to another base at a certain date, this base change is free (it doesn’t cost you any Prestige Points), although you still lose one sortie for the transfer. In some cases, chart R1 also has information about aircraft upgrades. In this case you may choose to retain your current aircraft or upgrade to the type depicted on chart R1 for free (it doesn’t cost you any Prestige Points). You still lose two sorties if you change to another aircraft family.

You need to be a Knight’s Cross holder if you want to change to JV 44.

#### [4.6.2] BASE ZONES

In order to streamline play, all bases are clustered into geographical groups (Zones). They are included by name for historical purposes, however, for game purposes, any base in the same group is considered identical. These Base groups allow for the proper amount of endurance to be burned off when intercepting incoming raids, as shown on the Aircraft Display Mats. The unit assignments are also included for historical purposes, but have no real impact on game play other than for narrative purposes.

Base Zones:

DUTCH BASES – Schiphol, Venlo, Volkel, Woensdrecht.

BREMEN BASES – Fassberg, Hildesheim, Husum, Jever, Salzwedel, Schwerin-Gorries, Stade, Wunstorf, Oldenburg.

FRENCH BASES – Beaumont-le-Roger, Poix-Nord, St. Trond, Tille, Vannes.

RUHR BASES – Bonn, Krefeld, Kirchhellen, Mönchen-Gladbach.

MUNICH BASES – Ingolstadt, Lechfeld, Neubiberg.

MÜNSTER BASES – Handorf, Rheine.

FRANKFURT BASES – Ansbach, Frankfurt, Königsberg, Wiesbaden.

BERLIN BASES – Brandenburg-Briest, Brandis, Oranienburg, Parchim.

#### [4.6.3] TARGET ZONES

Just as the interceptor bases are clustered geographically to streamline play, so are the bombing targets. The Raid Chart [A1] lists the actual target name, followed by the geographical target zone to which it belongs in parentheses. What matters for game purposes is knowing what target zone that the target is part of. That will determine how much endurance the interceptor has when it attempts to intercept the raid, or if it can even intercept the raid at all.

*Historical Note: some targets are not very close geographically in real life to their target zone; but for game purposes they are “close enough” to get the proper fuel consumption. One example is Leipzig, which is considered part of the Berlin target zone. It’s not all that close to Berlin in real life, but for game purposes, it gives the correct fuel result.*

*Example: A player rolls for an incoming raid in March 1944. He rolls a “11” on the Raid Chart [A1], which indicates the target city is Brunswick, in the Ruhr target zone. On his Aircraft Display Mat, after takeoff, he would move his plane along the Endurance Track until reaching the “Ruhr” endurance box, where ever that might be, depending on what base he takes off from since Brunswick is part of the Ruhr target zone.*

It is possible, when flying some aircraft (like the Bf 109, for example), that the target zone is “greyed out.” This means it is beyond your fuel consumption range and that raid cannot be intercepted. If that happens, simply move ahead in the game to the next sortie.

*Example: You are flying a Bf 109G-6. Your Base is Poix-Nord, in the French Zone. It is the first mission of June 1944. The target for today is the Böhlen Oil plant in Berlin. This target is too far away for you to intercept. Although the bombers bomb their target, you do not get a “sortie” credit (for experience purposes). You move ahead in the game to the second mission of June 1944.*

*Note: Fuel tracking is “painless” inasmuch that it occurs as a function of where you start versus where the raid is headed, as shown on the Aircraft Display Mats.*

*Note: Due to space limitations on the Aircraft Display Mats, some aircraft show the French Bases endurance track, while others show the Berlin Bases endurance track. Each Aircraft Display Mat shows the bases where that particular aircraft typically operated from. For example, the Bf 109G-6 Aircraft Display Mat shows the French Bases endurance track, while the Bf 109K-4 shows the Berlin Bases endurance track instead, as the French bases were no longer available for the Luftwaffe when the K-4 entered service. Nevertheless, there may be cases where you may fly an aircraft for a long period of time and change your base to a Base Zone not represented in your Aircraft Display Mat. In those cases, use the Fuel Endurance Track Chart [F1] to track fuel.*

*Design Note: Due to new calculations with regards to aircraft fuel consumption and distance from bases to objectives, some Fuel Track boxes in the Aircraft Display Mats have changed with respect to Interceptor Ace 1943-44. When combining Interceptor Ace 1943-44 and Interceptor Ace 1944-45, use the Fuel Endurance Track Chart [F1] to track fuel for aircraft included in Interceptor Ace 1943-44.*

#### [4.6.4] CHANGING AIRCRAFT

You may change your aircraft at the end of each sortie to a newer type or sub-type if one is available. Consult the Available Aircraft Family and Type Chart [R2] and the Available Aircraft Sub-type Chart [R3] at the end of each turn. You are not required to upgrade aircraft.

The process for changing aircraft differs from the one followed in *Interceptor Ace 1943-44*. For veteran players of *Interceptor Ace*, please read the following rules carefully.

There are ten main families of aircraft:

- Bf 109
- FW 190
- Bf 110
- Me 410
- Ju 88
- Do 335
- Me 163
- Me 262
- He 162
- Go 229

Each family may have several main types, and each type may have in turn several sub-types.

*Example: In the Bf 109 family, there are four types: Bf 109G-6, Bf 109G-14, Bf 109G-10 and Bf 109K-4. The Bf 109G-14 type has five sub-types: base Bf 109G-14, Bf 109G-14/R2, Bf 109G-14/R6, Bf 109G-14/AS, and Bf 109G-14/U4. In the Bf 109K-4 type, only the base Bf 109K-4 sub-type is available.*

In some months, only one aircraft type is available, while in other months several aircraft types inside a family are available.

*Example: In March 1944, only the Bf 109G-6 type is available for the Bf 109 family. In August 1944, two types are available for the Bf 109 family: The Bf 109G-6, and the Bf 109G-14.*

When changing aircraft, follow these steps:

1. On the Available Aircraft Family and Type Chart [R2] choose which aircraft type you want to fly. Roll 1d6. If the result is inside the range listed, you receive the aircraft type. If your pretended aircraft type has a “check” symbol (✓), you receive the type automatically. If you want to upgrade to a new sub-type of the aircraft type you are currently flying, you don’t need to roll on the Available Aircraft Family and Type Chart [R2]. Go directly to the next step.

2. On the Available Aircraft Sub-type Chart [R3], choose which aircraft sub-type you want to fly. Roll 1d6. If your roll is in the range listed, you receive the aircraft sub-type.

If you want to upgrade to a new sub-type of the aircraft type you are currently flying and you fail to upgrade, or if you fail to receive a new aircraft type, you retain your current aircraft.

If you have successfully changed your aircraft to a new type, but you fail to receive the pretended sub-type, you automatically receive the base aircraft of the new type. The base aircraft is the one with the check symbol (✓) on the Available Aircraft Sub-type Chart [R3].

*Example: It is September 1944. You are currently flying a FW 190A-8/R2. You want to upgrade to the FW 190A-8/R8. You roll 1d6 directly on the Available Aircraft Sub-type Chart [R3]. You roll a 5 and you fail. You retain your FW 190A-8/R2.*

*Example: It is July 1944. You are flying a Bf 109G-6/R6. You want to upgrade to the Bf 109G-14/R6. You first roll 1d6 on the Available Aircraft Family and Type Chart [R2] to check if you receive the Bf 109G-14 type of the Bf 109 family. You roll a 2 and you successfully upgrade to the Bf 109G-14 type. To check if you receive the Bf 109G-14/R6 sub-type, now you roll 1d6 on the Available Aircraft Sub-type Chart [R3]. You roll a 3 and you fail, so you receive the base Bf 109G-14.*

*Example: It is August 1944. You are flying a Bf 110G-2/R3. You want to upgrade to the Me 262A-1 type. You roll 1d6 on the Available Aircraft Family and Type Chart [R2] to check if you receive the Me 262A-1 type of the Me 262 family. You roll a 6 and you fail. You retain your Bf 110G-2/R3.*

In some cases, you can automatically change your aircraft upon reaching certain dates.

*Example: It is July 1944. You are flying a base Bf 109G-6. In August 1944 you may change your base Bf 109G-6 to a Bf 109G-6 (late), as the Bf 109G-6 (late) has a “check” (✓) symbol present. You don’t need to roll on the Available Aircraft Sub-type Chart [R3], this upgrade is automatic.*

It costs you 1 Prestige Point to upgrade to a different aircraft in the same general family (FW 190, Bf 109, Bf 110, etc.), and 2 Prestige Points to upgrade to an aircraft in a different general family. Note that you pay the required Prestige Points for upgrading whether you receive your pretended aircraft or not.

Remember that you may upgrade your aircraft only if you have the required Prestige Level.

## [5.0] HOW TO WIN THE GAME

### GENERAL RULE

A full game consists of completing numerous combat sorties up to and through May 1945. The game may end early if you are killed in action.

While the results of each sortie may result in promotion and awards, overall victory level is determined at the end of play based on the number of points achieved.

### [5.1] ENDING THE GAME

[5.1.1] The game ends upon completion of your final sortie in May

1945—no sorties are conducted after May 1945 (exception: Knight’s Cross Holders Tour of Duty, 10.15.2).

[5.1.2] If it is determined after calculating missed sorties due to injuries that your next sortie would commence after May 1945, the game ends.

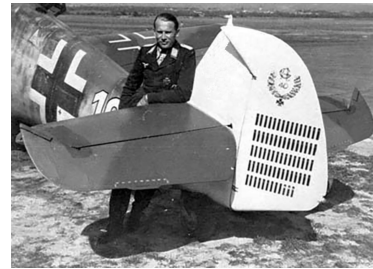
[5.1.3] The game immediately ends, regardless of date, should you be killed in action or captured.

[5.1.4] Once the game has ended, you can determine victory.

### [5.2] DETERMINING VICTORY

[5.2.1] I would assume most players will merely enjoy topping their previous performances when playing the game. However, for those who wish a general historical “yardstick” for their efforts, I offer these victory conditions.

By 1943 it was widely recognized in the Luftwaffe that victories on the Western Front were harder to achieve than on the Eastern Front, and that destroying a four-engined bomber in formation was



Oberlt. Alfred Grislawski with his Bf 109G-6/R6 “White 10” after achieving his 112<sup>th</sup> victory over a B-17F in September 1943.

extremely difficult, so early in 1944 the Luftwaffe point system for fighter decorations was introduced, and Adolf Galland, the Inspector of Fighters of the Luftwaffe, set it up at Göring’s order. It made bombers in formation count more than bombers out of formation or fighters.

The Germans set a great store by the ability of a fighter pilot to separate individual Allied four-engined bombers from the box formations in which they flew. Thus, a Luftwaffe pilot could not win points for damaging an Allied bomber unless he separated it from the box. The system recognized the fact that achieving a “Herrauschuss” (separation) of a bomber was a more difficult task than the “Entgültige Vernichtung” (final destruction) of a damaged straggler.

The point system had nothing to do with the total number of victories (and claims), only with awarding decorations and promotions through proven ability and worth. Many people think the Luftwaffe awarded multiple kills for multi-engined aircraft and even for damaging them. This is totally false!

Kills are still used for Ace determination.

Target type	Destruction	Separation	Final Destruction (Straggler)
Fighter	1 point	N/A	N/A
Four-engined bomber	3 points	2 points	1 point

[5.2.2] Fighter Destruction. A fighter destruction result is achieved any time you achieve a fighter kill in any circumstance. A fighter destruction is worth 1 point.

[5.2.3] Bomber Destruction. A bomber destruction is achieved by an information bomber kill. A bomber destruction is worth 3 points. You may achieve an “out of formation” result just before downing a bomber (for example, by a hit using R4M or Wfr.Gr.21 rockets, by damaging 4 engines of a bomber, etc.) In this case, you still achieve a bomber destruction result (3 points).

[5.2.4] Separation. You achieve a separation if you achieve any of the following results on a bomber:

- 2 or more engines destroyed, or...
- 1 engine destroyed and two others damaged, or...
- 4 engines damaged (or worse).

When one of the above results is achieved, the bomber is considered to be out of formation for subsequent passes. If the bomber is not destroyed, the player gains 2 points for achieving a “separation” for victory purposes. If the bomber is destroyed (either in the same pass or in a subsequent pass), the player gains 3 points for the bomber destruction.

Note that an “out of formation” result due to a rocket hit is not considered a separation (see 7.1.14 and 7.1.15).

**[5.2.5] Final Destruction.** You achieve a final destruction if you achieve a bomber kill on a straggler. You encounter a straggler by rolling an 11 on the Interception Chart [B1] and then an additional 1 on 1d6, or with the Old Dog ability (7.9.2). Apply 4 random engine hits to the straggler before starting the combat.

**[5.2.6]** Victory conditions are determined by the final score achieved by your pilot.

### DEFEAT: 0-18 points

You are a disgrace to the Luftwaffe, your family, and yourself. You have contributed to the final defeat of Germany.

### DRAW: 19-35 points

You have fulfilled your obligations to the nation, and you are an ace. Book and movie offers after the war are probably not in the cards, however.

### MARGINAL VICTORY: 36-70 points

You have enjoyed success as a fighter pilot. You are one of the aces of the Luftwaffe, and you have gained the respect of your fellow pilots. You are very popular in the Geschwader annual meetings after the war.

### SUBSTANTIAL VICTORY: 71-105 points

You are one of the Luftwaffe’s top aces, and have gained the respect of your peers, your unit, your commanders, and your enemies. You are often mentioned in books and documentaries. Your contribution to the German war effort is fully recognized.

### DECISIVE VICTORY: 106+ points

You are the scourge of the skies and the pride of the entire Luftwaffe. Your legendary exploits place you at the top of the Luftwaffe elite and you are mentioned prominently in history books as the “Black Death” of the Western Front. Your peers are amazed at your steel nerves and flying skill. You write your memories and become one of the founders of the newly created Bundesluftwaffe after the war.

**[5.2.7]** Pilot Death. Should you be killed in action you still (posthumously) determine your victory level.

## [6.0] SEQUENCE OF PLAY

### GENERAL RULE

*Interceptor Ace* adheres to a discrete sequence of play for conducting combat sorties. At its most abstract level, the sequence revolves around conducting sorties and returning to base. While there are no discretely numbered “game turns” as with other turn-based systems, game play is broken down into monthly increments of time, as reflected by the Sortie Log Sheet. Each month has a number of raids which occur and can be intercepted. Normally this is eight, however from January 1945, only four sorties are flown each month due to fuel shortages.

The following game play outline begins once an aircraft has been selected and the corresponding Aircraft Display Mat has all markers placed (4.0, Game Setup).

### [6.1] GAME PLAY OUTLINE

Game play is conducted per the below sequence and is repeated until the game ends (5.1, Ending the Game), at which time victory can be determined (5.2, Determining Victory). The precise activities performed as outlined below are covered in the appropriate rules sections.

1. Obtain incoming raid information by checking on the Raid Chart [A1] - the month/year versus 2d6 roll. Write this on the Sortie Log Sheet and place the Raid Target marker on the corresponding Endurance Box (this will be your Raid Target Endurance Box). Roll for weather (Weather Chart [B9]). Apply a +1 drm (die roll modifier) on the Weather Chart [B9] in November 1944 and January 1945, and a +2 drm in December 1944.

2. Move from the Hangar Box to the Takeoff Endurance Box and roll on the Aircraft Target and Allied Fighter Attack Chart [A3] to check if your base is attacked by strafing Allied fighter-bombers. If the result is F/B Attack, fighter combat begins, and you start the combat Disadvantaged. Apply a -1 drm to the F/B Attack roll if the current raid target is A/F (Airfields). Check the type of Allied Fighter on the Aircraft Target and Allied Fighter Attack Chart [A3]. You may attempt to end combat by rolling on the Escape Chart [R4] as per 7.1.10, applying a +1 drm.

*Note: If the 8<sup>th</sup> Air Force is targeting airfields, the probability of your base being attacked by fighter-bombers increases, that’s the reason of the -1 drm to the F/B Attack roll. The +1 drm to the end combat roll is due to being caught low on speed and altitude after taking off.*

3. Move from the Takeoff Endurance Box to the next Endurance Box and roll on the Aircraft Target and Allied Fighter Attack Chart [A3] to check if your flight has been bounced by Allied fighters in a fighter sweep. Repeat for every Endurance Box entered until you reach the Raid Target Endurance Box. If the result is Encounter, fighter combat begins, and you start the combat Head on. Check the type of Allied Fighter on the Aircraft Target and Allied Fighter Attack Chart [A3]. Apply a +1 drm when checking the Fighter Sweep Encounter if flying a jet fighter. You may attempt to end combat for this endurance box by rolling on the Escape Chart [R4] as per 7.1.10.

*Note: Jet and rocket fighters were much faster than the Allied piston-engined fighters. It was very difficult for them to catch the German jet interceptors enroute to the bomber formation.*

4. In the Raid Target Endurance box, and each remaining Endurance Box thereafter (except for the “greyed-out” endurance boxes, if any), roll to intercept on the Interception Chart [B1]. Conduct combat if interception occurs. Repeat until the aircraft has gone through all endurance boxes or has finally intercepted the raid, or wishes to return to base. Since it is day, you will probably (but not necessarily) intercept a raid right away. It is possible you will encounter an Allied fighter sweep instead or might roll a random event and not make contact immediately. Due to aircraft damage, wounds, or any other reason, you may abort at any time and immediately land. You are NOT required to travel through each Endurance Box until landing. Additionally, “greyed-out” endurance boxes (for some aircraft types) are beyond your limits of fuel endurance and are not entered or used, other than to inform you if a raid target is beyond your range and cannot be intercepted.

5. In the Landing box, roll to land the aircraft, applying any applicable drms (die roll modifiers). If you are flying a Jet or Rocket aircraft, roll again on the Aircraft Target and Allied Fighter Attack Chart [A3] to check if your base is attacked by marauding Allied fighter-bombers. If the result is F/B Attack, fighter combat begins, and you start the combat Disadvantaged. Apply a -1 drm (die roll modifier) to the F/B Attack roll if the current raid target is A/F (Airfields). Check the type of Allied Fighter on the Aircraft Target and Allied Fighter Attack Chart [A3]. You may attempt to end combat by rolling on the Escape Chart [R4] as per 7.1.10, applying a +1 drm.

6. Obtain awards, Prestige Points, and Experience Points. Check the Available Aircraft Family and Type Chart [R2] and the Available Aircraft Sub-type Chart [R3] for available aircraft upgrades. Spend Prestige and Experience Points if desired.

7. Repeat process on the next sortie line on the Sortie Log Sheet until the last sortie of May 1945, or until shot down and killed.

If you are flying a combined career of *Interceptor Ace 1943-44* and *Interceptor Ace 1944-45*, use the Sequence of Play of *Interceptor Ace 1943-44* until the end of February 1944 and the Sequence of Play of *Interceptor Ace 1944-45* from March 1944 on.

# [7.0] COMBAT

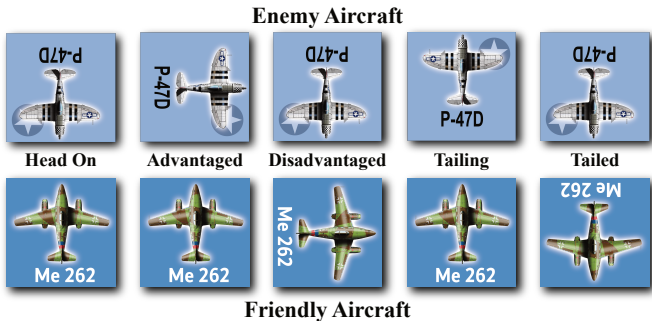
## [7.1] GENERAL PROCEDURES

### [7.1.1] GENERAL

Combat is resolved for each Endurance box in which a fighter-bomber attack, a fighter sweep, or an interception occurs, either against the raid itself, or against escorts, and the player decides not to avoid combat. Each combat may be composed of several “Passes” and each Pass of several rounds. A pilot does not have to chase a damaged bomber, for example.

### [7.1.2] INTERCEPTION

After taking off, move through each Endurance box, checking if you are attacked either by marauding fighter-bombers or by sweeping fighters until reaching the Raid Target Endurance box on the Endurance track. Roll for type of Allied fighters on the Aircraft Target and Allied Fighter Attack Chart [A3] if an encounter occurs. When reaching the Raid Target Endurance box roll for interception. If there is no interception rolled for a particular endurance box on the Interception Chart [B1], then nothing occurs. A result of “US Fighter Encounter” or “Spitfire Encounter” may also occur, which means you engage a group of Spitfires or US fighters. Roll for type of US fighter on the Aircraft Target and Allied Fighter Attack Chart [A3]. If that occurs, conduct combat against them, and if still flying afterwards, move your interceptor one endurance box ahead on the track and roll again on the Interception Chart [B1]. If an interception occurs, roll on the Aircraft Target and Allied Fighter Attack Chart [A3] to determine the type of bomber. Write the type of target on the next open space on the Sortie Log Sheet (B-17, B24.) There may be also a roll for type of escorts, if more than one is possible. There are five different orientations between the interceptor, bomber, and escorts.



### ORIENTATIONS FOR COMBAT:

**HEAD ON** No special effects against bombers. Escorts will start with that orientation if the interceptor begins with fighter combat instead of going after the bombers first, and enemy fighters on a fighter encounter will usually start with this orientation.

*In the basic bomber combat, head on is a general term used to denote there is no special advantage when fighting a bomber. It does not necessarily mean the attack is head on, as in fighter combat. It could mean a head on, a flank or rear attack.*

**ADVANTAGED** If advantaged against a bomber, the player shoots first on the long range round of the pass and apply any results obtained, then the bomber returns fire. If advantaged against the escort, that will be the orientation the interceptor begins with against the escort if the player begins with fighter combat.

**DISADVANTAGED** If disadvantaged, that is the orientation the player will be in relation to the escorts once fighter combat begins. Disadvantaged has no effect in relation to bomber combat – it only matters if escorts are present. If there are escorts and the player rolls “disadvantaged” on the interception chart, he may NOT attack the bombers. He must go directly to fighter combat and start disadvantaged. If there are no escorts, “disadvantaged” has no real meaning. The player simply attacks the bombers if he chooses as if he had rolled “head on”.

Disadvantaged is also the orientation the interceptor starts at when fighting escorts if the player chooses to attack the bombers first. This is very important: if there are escorts, and the player goes after bombers

first, he will start disadvantaged against escorts when fighter combat begins, even if the interception roll initially was “head on”, “advantaged”, or “out of the sun”.

**TAILED** This is not a starting orientation, however, it occurs during fighter combat. The enemy is facing your tail. The key disadvantage to being tailed is that the firing aircraft automatically inflicts one bonus “Tail” hit if any hits are scored at all.

**TAILING** This is not a starting orientation, however, it occurs during fighter combat. You are facing the enemy aircraft’s tail. The key advantage to tailing is that your aircraft automatically inflicts one bonus “Tail” hit if any hits are scored at all.

**OUT OF THE SUN** When this occurs, you may start at medium range against a bomber and it does not return fire the first round. If you choose to engage escorts first (if present) you will start advantaged, fire, and they do not get to flip a defensive card the first round. Essentially this is a “free shot” with no opportunity for reaction prior to the initiative phase (7.2.2.7).

When using your wingman against bombers (only) from Out of the Sun at medium range, ignore any damage result on your wingman when rolling on the Wingman Attack on Bomber Chart [W1].

### [7.1.3] START COMBAT

To begin combat, the player must first decide if he is attacking the bombers or any escorts (if present). If starting disadvantaged and there are escorts present, he may not choose to intercept the bombers – he must conduct fighter combat (exception: Gruppe Leader ability [7.9.1]). In the basic game, a player must fire all unjammed forward weapons together if he uses them; he cannot use just some of his forward guns or cannons (exception: optional interceptor weapon selection [10.10.1]). The player must also choose a point of aim if engaging a bomber: Port Wing, Starboard Wing, or Airframe. This is done even if the player does not have the aim skill – it is used to determine damage if a “GP” (Group Damage) result occurs on the combat card. Fighters, escorts, and interceptors are considered to always use the Airframe as the point of aim during fighter combat. A player may change his aim point in between rounds of a pass; for example, he can start with the port wing at long range, but decide to switch to the airframe at medium range, etc.

### [7.1.4] BOMBS

If a bomber is attacked in the 1st or 2nd Endurance box, not counting the Takeoff box, it is considered to still be loaded with bombs as noted by the small bomb symbol on the Endurance tracks of the Aircraft Display Mats. These may detonate with a bomb bay hit; check the Aircraft Damage Listings Chart [B4]. If they detonate when the interceptor is at close range, he may take damage. On a 2d6 “2” or “12” the interceptor takes 1d6 random airframe damage hits in that case.

### [7.1.5] FLAK

If a bomber is attacked in the 3rd (or later) Endurance box, not counting the Takeoff box, it is considered to have already dropped its bombs. Although you now cannot destroy the bomber by detonating its bombs, it may possibly have taken flak damage from the target area. Roll 1d6 for each bomber you

attack in the 3rd or later endurance box and subtract 3. This will be the number of random hits the bomber will have taken from flak (from zero to 3, maximum.) Roll these hits as random Airframe hits on the Bomber and Group Damage Chart [B3] and apply them before beginning your attack. Notice the Aircraft Display Mats only show the flak “icon” in the 3rd Endurance box, but the possible flak damage is rolled then or in any later box if you intercept a bomber in a later box. Only bombers take flak damage – it does not affect fighters, escorts, or interceptors.



A B-17G flies through Flak over a target in 1944. Courtesy of the National Museum of the United States Air Force.

*Historical Note: This is somewhat of an abstraction, as fighters, interceptors, and escorts did and could take flak damage. Due to coordination between the flak and friendly aircraft, it was uncommon enough (especially against interceptors) in game terms to not bother with it and keep game play simpler.*

**[7.1.6] COMBAT PASSES**

Each sequence of bomber combat is called a “Pass.” Each “Pass” is made up of up to 3 rounds (possibly 4 if an interceptor is equipped with Wfr.Gr. 21 or R4M rockets). Flip a card from the deck. This is the interceptor’s attack card for the first round. Follow the instructions on the card as far as damage inflicted. Use the column that corresponds to your current firepower (FP on the cards). Firepower (FP) is determined by adding all firing weapons’ BOLD numbers together. Excess firepower does not count – so an aircraft that has 9 FP total would use the “8” column. The left most column, “6-“ means “6 or less.” Aircraft with 1 to 6 FP would use that column.

The Attack Deck Results Chart [B2] explains the results derived from your FP on the combat card. These range from a number of random hits, a “Group Damage” result, and possible outright aircraft destruction with a “DE” result. The appropriate amount of random hits are then rolled on Chart [B3] against bombers and on Chart [B6] against interceptors, fighters, and escorts.

Weapons may jam as part of firing – the card text will indicate if this has happened. If this occurs, you should determine which weapon has jammed (if firing more than one, this is determined randomly) and subtract that weapons FP (firepower) number from your total firepower. The adjusted firepower number will then be used to determine the number of hits you inflict. If your aircraft has an “MG FF” weapon system and it has been selected to jam, treat the jam as “no effect.”

*Historical Note: Bench tests were conducted with many thousands of rounds fired with the MG FF without a single stoppage. The ballistics were slightly inferior to the MG 151 20mm, but there was certainly nothing wrong with its reliability.*

Flip a second card - this is the defensive fire card from the bomber. The only information that matters on the bomber’s card is the “DEFENSIVE FIRE: X” (where X is an integer of random hits to your interceptor.) As the interceptor is faster than the bomber, the range decreases by one each round of combat (long range becomes medium range, medium becomes close). The player may choose to break off and end the pass at any time, but after firing once at close range, the interceptor must break off after firing and is automatically engaged by the escort, if present. Exception: you are not engaged by the escorts if you successfully avoid combat using the Escape Chart [R4] (see 7.1.10) or using the Gruppe Leader ability (see 7.9.1). If there are no escorts, you may wheel around and try to make a second pass against the same or a different bomber, or may end the combat. All combat is simultaneous, unless the player was advantaged against the bomber or attacked “out of the sun”. In those cases, you fire first during the first round of the first pass. In addition, a player with the “Reflexes” skill may use that skill once per sortie to fire first in a round. It can be any round, not just the first round.

**[7.1.7] RANGE EFFECTS ON BOMBER COMBAT**

At long range, interceptors, B-24s and B-17s out of formation generate one less random hit (-1 hit). At medium range, there are no changes. At close range, they produce one extra random hit (+1). B-17s in formation produce no changes at long range, an extra hit (+1) at medium range, and two extra hits (+2) at close range. The following chart summarizes range effects on bomber combat, as shown on the Bomber Target Chart [B10].

Interceptor/Escort/Fighter

Interceptor	B-24 / B-17 Out of Formation	B-17 In Formation
Close	+1 Hit	+2 Hits
Medium	No change	+1 Hit
Long	-1 Hit	No change

B-17 bombers are always considered to be in formation (the “combat box” of the B-17, which provided mutual defensive fire, was considered especially deadly) unless they have been attacked by Wfr.Gr.21 or R4M

rockets, which would break up the formations and allowed for easier attacks by the interceptors.

*Historical Note: The B-24 Liberator was a more modern design than the B-17 Flying Fortress, featuring highly efficient long-chord wings that allowed the Liberator a longer range, higher top speed and heavier bomb load than the B-17. Nevertheless, the B-24 was more vulnerable, a tougher aircraft to fly than the Fortress, had poor low-speed characteristics and was difficult to fly in formation. These reasons made the B-24’s combat boxes to be far less effective defensively than the combat boxes of B-17s.*

In addition, if a B-17 has two or more engines destroyed, or 1 destroyed and two others damaged, or 4 engines damaged (or worse), it is considered to be out of formation for subsequent passes. If not destroyed, the player gains 2 points for achieving a “separation” for victory purposes (see 5.2.4).

*Note: There are no range effects on interceptor vs. fighter and interceptor vs. escort combat. All models of Bf109, Me 163, and He 162, due to their (relatively) small size, and to a degree, their agility, receive an additional -1 random hit from Bomber defensive fire at long range only as noted on Chart [B10].*

**[7.1.8] GUNNER DAMAGE EFFECTS ON BOMBER COMBAT**

Unlike the rear gunner of some of the interceptors (Bf 110, Me 410, Ju 88) where severity of the wound is rolled, random hits on bomber gunners create an abstracted result. Each gunner hit on a bomber is tracked with a numerical marker (1, 2, 3, etc.) which is placed on the Bomber Target Mat [B10]. For each gunner hit, defensive fire is reduced by one random hit. It is possible, although uncommon, that so many gunners had been wounded that the bomber’s defensive fire is reduced to zero hits.

A crew injury result on a bomber may result in a wound to a pilot, copilot, or a gunner. In that case, severity of the wound would be rolled, except for the gunner. A gunner crew injury merely increases the gunner hit marker by “1”.

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**[7.1.9] BREAKING OFF**

After each pass of combat, the player must decide whether to attack again or to break off. For all rounds of combat in a pass firing is simultaneous (exception: the interceptor fires first at long range if advantaged against the bomber, if the player uses his “reflexes” skill, or if attacking “out of the sun” [7.1.2]).

**[7.1.10] COMBAT AGAINST THE ESCORT**

If the player chooses to break off the attack, the bomber gets away with whatever damage it has (it may yet crash en route home, see 7.4.3). The bomber combat is ended, and now fighter combat begins with the escort (if any are present). Note that the interceptor may only attempt a second pass on a damaged bomber if there is no escort or if the player has the Gruppe Leader ability (7.9.1). If an escort is present, combat begins with it at the end of the first pass against the bomber. Exception: Me 163B-1 (see 11.10.1).

An interceptor that does not wish to engage the escort after a pass on a bomber may attempt to end combat for this endurance box by rolling 1d6 on the Escape Chart [R4]. If the interceptor is a piston-engined fighter (or an Me 163B-1 out of fuel), it succeeds on a result of 1-2, and combat ends. On a result of 3-6, combat with escorts occurs normally. If the interceptor is a jet fighter, it escapes on a result of 1-4. On a result of 5-6 combat against escorts begins normally.

*Success represents escaping further action for whatever reason, be it ducking into some clouds, or just diving away from the escorts before they could react, or just slipping away due to inattention or getting lost to the vision of the escorts.*

If the interceptor ends combat in this manner, the player cannot reengage the bombers in this endurance box. The interceptor will advance one endurance box and then the player will decide to attempt interception again or land.

**Escape Chart R4**

Interceptor type	Roll	Result
Piston-engined <sup>1</sup>	1-2	Safe escape
	3-6	Combat
Jet or Rocket <sup>1 2</sup>	1-4	Safe escape
	5-6	Combat

<sup>1</sup> Apply a +1 drm when trying to avoid combat against escort/fighters if it is an F/B Attack.

<sup>2</sup> The Me 163B is considered as a piston-engined fighter if out of fuel.

**[7.1.11] SECOND PASSES**

If there are no escorts and the player decides to make another pass against a damaged bomber (or a new one, if the first one was destroyed) the interceptor is assumed to wheel around to get into a firing position again, and starts the procedure again from long range. Subsequent combats against bombers are always conducted in a head on status (meaning, the player no longer has advantaged status if the interceptor had it the first pass). The player may only do this if there are no escorts. If the bombers are escorted, he must begin fighter combat after his first pass at a bomber unless he attempts to end combat rolling on the Escape Chart [R4] as per 7.1.10 or he has the Gruppe Leader ability (7.9.1).

**[7.1.12] ROUNDS OF COMBAT IN A PASS**

After the first round of firing in a pass, all subsequent attack rounds again require the flipping of two new cards, one for your attack, and one for the bomber's defensive fire. All combat in subsequent rounds of a pass IS simultaneous, regardless if the interceptor started advantaged or not.

*Example: Your interceptor attacks. You were advantaged against the bomber, so you attack first. The attack causes a hit to the bomber's gunners. Because this happened first, the bomber's return fire is reduced by 1 random hit. The second round occurs at medium, and although you started advantaged, firing is now simultaneous.*

*Example: Your interceptor attacks head on against a bomber. You hit a gunner at long range. However, the bomber's defensive fire is not reduced by this until the next round, because combat is simultaneous at long range in this case.*

**[7.1.13] EXTENDED BURST**

A pilot may risk firing an extended burst from his forward weapons (only) in order to achieve more hits using the Extended Burst Chart [C3]. Although this (usually) results in more damage to the bomber, it may also result in a jammed weapon or weapons. If a pilot wishes to attempt this, he must have 2 ammo points remaining in at least one of his forward weapons, and must be at medium or long range. Notice that if his only firing weapons (due to jamming or ammo depletion) are ones that have an unlimited ammo supply he may not employ extended burst. Prepare for combat normally by choosing an aim point, then roll 2d6 before pulling a combat card:

Roll	Result
2	Target DE (expend 2 ammo)
3	+4 hits (expend 2 ammo, then 1 weapon system jams)
4	+3 hits (expend 2 ammo)
5	+2 hits (expend 2 ammo)
6	+2 hits (expend 2 ammo, then 1 weapon system jams)
7	+1 hit (expend 2 ammo)
8	+1 hit (expend 2 ammo, then all fwd weapons jam)
9	+1 hit (expend 2 ammo)
10	+2 hits (expend 2 ammo)
11	+1 hit (expend 2 ammo)
12	All weapons jam before any damage is done

*Note that EACH firing weapon expends two points of ammo, if possible. Any extra hits received are random hits to the aimed area. The extra hits from an extended burst only occur if at least 1 hit is achieved normally from the firing card. Weapon jams from extended burst, unlike from card play, occur after firing, unless a "12" is rolled and no firing occurs.*

The downside to firing an extended burst, besides possible gun jams, is the bomber's return fire is increased by 1 random hit temporarily that round, as the interceptor is flying straight while extending his firing.

**[7.1.14] WERFER-GRANATE 21 ROCKETS (Wfr.Gr.21)**

These rockets were mounted under several versions of German interceptors as a method to "break up" the tight combat boxes of the B-17s, which reduced their massed defensive firepower. They could be fired outside the B-17s' defensive fire range, and although they weren't terribly accurate, they didn't have to be, with a 30 meter burst radius.

In the game, they are fired first, **BEFORE** the long range round of the pass, and the bombers cannot return fire. Roll 2d6 and consult the Aircraft Display Mat; if they hit, they inflict 1-2 random hits on a bomber; furthermore, all B-17s this endurance box are "out of formation" for the rest of the combat (this is not considered a "Separation", see 5.2.4). They may also be used against B-24 bombers, but have no effect other than the 1-2 random hits (as their combat boxes were not quite as lethal as the B-17 boxes anyway). They are useless against fighters or escorts. If they get a "Miss" result the B-17 bombers are NOT out of formation.

The Wfr.Gr.21 rockets and tubes added a lot of drag. Aircraft equipped with them have less speed than comparable aircraft without them. In addition, agile aircraft equipped with Wfr.Gr.21 rockets are not considered agile. An aircraft's speed increases by "1" after they have been fired and agile aircraft regain their agility condition (the launching tubes could be jettisoned, restoring the aircraft to a "clean" state). However, if damaged before they can be fired, they cannot be used or jettisoned. If encountering enemy fighters or escorts and still undamaged, they may be jettisoned at the start of combat without penalty for the speed increase and agility regain.

Single-engine fighters, such as the Bf 109 and the FW 190, could carry only two Wfr.Gr.21 rockets, but the twin-engine Bf 110 could carry four



If you are flying a Bf 110G-2/R3 with Wfr.Gr.21 rockets, rocket ammo is 2 and you can fire twice from the Wfr.Gr.21 range box.

A Bf 109G-6/R2 equipped with Wfr.Gr. 21 rocket launchers.

**[7.1.15] R4M ROCKETS**

These rockets were mounted on small wooden racks under the wings of the Me 262. They could be fired at 1000m, outside the B-17s' defensive fire range, and as these rockets had a similar trajectory as the MK 108 30mm cannon's rounds, the standard Revi 16B gunsight could be utilized.

In the game, they are fired first, **BEFORE** the long-range round of the pass, and the bombers cannot return fire. Roll 2d6 and consult the Aircraft Display Mat; if they hit, they inflict 1-2 random hits on a bomber; furthermore, all B-17s in this endurance box are "out of formation" for the rest of the combat. They may also be used against B-24 bombers, but have no effect other than the 1-2 random hits (as their combat boxes were not quite as lethal as the B-17 boxes anyway). They are useless against fighters or escorts. If they get a "Miss" result the B-17 bombers are NOT out of formation.

An Me 262A-1b equipped with R4M rockets has its speed decreased by 1. The Me 262A-1b's speed is increased by 1 after firing the R4M rockets. A Wfr.Gr.21 result on the Fighter Damage Chart [B6] results in the damage of the R4M rockets. If damaged before they can be fired, they cannot be used or jettisoned. If encountering enemy fighters or escorts and still undamaged, they may be jettisoned at the start of combat without penalty for the speed increase.

### [7.1.16] AMMUNITION USE

Each weapon expends 1 point of ammo each time it fires (exception: extended burst, 7.1.13). Some weapons (typically, the machine guns) have the “unlimited” notation for ammunition, to denote their ammo is not tracked. This is because those weapons have more ammunition than would normally be fired in the course of a sortie. Allied fighters don’t track ammunition fired in the basic game either (exception: see 10.9 Allied Fighters Ammo Points and 10.10 Optional Interceptor MG Ammo). In any case, you are not required to fire at long or medium range against a bomber (in order to conserve ammo, for example). The bomber, however, always fires at you at each range if possible.

## [7.2] COMBAT WITH ESCORTS OR FIGHTERS (FIGHTER COMBAT)

### [7.2.1] COMBAT PROCEDURE AGAINST ESCORTS OR FIGHTERS

It is possible to encounter a fighter sweep – this can be either American or British. Roll on the Aircraft Target and Allied Fighter Attack Chart [A3] to determine the type of fighter encountered. Use the first column for American fighters and the second column for British fighters. This simplifies matters for combat, as no bombers are involved.

Unlike in *Interceptor Ace 1943-44*, in *Interceptor Ace 1944-45* all bomber formations have escort fighters. A player’s interceptor may attack bombers first, or the escort first. If fighting escorts first, the escort will begin fighter combat with your interceptor with the orientation listed in the interception roll. This will be either advantaged, disadvantaged, head on, or out of the sun.

However, if the interception roll was disadvantaged, you may not attack the bombers first – you must engage the escort. It is your choice, however, to engage the bombers first, if the starting orientation from the interception roll was head on, advantaged or out of the sun. Notice you normally cannot avoid combat with the escorts (exceptions: 7.1.10, 7.9.1) – you’ll either fight them first, or after attacking the bombers.

### [7.2.2] STARTING ORIENTATION

Place your aircraft and the appropriate enemy fighter/escort on the Fighter Target Mat (B11.) There are 5 orientations possible:

1. **Head on** (aircraft facing each other)
2. **Advantaged** (the enemy aircraft is turned 90 degrees to the side)
3. **Disadvantaged** (your aircraft is turned 90 degrees to the side)
4. **Tailing** (one aircraft is completely turned backwards in relation to the other aircraft)
5. **Out of the Sun** (your aircraft starts Advantaged, gets to shoot, and the enemy aircraft does not get to flip a defensive card.)

Remember that fighter combat begins with the player at “disadvantaged” if you choose to attack bombers first, regardless of the initial orientation that was rolled.

**[7.2.2.1] COMBAT NOW BEGINS** If facing the enemy aircraft (either you are head on, advantaged, or tailing) you may shoot your forward weapons by using the appropriate firepower column at the top of the combat card you flip. The enemy aircraft will fire back if facing you, if not, he will use the defensive section of the card he flips. Fighter combat is considered to be at medium range, inasmuch there are no range effects on combat between Interceptors and fighters/escorts.

**[7.2.2.2]** If you are head-on, you may also choose to not fire and go defensive immediately, by either using the defensive section of your combat card, or by calling on your wingman for assistance and using that text. As another option, you may choose a standard maneuver in lieu of a card draw. These are:

- **Tight Turn.** Improve position by one (or by two, if agile).
- **Barrel Roll.** Avoid 2 hits.

**[7.2.2.3]** If you are disadvantaged (i.e., the enemy fighter/escort is advantaged against you) or if you are being tailed, you have three options:

1. You may choose to go defensive by using the defense option of the next card you flip.
2. You may call on your wingman to assist you and use that text from the flipped card. You cannot do both, and you must choose one before flipping the card. Your wingman cannot assist you if he is not present, damaged, or your radio has been knocked out, and if that is the case, you can only use the defense option of the combat card while disadvantaged or tailed.
3. The third option is to use one of the two “standard maneuvers” in lieu of a card draw.

**[7.2.2.4]** If you are disadvantaged or being tailed and have a rear gunner, you may also flip a second card to shoot at the same time you flip a first card for your defense. Rear gunners use the “defensive fire” section of the flipped card to shoot at the fighter/escort that is tailing you (just like when bombers shoot defensive fire).

**[7.2.2.5]** An aircraft that is being tailed will suffer a bonus “Tail” hit if any hits are scored at all. This would be prevented by a defensive card that prevents all damage, or a combination of skills and/or a defensive card that reduces the amount of incoming hits to zero.

**[7.2.2.6]** After shooting or making your defensive choice and flipping both cards, you apply the results simultaneously. It is possible the enemy fighter/escort may do massive damage that gets completely negated by your defensive card, or vice versa. More typically, hit damage is reduced, and sometimes your orientation improves by one or two positions. It is possible that a defensive move will end the encounter.

**[7.2.2.7]** After both cards have been flipped and results applied, the two aircraft roll for initiative on the Initiative Chart [B12] as the final action of the combat round. This roll will adjust the orientation of the planes to each other. Each orientation improvement is a 90 degree “shift” in relation to the other plane. For example, if you are being tailed, and your initiative roll says to “gain 2 positions” you would now be head to head with the enemy fighter/escort. If you are disadvantaged and you gain 2 positions, you would now be advantaged against the enemy fighter/escort (you move to head on, and his plane moves sideways). You cannot improve to better than tailing the enemy. The enemy cannot improve to better than tailing you.

**[7.2.2.8]** Jet fighters (Me 262, He 162, Go 229) lose one position before rolling for initiative on the Initiative Chart [B12].

**[7.2.2.9]** “Agile” aircraft (Bf109, Me 163, Spitfire, and P-51) add “2” to their end of turn initiative roll, as long as they have not suffered engine or controls damage. They also gain improvement by two positions, not one, when conducting a tight turn (either by card draw, or if selected as a standard maneuver) as long as they have not suffered engine or controls damage.

**[7.2.2.10]** You now conduct the next round of combat with this new orientation, and continue until one aircraft is shot down, or successfully ends the combat by getting away. After shooting down (or driving off) an escort or fighter, you may choose to engage another one, starting at a head on orientation, or you may end the encounter altogether. Interceptors may not engage bombers in the endurance box after they have conducted fighter combat. If still desiring to engage bombers after fighter combat, you must advance one endurance box and roll again for interception on the Interception Chart [B1]. If this places you in the landing box or in a greyed out box, your interceptor is low on fuel and must land instead.

### FIGHTER COMBAT EXAMPLE:

*A FW190A-8/R7 is engaged by a P-47D, starting at “head on”. On the B11 chart, both aircraft are placed facing each other. The player doesn’t want to take a “12” attack without doing something, so he starts by going defensive. He flips card #19 for the P-47’s attack and notes he will be taking 3 random hits. He then flips his defensive card which is #23. The defensive text states he has performed a Chandelle maneuver, avoiding all damage, and has improved his position by one. This means the P-47D*

*is turned sideways, as the player is now advantaged against him. To end the first round, the player rolls for initiative. The P-47 has a speed of 21, and the Fw190A-8/R7 has a speed of 19. To this the player adds 1 for his MW-50 boost, since it is not inoperative (yet), giving the P-47 a one-point advantage in initiative before the dice are rolled. He then rolls two dice, one for his plane, one for the P-47D. His rolls were “2” (his) and “4” (the P-47D). The P-47D’s net initiative is +3 (4+1 versus 2) which is a 3 point difference, gaining the P-47 an improvement in position. Therefore, ending the first round, the planes are back to head on status. The second round of combat begins, and the process is repeated.*

**[7.2.3] WINGMAN ABILITIES AND USE**

Your wingman’s job is to protect you during combat. However, at times he will be busy trying to stay alive himself, as the numerical odds were against the Germans at this stage of the war. The wingman in the game is somewhat abstracted – he flies a notional aircraft whose damage you don’t specifically track. He can, however, earn skills and become an ace. It is important to realize that by using your wingman, you are not getting to use the defensive text on a card – you either use defensive text, or you call on your wingman to assist you. You do not get to do both in the same combat round. The following rules govern his abilities and use.

**[7.2.3.1] WINGMAN ATTACKS ON BOMBERS** You may order your wingman to attack a bomber at the same time you begin your attack by using the Wingman Attack on Bomber Chart [W1]. Resolve this after your attack. Normally, this would be done on sorties where there are no escorts to worry about, as loss/damage to your wingman has negative consequences in combat versus escorts. This attack is completely voluntary – you are not required to build up your wingman’s kills. Your wingman cannot attack if he is damaged. Wingman attacks against bombers are modified by range in the same fashion as an interceptor (see 7.1.7) – if a wingman achieves 4 random hits, he does 5 at close range and 3 at long range. You are not required to have him attack at long range – you can wait to have him attack when closer, if desired, without penalty or return fire (as the bomber or box is presumed to be focused on you). The wingman is always considered to be at the same range that you are from the bomber.

When using your wingman against bombers (only) from Out of the Sun at medium range, ignore any damage result on your wingman when rolling on the Wingman Attack on Bomber Chart [W1].

**[7.2.3.2] WINGMAN ATTACKS ON FIGHTERS/ESCORTS** You may order your wingman to assist you (assuming your radio is functional, and he is not damaged or missing). On some cards, the wingman will do nothing (he is considered busy with his own problems). On some cards, it states the wingman will attack with a certain firepower listed. For this attack, the wingman flips another combat card, and may use his skills to modify the result (aim, expert, etc.) Most importantly, the enemy fighter/escort does not draw a defensive card, as he is busy with your main aircraft. It is possible for your wingman to shoot down an enemy fighter/escort this way, in which case, you automatically are considered disengaged. A damaged wingman cannot attack or assist you, which implies you may not wish him to risk damage by attacking bombers earlier in the engagement.

**[7.2.3.3] EXPERIENCE** Your wingman starts with 0 Experience Points, and gains experience at the same rate you do. He may buy most skills (see skill listing). He may also earn awards, but does not track Prestige, as he is always assumed to be flying the same aircraft you are, or a very similar model.

*Note: using your wingman can be a “crap shoot” before he gains any skills, as there are a lot of cards that result in no help to you. However, once he becomes an expert (and can draw a second card in combat if you don’t like the first one), using him instead of defensive text becomes a much better option.*

**[7.3] DISENGAGING**

There may be times (if all forward weapons are knocked out, for example) when you will want to disengage. You may only choose to do this as your action instead of firing (you must be tailing or advantaged against the enemy fighter/escort).

**[7.3] DISENGAGING**

There may be times (if all forward weapons are knocked out, for example) when you will want to disengage. You may only choose to do this as your action instead of firing (you must be tailing or advantaged against the enemy fighter/escort).

If you are tailing the enemy aircraft, disengagement is automatic, and the encounter ends. If you are advantaged and you are flying a piston-engined fighter, disengaging succeeds on a 1d6 result of 1-4, and fails on a 5-6. If you are flying a rocket or jet fighter, you successfully disengage on a roll of 1-5, and fail on a 6. If you fail to disengage, the enemy aircraft gains one position, then that round of combat ends and you roll for initiative normally and continue combat. A Me 163B-1 out of fuel is considered piston-engined for disengagement purposes.

**[7.3.1] ENEMY DISENGAGEMENT**

**Disengagement Chart R5**

Fighter type	Roll	Result
Friendly Piston-engined	1-4	Disengagement
	5-6	Combat continues
Jet or Rocket	1-5	Disengagement
	6	Combat continues
Enemy Fighter	1-4	Disengagement
	5-6	Combat continues

An enemy fighter/escort will attempt to disengage if one or more of the following circumstances occur:

- The pilot is wounded (LW or SW).
- All forward weapons are knocked out or out of ammo (10.11).
- The enemy fighter has leaking fuel tanks.
- The oxygen system is knocked out.

This action occurs instead of firing. If tailing you, it succeeds, and the combat is ended. If advantaged against you, it succeeds on a 1d6 1-4, and fails on a 5-6. If it fails, you gain one position, and combat continues. If he is head-on, disadvantaged or tailed, he will continue to pull defensive cards until in a position to try to disengage.

**[7.3.2] MUTUAL DISENGAGEMENT**

If both you and the enemy fighter/escort are forced to disengage (for example, both fighters have leaking fuel tanks), disengagement is automatic (i.e., there is no need to roll for disengagement).

**[7.3.3] FRIENDLY DISENGAGEMENT**

If you are attacking a bomber you can disengage at any time before firing would occur (Long, Medium or Close range). Remember that you may then have to face escorts (if present) unless you try to escape their attention (see 7.1.10).

Disengagement attempt is mandatory if any of the following circumstances occur:

- Your interceptor has leaking fuel tanks.
- Your oxygen system is knocked out.
- You receive a Serious Wound (SW).
- Your interceptor is out of fuel (Me 163B-1 only, see 11.10).

**[7.4] AIRCRAFT DAMAGE**

If an aircraft meets its damage threshold for the airframe, either wing, control surfaces, or has all engines knocked out, it is considered shot down. A fire in the fuel tanks also results in a lost aircraft, as all crew bail out. An explosion in the fuel tanks is catastrophic and also results in the loss of the aircraft and all crew are KIA. An explosion in the bomb bay also destroys a bomber.

Interceptors can take damage from bombers that explode from a bomb bay hit (if the bombs are still on board and an “7” or higher is rolled for

explosion) IF the interceptor is at close range when this occurs. On a 2d6 “2” or “12” the interceptor takes 1d6 random damage in that case.

A second damage result against a system already knocked out is treated as “no effect” instead. You can only knock out the oxygen system once, for example. However, most systems (Engines, Wing, Airframe, Controls, etc.) require multiple damage results to destroy.

A “DE” result on the card means the aircraft is immediately destroyed. Such a result encompasses such things as engine failure, the entire tail section being shot off, or a wing being sawn off. When a target is destroyed, circle it on the Sortie Log sheet. A “DE” result is not negated by a defensive move or card that reduces random hits – only by cards that say “avoid all damage.”



A ground crewman inspects the damaged tail of a Bf 109 after a combat sortie.

### [7.4.1] DAMAGE TO FIGHTER AIRCRAFT

German interceptors can receive damage from the card deck from bomber defensive fire or from a fighter or escort. Grouped damage (a “GP” result), if it occurs, comes from the Bomber and Group Damage Chart [B3]. All grouped damage to fighter aircraft uses the “Airframe” column, and the gunner result is ignored (if the aircraft is an Me 410, Ju 88 or Bf 110, it is ignored). All other damage is rolled randomly on the Fighter Damage Chart [B6]. If a player receives a fuel tank hit, and rolls an explosion, the game ends (no parachuting attempt allowed in that case).

Due to the large, heavy radial engines in the P-47 and Fw190 series, those aircraft ignore the first engine hit they take. Place a damaged marker on the “Engine Armor” status box to indicate it has “absorbed” that first engine damage. Subsequent engine hits actually damage the engine. Additionally, they only suffer “1” speed loss from the first hit of engine damage. At the second hit, they get -2 speed.

The FW 190D-9 (both early and late models) and the Ta 152H-1, although equipped with inline engines, also ignore the first engine hit they take, as they were equipped with an armored ring just in front of their annular radiators. Place a damaged marker on the “Engine Armor” status box to indicate it has “absorbed” that first engine damage. Subsequent engine hits actually damage the engine.

Disregard the words “Port” and “Starboard” on the Fighter Damage Chart [B6] regarding engine hits when taking damage to a single-engine aircraft. They are all simply engine hits in that case. In the case of the Do 335, if it takes damage to the “port engine” this is actually applied to the forward engine. Any damage to the “starboard engine” is applied to the rear engine.

The various effects of damage are listed on the Aircraft Damage Listings Chart [B4] and should be applied immediately to aircraft.

Engine damage does not preclude an aircraft from finishing a combat - it only hampers or precludes further interceptions that sortie. A damaged engine reduces speed by “2” (exception: first damage to a radial engine). If one engine of a twin-engined aircraft is knocked out, speed is reduced by “4.” This has serious implications for the initiative roll at the end of each combat round. In the rare case your aircraft’s speed is lower than that of the bombers (for example, a Bf 110G-2/R3 with one engine out and the other damaged), you cannot intercept the bomber formation. Of course, if the engine (or both engines for a twin-engined aircraft) are knocked out, the interceptor must immediately glide and make an emergency landing (Landing Chart [B7]). Alternately, the crew can bail out by rolling on the Parachute Chart [B8].

If a player’s plane is destroyed, roll to bail out. (Exception: you cannot

parachute from a plane destroyed by an exploding fuel tank. You are KIA in that case and the game ends).

A pilot (and gunner, if present) may attempt to parachute if a plane is shot down. Even if not shot down, the German pilot may decide to bail out of his aircraft at the end of any round of combat. Normally, this would be if you are severely wounded and the plane is shot up enough you are doubtful you would survive the next round of combat. This choice ends combat. Roll for each crew to parachute on chart B8.

Note on damage: The FuG25a IFF was an electronic “Identification Friend or Foe” system to assist ground Flak crews in identifying friendly aircraft. Its effect is not modeled in the basic game, as there is no friendly Flak fire to contend with (exception: optional rule Operation Bodenplatte [10.16]). This system is included mainly as another system to get damaged which, thankfully, doesn’t impact on survival. If damaged, treat as “no effect” as it is not present on the Aircraft Display Mats.

### [7.4.2] POST COMBAT

A player may abort his sortie after combat if he desires due to damage. Simply move your aircraft marker directly to the Landing box and roll for landing.

Leaking fuel tanks and oxygen system damage force an aircraft to abort at the end of a pass against a bomber. In fighter combat, they must attempt to disengage until successful or shot down (see 7.3.3).

Damage cannot be repaired while airborne. After landing, repairs on the German interceptor are made by the following:

- 1-3 systems damaged: Repaired by next sortie.
- 4-5 systems damaged: Lose one sortie for repairs.
- 6+ systems damaged: Aircraft is written off, receive new aircraft. Lose one sortie waiting for new aircraft.

Note that an aircraft may have more hits than systems damaged. For example, an aircraft with 2 airframe hits only has 1 system damaged: the airframe. Port wing and starboard wing are considered different systems.

Jammed weapons and crew injuries do not count as damaged systems for the purposes of repair. (Exception: see NCO scrounging ability [7.9.2]). Damaged weapons (rolled on chart B6) DO count as damaged systems (all weapons count as only one system).

*Example: Your Me 262A-1a has the following damage after landing: FuG16 radio, Oxygen, Jumo 004B Port Engine inoperative (2 hits), and 2 Starboard Wing hits. The total number of hits is 6, but the Me 262 has only 4 systems damaged. You lose one sortie for repairs.*

### [7.4.3] AIRCRAFT LOSS DUE TO BATTLE DAMAGE

It is possible that an enemy aircraft will not make it back to England, even if you did not inflict enough damage to shoot it down before you had to break off combat for whatever reason. Use the following formula:

Roll 1d10. On a result of 1 or less, a damaged aircraft will crash before reaching home. Add a -1 drm for each of the following:

- Each engine OUT (not damaged).
- Leaking fuel tanks.
- KIA/SW pilot.
- KIA/SW copilot.
- Any system that is 1 point short of aircraft destruction.

*Example: A B-17 bomber has 1 engine damaged, two knocked out, and 3 hits on the port wing. Since the port wing can only take 4 hits, that would add one, and the knocked-out engines add 1 each. The damaged engine does not have an effect. The damaged B-17 applies a -3 drm when checking if it crashes enroute home.*

You receive credit for such a kill (bomber or fighter/escort crashing enroute home) ONLY if this was spotted by someone - on a 1d6 roll of “1-2” you receive credit for this kill (exception: there is a Random Event which gives you credit without a die roll).

#### [7.4.4] LANDING PROCEDURE

Landing can be a hazardous procedure if the plane is damaged or the pilot is wounded. Total up all modifiers and roll on the Landing Chart [B7], then apply the results, if any.

#### [7.4.5] FORCED LANDING

It may happen that an interceptor is forced down after a combat (for example, if one or sometimes both engines are hit and knocked out) or has suffered leaking fuel tanks. In such a case the aircraft would not make it back to base. The player has two options at this point:

1. Bailing out. Roll for each crew on the Parachute Chart [B8].
2. Making a forced deadstick landing in an emergency field or road somewhere at +1 drm. If the player chooses to do this (perhaps to try and save an injured crewman's life) he must total up his landing modifiers and roll on the Landing Chart [B7]. Even if he lands successfully, he will miss the next sortie as he travels back to his normal base.

#### [7.4.6] ROUGH AND CRASH LANDINGS

A poor enough roll on the landing chart may result in a rough landing (each crew member receives a light wound, and aircraft is lost for 1 sortie for repairs) or in a crash landing (each crew member receives a wound - roll for severity. The aircraft is written off as destroyed). At the far extreme of the landing chart (a roll 16+) the aircraft is destroyed while landing and all the crew are killed.

#### [7.4.7] CREW INJURY

The interceptor normally has just a pilot, but some models in the game have a rear gunner. Each crewman's injuries may result in lost time or replacement.

A roll that calls for an injury to the Bordschütze (rear gunner) when one is not present is treated as "no effect."

Three results may happen from crew injury: Light Wound (LW), Serious Wound (SW), and Killed in Action (KIA).

#### [7.4.8] INJURY DURATION AND EFFECTS

**LW:** Miss 1 sortie. The landing roll receives a +1 drm. The parachute roll receives a +2 drm. The initiative roll receives a -1 drm. Apply -1 random hit when firing. If this is any other crewman than the pilot, use a temporary crewman as a replacement. He is considered to not have any skills.

**SW:** The landing roll receives a +2 drm. After landing, roll 2d6 on the Serious Wound Resolution Chart (C2) to determine the number of sorties missed by that crewman. If the SW occurs to the pilot, you must immediately attempt to break off combat at the conclusion of the current firing pass against a bomber, or fighter combat. The parachute roll receives a +3 drm. The initiative roll receives a -2 drm. Apply -2 random hits when firing. No skills may be used. If this is any other crewman than the pilot, use a temporary crewman as a replacement. He is considered to not have any skills. It is possible that the replacement crewman may advance in skills enough that you would not want your old crewman back, once he is released from the hospital. You are not required to get the old crewman back, but you may if you want to. It is your choice.

**KIA:** If this is the rear gunner, simply replace with a new crewman for the next mission. The replacement has no skills or points. If the pilot is KIA, the game ends at that point.

The Aircraft Damage Listings Chart [B4] contains a summary of all the effects of injuries.

#### [7.5] WEATHER EFFECTS

The weather for each sortie is rolled on the Weather Chart [B9]. The weather was obviously good enough for the Americans to mount a raid, but the large distances involved means the weather at your landing field may be worse, or has changed for the worse, and may be different at combat altitudes as well.

Apply a +1 drm on the Weather Chart [B9] if in November 1944 or January 1945.

Apply a +2 drm on the Weather Chart [B9] if in December 1944.

The weather affects the landing roll negatively with any other result than "good" weather. Apply the appropriate modifier (+1 or +2) if the landing weather is anything other than "good".

Note: The presence or absence of clouds, which could have other effects on combat, are mainly abstracted via the differing results of the combat cards. Some players may feel this simplifies weather effects quite a bit – they are correct. With only 8 or less main force raids a month, we are assuming that on the day chosen for the raid, the overall weather is at least good enough to mount the raid, and therefore good enough to intercept (as happened historically). The landing modifiers take into account localized storms over your landing field that may have sprung up.

#### [7.6] PARACHUTING TO SAFETY

At times you will be shot down by a bomber or an Allied escort/fighter. In such cases, the crew is allowed to attempt to parachute to safety. Roll for each crew member on the Parachute Chart [B8]. At this point, assuming you survive the parachute roll, you will lose the next sortie while you receive a new aircraft and get back to base. The only thing that would preclude a parachute attempt is a fuel tank explosion. A player may still parachute from a "DE" result from a card applying a +1 drm on the Parachute Chart [B8].

#### [7.7] CREW SKILLS

The various crew members may increase in skill during the course of the game. For every 4 sorties flown (regardless of kills) each crewman gains an Experience point, which he may spend to "buy" skills. Sorties that are skipped due to injury, plane repair, raid out of range, or other reasons, do not count towards gaining experience points. The skills cost different amounts of experience points to purchase. The Skill Effects Listing Chart [B5] gives a summary of all the skills and costs, with the full explanation here below in the rules.

If you choose to combine *Interceptor Ace 1943-44* with *Interceptor Ace 1944-45*, you start the game in March 1943, your pilot starts the game with 1 Experience Point (if an officer) or 2 Experience Points (if an NCO), granted for having graduated from Flight School, and for the NCO, for general experience from (typically) longer service prior to flight school.

If you play a standard game of *Interceptor Ace 1944-45*, you start the game in March 1944, your pilot starts the game with 0 Experience Points (if an officer) or 1 Experience Point (if an NCO), due to the lesser number of flying hours at Flight School.

The skills confer various benefits during game play, as listed below. The cost to buy each skill is listed after the skill name in parentheses.

#### SKILLS:

**GUNNERY (5) - [All crew]** This skill gives the player an extra random hit when firing, IF any hits were scored normally when firing forward guns (for a rear gunner, when firing rear guns). This applies to both bomber and escort/fighter combat.

For the wingman, this gives him -1 to the dice roll in wingman combat versus bombers.

**AIM (6) - [Pilot/Wingman only]** This skill gives a player the ability to apply one automatic "bonus" hit of the picked type which was aimed at. Players may aim at a Wing (Port or Starboard) or Airframe. This skill only applies to forward attacks against bombers. The "Aim" skill should not be confused with the procedure by which a player "aims" at a particular area of the target bomber. That procedure always happens.

For the wingman, this gives him -1 to the dice roll in wingman combat versus bombers (cumulative with Gunnery – with both skills he would receive -2)

**PRECISION (3) - [Pilot only]** The pilot is sparing and accurate with his

bursts, so much so, that when he fires and flips an odd-numbered card, he does not expend an ammo counter. This skill is not active when a player uses extended burst.

**SIXTH SENSE (4)** - [Pilot only] The pilot has developed an uncanny sense of impending danger. Once per sortie, any “DE” result on a combat card against him is instead converted to 2 random hits.

**EXPERT (3)** - [Pilot/Wingman only] A pilot may become an “expert” in his current series of aircraft: Bf 109, FW 190, etc. This skill allows the player to redraw one combat card per sortie, if he desires to do so. He must use the results and/or events of the new card, even if it does less damage. This skill applies to all aircraft in the series for which is purchased.

**LEADERSHIP (3)** - [Pilot only] The pilot’s other crewmen and wingman gain experience at the rate of 1 per 3 missions, instead of 1 per 4.

**A.C.M. (4)** - [Pilot only] Air Combat Maneuvering allows a player to receive one less random hit when receiving defensive fire from bombers or when attacked by a fighter or escort. Note: unlike in *Interceptor Ace 1943-44*, A.C.M. Does NOT give a +1 drm on the Initiative Chart [B12].

**S.A. (2)** - [Pilot/Gunner] Each Situational Awareness skill in crew gives a “+1” to the Initiative Roll (cumulative).

**REFLEXES (1)** - [Pilot only] This skill allows a pilot to either gain one position after the initiative roll of a round of combat, or to fire first in a round. It may be used once per sortie. Firing first against a fighter/escort means that any hit avoidance does NOT occur if the other aircraft flips a defensive card. Any orientation improvement (from a tight turn, for example) still occurs.

**NAVIGATION (1)** - [Pilot only] This skill negates the “Raid not Located” result in the Interception Chart [B1], and converts that result into “Advantaged”. It also converts one of the “Disadvantaged” results on the Interception Chart [B1] into “Head On” (see chart, note 3).

**LANDING (1)** - [Pilot only] This skill allows a “-1” modifier to the Landing Chart [B7].

**PARACHUTE (1)** - [All crew] This skill allows a “-1” modifier to the Parachute Chart [B8].

**WEAPONS MAINTENANCE (2)** - [Gunner only] This skill allows the player to ignore the first (only) “Jammed Weapon” result from either extended burst or a combat card once per sortie.

## [7.8] AWARDS

The various awards in the game are representative of the major awards given to Luftwaffe fighter pilots. Each award confers one Prestige Point to a player (and also raises his Prestige Level by one), which he may spend at his convenience to upgrade aircraft or obtain a transfer to a new unit. There are also events which confer Prestige Points to players, listed below the awards.

### [7.8.1] THE WOUND BADGE

This award was given in 3 classes, Black, Silver, and Gold. To receive the Wound Badge in Black, the player’s pilot must have been injured during combat (or in parachuting from a stricken aircraft, or during a landing). Keep track of a second wound by flipping the Wound Badge in Black to the “2” side. Upon receiving a third wound, the player is awarded the Wound Badge in Silver, placed on the “3” side. Track a 4th wound by flipping the Wound Badge in Silver counter to the “4” side. Finally, upon receiving a 5th wound, the player receives the Wound Badge in Gold. No further tracking is required at that point. Note that the wound badge only gives a player a single Prestige Point, NOT for each class of badge or each wound.

### [7.8.2] THE IRON CROSS 2ND CLASS

The Eisernes Kreuz 2 (or EK2) is awarded after obtaining 1 point. It confers 1 Prestige Point.

### [7.8.3] THE IRON CROSS 1ST CLASS

The Eisernes Kreuz 1 (or EK1) is awarded after obtaining 3 points. It confers 1 Prestige Point.

*Historical Note: During the time frame of the game, the EK2 and EK1 were awarded on a points system, 1 point required for the EK2, 3 points for the EK1, but one had to have the EK2 before receiving the EK1. As a single engine fighter was worth 1 point, a “separation” 2 points, a straggler bomber 1 point, and a 4-engined bomber in formation was worth 3 points, players will receive them as points are awarded, first the EK2 and second the EK1.*

### [7.8.4] THE EHRENPOKAL (Honor Goblet)

This was not a uniform award; rather a silver cup given to pilots who had proven themselves with an aerial victory. However, by 1943 this had changed to pilots who had the Iron Cross First Class, but not enough victories to have earned the German Cross in Gold or the Knight’s Cross. In the game it is awarded after 10 points (and at least 1 kill). It confers 1 Prestige Point.

### [7.8.5] THE OPERATIONAL FLIGHT CLASP (Frontflugsparge)

This clasp was given in 3 classes: Bronze (after 20 flights); Silver (after 60 flights) and Gold (after 100 flights). Only the first clasp confers a Prestige Point to a player.

*Game Note: The Operational Flight Clasp in Gold is not obtainable within the frame of the game, as there are only theoretically 96 flights, but is included for historical interest and in the case the player is flying a combined career of Interceptor Ace 1943-44 and Interceptor Ace 1944-45.*

### [7.8.6] THE GERMAN CROSS IN GOLD

This award was sometimes derogatorily referred to as “Hitler’s Fried Egg” due to its size and gaudy design. It is awarded automatically after 20 points and confers a Prestige Point.

### [7.8.7] THE KNIGHT’S CROSS



Adolf Galland and Günther Lützow, two top aces of the Luftwaffe, wearing the Knight’s Cross.

This highly coveted award (the Knight’s Cross) was given to successful fighter pilots. Although in reality the award came at many different kill totals, for this period of the war the following formula will be used:

At **30 points**, the player rolls to receive the Knight’s Cross, with success on a 1d6 roll of “1”. Each succeeding point gives a “-1” modifier and the player rolls again each time at the end of a mission in which a new point (or points) are achieved.

**[7.8.7.1]** To receive the Oakleaves to the Knight’s Cross, the player again begins to check at **40 points**, with success on a 1d6 roll of “1”. Each succeeding point gives a “-1” modifier and the player rolls again each time at the end of a mission in which a new point (or points) are achieved.

**[7.8.7.2]** To receive the Oakleaves and Swords to the Knight’s Cross, players repeat the same procedure at **60 points**.

**[7.8.7.3]** To receive the Oakleaves, Swords, and Diamonds to the Knight’s Cross, players are automatically awarded it upon reaching **100 points**.

**[7.8.7.4]** Each level of the Knight’s Cross confers a Prestige Point to a player.

**[7.8.7.5]** Each subsequent award of the Knight’s Cross (Oakleaves, Swords, and Diamonds) involves a loss of a sortie as you travel to Berlin to receive it from Hitler himself.

*Historical Note: There were many awards of the Knight’s Cross, and also the Oakleaves, but very few Swords and Diamonds. It will be extremely*

*difficult to achieve in the one-year time frame of the game, unless starting with an historical jet ace or combining both Interceptor Ace 1943-44 and Interceptor Ace 1944-45.*

### [7.8.8] “ACE” STATUS

A player is considered an ace after achieving 5 or more kills. Upon reaching “Ace” status (remember: 5 KILLS, not points) a player receives a Prestige Point. Wingmen and pilots receive a +1 on the Initiative Chart [B12] if they are an “Ace.” There is no special benefit to a rear gunner making ace, in the rare event this might occur.

Upon reaching Ace status, a pilot is no longer considered Green if using optional rule German Green Pilots (10.12).

## [7.9] PROMOTIONS

Players may choose to advance up one of two promotion tracks: as either an officer or as a non-commissioned officer (NCO.)

Unlike *Interceptor Ace 1943-44*, where Officer Pilots started with 1 Experience Point, Officer Pilots start *Interceptor Ace 1944-45* with 0 Experience. Unlike some branches where higher-ranking officers found themselves removed from the fighting, in the Luftwaffe a pilot was still a pilot, although they might end up commanding units at various levels.

Each promotion confers a Prestige Point to a player.

NCO Pilots start as Unteroffiziers. NCO promotions, unlike officer promotions, do NOT confer a Prestige Point to a player. However, NCO Pilots do start with 1 Experience Points instead. This does make it a little more difficult for the NCO Pilots to unlock the highest value aircraft for use, although this is somewhat offset by the extra starting Experience Point and abilities.

Most Officer and NCO abilities require the use of Fatigue Points. If you use these abilities, optional rule Pilot Fatigue (10.5) is in use.

### [7.9.1] OFFICER RANKS

The officer ranks are:

#### OBERLEUTNANT (FIRST LIEUTENANT)

This is the player’s normal and lowest possible officer starting rank. You are a Schwarm leader (a formation of 4 aircraft, formed by 2 Rottes of 2 aircraft each). As an Oberleutnant, you have the following abilities. You may use only **one** ability per sortie.

**Rotte Leader:** You may order your Wingman to attack first anytime during your pass against a bomber.

This order costs you 1 Fatigue Point. If your wingman is equipped with rockets, he may fire his rockets instead of making a Wingman attack. Make a Rocket attack (Wfr.Gr. 21 or R4M) at the Rocket Range box and apply results, then you may start your attack normally.



**Schwarm Leader:** You may order the second Rotte of your Schwarm to attack first against a bomber.

This order can only be given while at long range and costs you 1 Fatigue Point. Make a Wingman attack at long range (this represents the other Rotte attack). If the attack results in Wingman Damaged or Wingman Shot Down, this attack costs you 1 extra Fatigue Point. This attack is modified by range in the same fashion as an interceptor (see 7.1.7). After the other Rotte attacks, you continue combat normally (your Wingman is not affected by the other Rotte attack result).

If your Schwarm is equipped with rockets, the other Rotte may fire their rockets instead of making a Wingman attack. Make a Rocket attack (Wfr.Gr. 21 or R4M) at the Rocket Range box and apply results, then you may start your attack normally.

A DE result obtained by the Rotte Attack is treated as 6 random hits (airframe) instead.

#### HAUPTMANN (CAPTAIN)

Promotion to Hauptmann allows the player a one-time reassignment to a new unit for “free” - no Prestige Point cost. Notice this is voluntary; the player is not required to pick a new assignment. In either case, you are a given command of a Staffel (as a Staffelkapitän) in your unit (roughly 12 aircraft). As a Hauptmann, you have the Rotte Leader and Schwarm Leader abilities. In addition, you have the Staffel Leader ability. You may use only **one** ability per sortie.

**Staffel Leader:** You may order a Schwarm of your Staffel to make an attack against a bomber.

This order can only be given while at long range and costs you 1 Fatigue Point. Make a Wingman attack at long range (this represents the other Schwarm attack). After the other Schwarm attack, you may order your Wingman to attack FIRST anytime during your pass (your Wingman is not affected by the other Schwarm attack result).

If your Staffel is equipped with rockets, the other Schwarm and/or your Wingman may fire their rockets instead of making a Wingman attack. Make a Rocket attack (Wfr.Gr. 21 or R4M) at the Rocket Range box and apply results.

A DE result obtained by the Schwarm attack is treated as 6 random hits (airframe) instead. Each Wingman Damaged or Wingman Shot Down result during the attack (either by the other Schwarm or by your Wingman) costs you 1 extra Fatigue Point.

*Example: You are a Hauptmann and you are attacking a bomber formation. As a Staffel Leader, you order a Schwarm of your Staffel to make an attack. This order costs you 1 Fatigue Point. The other Schwarm attacks by making a Wingman attack at long range. The result is a 4 on table [W1], which results in 6 random hits (airframe) instead of the DE result, and Wingman damaged. This attack costs you 1 extra Fatigue Point for the Wingman damaged result. You now attack the damaged bomber at long range, but you don’t obtain a kill. In the medium range box, you order your wingman to attack the bomber before you do. Your wingman obtains a 6, which results in 4 random hits (airframe) and Wingman Damaged. The bomber takes 4 random hits (airframe), but still flies. This attack costs you 1 extra Fatigue Point for the Wingman Damaged result, for a total of 3 Fatigue Points. Now it is your time to finish the crippled bomber at medium range.*

#### MAJOR (MAJOR)

Promotion to Major allows the player another one-time reassignment to a new unit or base for “free.” Notice this is voluntary; the player is not required to pick a new assignment. In either case, you are a given command of a Gruppe (as a Kommandeur) in your unit (roughly 36-48 aircraft). As a Major, you have all the previous abilities plus the Gruppe Leader ability. You may use only **one** ability per sortie.

**Gruppe Leader:** You order a Staffel of your Gruppe to attack the escorts.

If the encounter on the Interception Chart [B1] is Disadvantaged and there are escorts, you may apply a -1 drm on the Escape Chart [R4] before combat begins trying to avoid the escorts (see 7.1.10). If successful, you successfully avoid combat against the escorts and you may attack the bombers first. After attacking the bombers, you start combat against escorts disadvantaged.

If the encounter on the Interception Chart [B1] is Head on or Out of the Sun, after attacking a bomber, you may apply a -1 drm on the Escape Chart [R4] when trying to avoid combat against the escorts (7.1.10). If you successfully escape, you may make a second pass against the bombers in the same endurance box, then you start combat against escorts disadvantaged.

This order costs you 2 Fatigue Points.

#### OBERSTLEUTNANT (LIEUTENANT COLONEL)

Promotion to Oberstleutnant allows the player another one-time reassignment to a new unit or base for “free.” Notice this is voluntary; the player is not required to pick a new assignment. In either case, you are

given command of an entire Geschwader (as a Kommodore). As an Oberstleutnant, you have all the previous abilities plus the Geschwader Leader ability. You may use only **one** ability per sortie.

**Geschwader Leader:** You order a coordinated Geschwader attack. Treat the bomber formation as having no escorts in the current endurance box. This order costs you 3 Fatigue Points.

### [7.9.2] NCO RANKS

The NCO ranks are:

#### UNTEROFFIZIER (SERGEANT)

This is the lowest starting NCO rank. As an Unteroffizier, you have the following abilities. You may use up to **TWO** abilities per sortie (you cannot use the same ability twice).

As an Unteroffizier, you have the Rotte Leader ability (the same as detailed above) and the Limited Scrounging ability.

**Limited Scrounging:** If your aircraft had 4-5 systems damaged from a mission, the damage is repaired in time for the next sortie on a 1d6 roll of 4-6 (this modifies the normal repair rules, see 7.4.2).

#### UNTERFELDWEBEL (STAFF SERGEANT)

This rank allows the player the Rotte Leader ability and the Scrounging ability. You may use up to **TWO** abilities per sortie (you cannot use the same ability twice).

**Scrounging:** If your aircraft had 4-5 systems damaged from a mission, the damage is repaired in time for the next sortie automatically. If your aircraft had 6+ systems damaged from a mission, you receive a new aircraft for the next sortie on a 1d6 roll of 4-6.

#### FELDWEBEL (TECHNICAL SERGEANT)

This rank allows all the previous abilities plus the Working the System and the Night Owl abilities. You may use up to **TWO** abilities per sortie (you cannot use the same ability twice).

**Working the System:** If your pilot loses a wingman or crewman, he “works the system” to get a new wingman/crewman who comes with 4 experience points.

**Night Owl:** You sneak off from your base to a nearby village and enjoy a night at the Kneipe (a bar or a night pub). You reduce your Fatigue by 1 point. This ability can only be used once per month (or a bi-monthly period from January 1945 on).

#### OBERFELDWEBEL (MASTER SERGEANT)

This rank allows the all the previous abilities plus the Old Dog ability. You may use up to **TWO** abilities per sortie (you cannot use the same ability twice).

**Old Dog:** You have developed a unique ability of knowing where to find stragglers. Once per sortie, if the encounter on the Interception Chart [B1] is Head on or Advantaged, you may choose to follow a straggler with no escorts instead of attacking the main bomber formation. The straggler is considered out of formation and has 4 random engine hits. This ability costs you 1 Fatigue Point.

*All American III, a B-17F severely damaged after a mid-air collision with a Bf 109, returns home after a bombing run. Courtesy of the National Museum of the United States Air Force.*



### [7.9.3] PROMOTION MECHANICS

The first promotion attempt is made after the 4th month of service (after the last sortie of June 1944). The second attempt is made after the 8th month of service (after the last sortie of October 1944). The final promotion attempt is made at the end of the 12<sup>th</sup> month of service (after the last sortie of February 1945).

Promotion to the next higher rank occurs on a successful 1d6 roll of 1-4, with the following modifiers:

-2 For possessing the Knight’s Cross (each promotion attempt.)

-1 per 10 kills (not points) during the period.

-1 per award of the Iron Cross 1st Class, Ehrenpokal or the German Cross in Gold during the period.

A player may have multiple modifiers depending on how the period went.

### [7.10] RANDOM EVENTS

The first time a “12” is rolled, per sortie, on the Interception Chart [B1], a Random Event occurs. This replaces the Fighter encounter that is listed there (should you roll a second “12” later in the sortie, the Fighter encounter would happen at that point). You then roll on the Random Events Chart [C1]. The results of the 2d6 roll on chart [C1] range from very good to very bad. Some will give a player a marker that may be used at a future point in the game (eyewitness corroboration, etc.) Place this marker on the aircraft mat. Other random events will need to be processed per the text of the event (you may be attacked, etc.) After processing the random event, move forward one endurance box and continue your sortie.

### [7.11] ROCKET AND JET FIGHTER OPERATIONS

World War Two saw the introduction of rocket and jet fighters, such as the Me 163B-1 and the Me 262A-1. These aircraft, although much superior to Allied piston-engined fighters, had nonetheless some drawbacks and, additionally, were produced in very limited numbers, so in practical terms they could not make a significant impact on the outcome of the aerial war.

Jet fighters were not meant to fight Allied escorts. They were designed as bomber interceptors, so they were not as maneuverable as piston-engined fighters. Instead, they relied on speed to survive. When fighting against Allied escorts/fighters, German jets (not the rocket-powered Me 163B-1, see 11.10) lose one position after combat and before rolling for initiative.

Because of the potential threat of German rocket and jet interceptors, Allied fighters mounted constant patrols over known rocket and jet bases in order to shoot down these aircraft when taking off or landing, when they were more vulnerable. If you are flying a rocket or jet fighter, you must roll in the Landing Box, before landing, on the Aircraft Target and Allied Fighter Attack Table [A3] to check if your base is attacked by marauding Allied fighter-bombers. If the result is F/B Attack, fighter combat begins, and you start the combat Disadvantaged. Check the type of Allied Fighter on the Aircraft Target and Allied Fighter Attack Table [A3].



This gun-camera photo was taken by a P-51 Mustang as it opened fire on an Me 262 that had just slipped into an excellent attack position behind another P-51.

### [7.12] EXTENDED EXAMPLE OF PLAY

**Extended Example of play using the basic rules of combat (and optional rule Pilot Fatigue [10.5]):**

It is the second half of July 1944: Oberleutnant August Mann – At this point he a double ace with 10 Kills (3 P-47D, 1 Spitfire XIV, 1 P-38J, 4 B-17s and 1 B-24), with a total of 20 points, and has been awarded the Iron Cross First and Second Class, the Wound Badge (1) and the Ehrenpokal. He has flown 20 missions giving him 5 Experience Points (1 XP per every 4 missions).

He has used his accumulated XP to purchase Air Combat Maneuvering (ACM) for 4 points and Reflexes for 1 point, leaving him with zero Experience Points at the moment.

He is flying a Messerschmitt Bf 109G-14/U4 (and has the Prestige to do so) as he meets the requirement of a level 2 Prestige to fly this type. His prestige has come from the following: EK1 and EK2, Wound Badge, he is an Ace and the Ehrenpokal award. He has a current Prestige Level of 5.

Oblt. Mann is based at Poix-Nord, France, with II/JG 2 “Richthofen”. His starting base die roll was a 2 on 1D20, and then randomly picked II/JG2 with a die roll of 4 on 1d6.

Oblt. Mann has accumulated 14 Fatigue Points so far, which means he applies a +1 drm to all landing and parachute rolls.

There is a raid coming in on French Airfields (A/F) (a dice roll of 5 on the 2d6 July 44 Raid Chart [A1]), the weather is good (dice roll of 4 on the 2d6 Weather Chart [B9]). A check of the Aircraft Target and Allied Fighter Attack Chart [A3] reveals that the raid is composed of B-17Gs with P-47D Escort (die roll of 5 on 1d10 on Bomber and die roll of 1 on 1d10 on Fighter).

The aircraft marker on the aircraft mat is moved from the hangar to the take-off box. A new check is made on the Aircraft Target and Allied Fighter Attack Chart [A3] to see if there is a F/B attack on Poix-Nord. A die roll on 1d6 of 4, with a -1 modifier because the target is A/F, results in a net result of 3, so there is no F/B attack. The aircraft is then moved to the France endurance box. There is no need to check for Allied fighter sweeps, as the France endurance box is the Raid Target endurance box, so we directly roll for interception. As this box has the bomb symbol on the Bf 109 chart, the B-17s have not dropped their bombs yet and are on their way to the target. This means that there is a possibility any bomber hit in the bomb bay will cause a detonation.

**Interception Roll** – Look at the Interception Chart [B1] and roll 2d6. A dice roll of 11. We are up sun and will attack the formation Out of the Sun. We roll an additional 1d6 to check if the bomber is a straggler. The result is a 3 (you need a 1 to find a straggler), so we attack the bomber formation. This gives us a distinct advantage. We have to make a critical decision. As the bomber is in formation and is escorted by P-47s, do we dive through the P-47s and go straight for the bomber, or do we go after the escorts first? A very difficult choice to make, but duty calls. We will attack the bomber first, then risk the escorts after we get a pass at the bomber.

Out of the sun die result roll gives us the opportunity to attack a B-17 starting at medium range and fire first. As an Oberleutnant, we have to make another critical decision: order our wingman to attack first (at the cost of 1 Fatigue Point), order a Rotte attack (at the cost of 1 Fatigue Point and losing the out of the sun position and start the attack at long range), or make a normal attack and take advantage of the out of the sun result. As we will face escorts after the attack on the bomber, we opt to hold our wingman (so he can watch our back) and we order a Rotte attack using the Schwarm Leader ability, increasing our Fatigue by 1 point, which now stands at 15, losing the out of the sun position and starting combat at long range.

The other Rotte attacks using the Wingman Attack on Bomber Chart [W1]. We roll a 7 on a 2d6 and the bomber takes 3 random (airframe) hits (the Rotte attack is always at long range) and a result of Wingman Damaged, which adds an extra Fatigue Point to our Fatigue level (for a total of 16 Fatigue Points). We roll three times 1d10 on the Bomber and Group Damage Chart [B3], and we obtain an “airframe” hit (roll 2), a “controls” hit (roll 5), and a “no effect” (roll 7). We mark damage on the bomber mat [B10]. Remember that the Wingman Damaged result of this attack does not affect our wingman.

Now it is our time to attack. Given there are still bombs on board the B-17 we will aim at the airframe (you have to designate which part of the B-17 you will attack (port wing, starboard wing or airframe). Time to draw a card so we place our aircraft at long range on the bomber mat and draw card #29, cross reference our 8 Firepower (you cannot be selective in which guns fire in the basic game, it must be all of them), and the result is a DE – We have shot the bomber down with a lethal burst. The bomber fires back, since we lost the out of the sun position when we ordered the Rotte attack, and combat is considered simultaneous. The bomber draws card #8, which states we take one hit. Since we are flying a Bf 109, which is a small target at long range, we take no damage. We also note ammo expenditure.

Now we are required to engage the escorts, but first we will instigate the “bug out” rule and try to get away as per 7.1.10. We roll 1d6 and get a 6, which means we have to engage the P-47s.

We place our aircraft counter sideways on the Fighter Combat Chart [B11] to denote that we are disadvantaged, with the P-47 counter facing us, because we attacked the bomber first. We are now faced with 3 choices.

1. We can perform a standard maneuver, either a tight turn, which gives us 2 position changes (since the Bf 109 is an agile aircraft) or a Barrel Roll which reduces our hits by 2. The disadvantage of this is the 12 FP the P-47 will get to hit us before our turn takes effect or if we barrel roll, we will have 2 less hits, but still be disadvantaged.

2. We can draw a Combat Card, declaring use of the defensive text, and hope it’s a good one.

3. We can draw a Combat Card and call our wingman to help us get out of the fix we find ourselves in (this option becomes better once the wingman is experience enough to have bought some skills).

We opt to pull the tight turn and use our ACM skill to reduce the hits by 1 and hope the P-47 gets poor dice throws.

### ROUND 1 OF COMBAT VS. ESCORTS

P-47 draws Card #4 = 5 hits – not good. -1 for ACM so a net of 4 hits.

The hits are determined on the Fighter Damage Chart [B6]. Hit #1 1d6 + 1d6 = 12 Port Wing. Hit #2 = 33 Airframe. Hit #3 = 55 Airframe. Hit #4 = 25 Port Engine (defaults to an engine hit, as we are single-engined). This hit reduces speed by 2. Our tight turn takes effect after we have been pounded by the P-47, and we improve position by 2. We have reversed the situation and now are advantaged. It is now the initiative phase, so our advantage may be short lived. But at the moment, we are facing the P-47 counter, and it is turned sideways.

It is now the end of the combat round, and the last thing that happens before the next round is checking Initiative. The Initiative Chart [B12] is checked and 1d6 is rolled for each aircraft. Speed and other modifiers are added or subtracted to give a final result. So, Player – DR 3 + 18 (speed - 2 due to damaged engine) + 2 Agile aircraft + 1 Ace pilot + 1 MW50 = total of 25. Enemy P-47 – DR 5 + 21 speed = 26. The net differential is 1 in favor of the P-47D, and checking on the chart there is no change in position; we get to attack.

### ROUND 2 OF COMBAT VS. ESCORTS

We are advantaged and attack with 8 FP; the P-47 will go defensive.

We draw card #38 with 8 FP results in 3 hits. The P-47 draws card #28 – A Cuban 8 and avoids 1 hit and improves position by 2. 2 hits on the P-47 are resolved as follows: Hit #1 DR 25 Engine hit (armor absorbs the hit), Hit #2 DR 34 Tail hit. We have been unable to inflict critical damage and the P-47 has been able to turn the tables.

Initiative at the end of round: We roll a 1 on a 1d6 so 1 + 18 speed + 2 Agile + 1 Ace pilot + 1 MW50 = 23. P-47 rolls a 6 on 1d6 so it’s 6 + 21 = 27. This is a differential of 4. This improves his position by 1, so he is now tailing us. Time to use the Reflexes skill, which can be used once per sortie. This will change our position back to disadvantaged. This is better than taking a free tail hit when the P-47 shoots again (when tailing and you shoot, you get a “bonus” additional tail hit on top of any other hits).

### ROUND 3 OF COMBAT VS. ESCORTS

I decide to use the wingman option. I will use the wingman text of the card I draw. P-47 draws card #49, 5 hits (12 FP) - 1 hit for my ACM skill = 4 hits. We draw card #39 and check the wingman section – he attacks the P-47 with 24 FP! The results of the P-47 hits are: Hit #1 DR 12 Port Wing. Hit #2 13 Starboard Wing. Hit #3 43 Rear Guns (no effect as the system is not present). Hit #4 61 Forward Cannon (our MK 108 cannon is now inoperative, leaving us only with the MG 131 machine guns). We have now taken quite a bit of damage.

The wingman attacks with his 24 FP (from the card text) and draws Card #59 – a DE result, the P-47 disintegrates under the full force of the attack. Time to go home.

As noted previously, the weather is good and we roll 2d6 for our landing roll and get a 9 modified by +1 for the damaged engine and a +2 for the Fatigue Level of 16, and so the final result is a 12 – we land safely, but by a narrow margin.

### POST MISSION

We chalk up a bomber kill, the wingman chalks up an escort kill, and we lose a sortie to repair the Bf 109, that has 5 systems damaged. One is added to the number of sorties completed. We also add 1 Fatigue Point for the sortie flown, which rises our Fatigue Level to 17. The sortie lost for repairs will cause our Fatigue Level to decrease by 1 point. For our next mission we will start at Fatigue Level 16.

## [8.0] PRESTIGE LEVEL & PRESTIGE

New pilots did not receive, as a general rule, the latest and most advanced aircraft to fly, not to mention the “one of a kind” experimental configurations. These were generally distributed first to the “ace” pilots who had proven themselves. To represent this, Interceptor Ace uses the concept of “Prestige Points” and an overall “Prestige Level.” As a player’s Prestige Level increases, newer and more advanced types of aircraft will be available for use. Prestige Points can be used to upgrade to newer aircraft, to get reassigned to a new unit/base, or to request a skilled replacement crewman if needed.

### [8.1] PRESTIGE POINTS

Every time a player receives an award of any type (or a follow-on award, such as the Oakleaves to the Knight’s Cross, etc.), he receives a Prestige Point. Keep track of your current total of points on the Pilot and Crew Status Chart [A2]. You also receive a Prestige Point for achieving your 5th kill (you have become an “Ace” at that time) and for each promotion. Prestige Points may be spent on the following items:

**A: 1 Point:** Upgrade to a newer aircraft in the same family (Bf109, FW190, Bf110, Me262, etc.)

**B: 2 Points:** Upgrade to a newer aircraft in a different aircraft family.

**C: 2 Points:** Reassignment to a new unit (lose 1 sortie while transferring.)

**D: 1 Point:** When receiving a replacement crewman, he arrives with two experience points (unspent) until February 1944 if combining *Interceptor Ace 1943-44* and *Interceptor Ace 1944-45*, or with one experience point (unspent) from March 1944.

**E: 1 Point:** Receive a new aircraft in the same family so as to not lose a sortie due to repairs.

You can only upgrade to an aircraft if your current Prestige Level is high enough to allow you to fly it (see 8.2 below).

### [8.2] PRESTIGE LEVEL

A player’s Prestige Level starts at zero. Every time a player receives a Prestige Point, his Prestige Level increases by one. It never decreases. Unlike Prestige Points, which can be saved and spent as desired, the Prestige Level is your overall Prestige within the Luftwaffe and is used to “unlock” more advanced aircraft, which can then be purchased with Prestige Points. Your Prestige Level can only increase as the game progresses - it never decreases even if you spend all your Prestige Points. Once your Prestige Level reaches “7” it no longer needs to be tracked, that is the highest level needed to fly any aircraft. Prestige points, however, can still be earned (and spent) even if you are currently at level 7 Prestige.

Pilots who have a Prestige Level of “7” are no longer required to roll on the Aircraft Availability Chart for available replacement aircraft. You are allowed to choose any that is currently listed as available.

*Example: A player has shot down a P-47D and a B-17 in his Fw190A-6. This means his Prestige Level is currently “2” (one because he received*

*the Iron Cross Second Class, and then one more for receiving the Iron Cross First Class). He wants to upgrade to the Fw190A-8/R8. Despite the fact he can afford to upgrade by spending a Prestige Point, he cannot, as it requires a Prestige Level of “3” to be able to upgrade to it. He COULD, however, spend a Prestige Point to upgrade to the Fw190A-8/R2 if he rolled 1-3 on the Available Aircraft Sub-Type Chart [R3].*

## [9.0] REASSIGNMENT TO A NEWER AIRCRAFT

A player may be reassigned to a newer model aircraft under certain circumstances.

### [9.1] AIRCRAFT SERIES

There are 10 “families,” or general aircraft series, in the game. Basically, these groups of aircraft are all made by the same manufacturer. It is easier to upgrade to an aircraft in the same general family as your current aircraft, than it is to upgrade to a completely different aircraft, as you are already generally experienced with cockpit layout, flying characteristics, etc.

The 10 families are:

- Bf 109 (18 aircraft)
- FW 190 (12 aircraft)
- Bf 110 (2 aircraft)
- Me 410 (1 aircraft)
- Ju 88 (1 aircraft)
- Do 335 (1 aircraft)
- Me 163 (1 aircraft)
- Me 262 (2 aircraft)
- He 162 (1 aircraft)
- Go 229 (1 aircraft)

### [9.2] UPGRADING

Each aircraft **family** may have several **types** and, each type, in turn, may have several **sub-types**. If the player desires a newer model of aircraft, he should roll on the Available Aircraft Family and Type Chart [R2] and on the Available Aircraft Sub-type Chart [R3]. In some months, only one aircraft type is available, while in other months several aircraft types inside a family are available. When changing aircraft, you may want to change to a sub-type inside a main type (for example, you may want to upgrade to the Bf 109G-6/AS if you are flying a base Bf 109G-6 of the G-6 type), or you may want to first change the aircraft type before trying to fly one of its sub-types.

To change to an aircraft sub-type inside an aircraft family, expend 1 Prestige point and:

- If you want to fly a sub-type of another type (for example, a sub-type of the Bf 109G-14 while flying a G-6 type) first roll 1d6 on the Available Aircraft Family and Type Chart [R2]. Check the month and the pretended type. If your roll is within the range listed, you are upgraded to the newer type. If the pretended type has a check symbol (✓) you automatically upgrade to the new type.
- Once you are given a type, or in the case you don’t want to change type and only want to upgrade to another sub-type inside a type, choose the model you want to fly and roll on the Available Aircraft Sub-type Chart [R3]. If your roll is in the range listed, you receive the aircraft sub-type. After changing of aircraft type, if you fail to receive the pretended sub-type, you automatically receive the base aircraft of the new type. If you fail to receive a new sub-type inside your current aircraft type, you maintain your current aircraft.

The base aircraft of an aircraft type is the one that has a check symbol and no die-roll range in the Available Aircraft Sub-type Chart [R3].

*Example: In March 1944, only the G-6 type is available for the Bf 109 family. In August 1944, two aircraft types for the Bf 109 family are available: the G-6, and the G-14.*

**Example:** It is July 1944. You are flying a Bf 109G-6/R6. You want to upgrade to the Bf 109G-14/R6. You have to upgrade to the G-14 type first if you want to fly the G-14/R6. You expend 1 Prestige point and you roll 1d6 on the Available Aircraft Family and Type Chart [R2] to check if you successfully upgrade to the G-14 type. Now you check if you obtain the pretended Bf 109G-14/R6 sub-type. You roll 1d6 on the Available Aircraft Sub-type Chart [R3]. You roll a 3 and you fail, so you receive a base Bf 109G-14 (the one that has the “check” ( ) symbol).

**Example:** It is September 1944. You are currently flying a FW 190A-8/R2. You want to upgrade to the FW 190A-8/R8 sub-type. You expend 1 Prestige point and you roll 1d6 directly on the Available Aircraft Sub-type Chart [R3], as you are not changing family and type. You roll a 5 and you fail. You retain your FW 190A-8/R2 (in this case you are not given the base FW 190A-8).

**Example:** You are flying a base Bf 109G-6. The base aircraft of the G-6 type in March 1944 is the Bf 109G-6 sub-type. The base aircraft of the Bf 109G-6 type in September 1944 is the Bf 109G-6 (late).

In some cases, the base aircraft of a type changes when reaching certain dates. If you want to upgrade to the new base aircraft you only have to spend 1 Prestige Point and the upgrade is automatic.

**Example:** In August 1944 you are still flying a base Bf 109G-6 sub-type. You may upgrade to the Bf 109G-6 (late) sub-type only by spending 1 Prestige Point. There is no need to roll on the Available Aircraft charts, as the Bf 109G-6 (late) is the new base sub-type of the G-6 type (it has the “check” (✓) symbol).

### 9.3] SWITCHING BETWEEN AIRCRAFT FAMILIES

To change to an aircraft of a different aircraft family, expend 2 Prestige points and:

- Decide which aircraft sub-type inside a type of a different family you want to fly. Roll 1d6 on the Available Aircraft Family and Type Chart [R2] and check if your result is inside the range listed of your pretended type. If you fail, you retain your current aircraft.
- If you successfully change to the new family and type, roll 1d6 on the Available Aircraft Sub-type Chart [R3] and check if your receive it. If your roll is in the range listed, you receive the aircraft sub-type chosen. If you fail, you receive the base aircraft of the aircraft type given.

**Example:** It is September 1944. You are currently flying a Bf 109G-14/U4. You want to upgrade to the FW 190A-8/R8, which is part of the FW 190 family, A-8 type. You first expend 2 Prestige points. Now you check the Available Aircraft Family and Type Chart [R2]. The A-8 type in the FW 190 family has a check ( ) symbol, so you don't need to roll, you automatically upgrade to the FW 190A-8 type. As you want to fly the FW 190A-8/R8, you roll on the corresponding aircraft sub-type part of the Available Aircraft Sub-type Chart [R3]. You roll a 3 (which is inside the 1-4 range listed for the A-8/R8), so you receive a brand new FW 190A-8/R8. Had you failed the roll, you would have received a base FW 190A-8 sub-type.

When switching to a new aircraft family, your pilot loses two sorties while familiarizing himself with the new aircraft, and may fly again on the third sortie after transfer. He retains his normal crew (and may possibly lose a crewman). If you change to a 2-seater aircraft and now require a gunner, the gunner starts the game with no experience points. If you have the NCO Feldwebel rank or superior, you can ‘acquire’ a gunner with 4 Experience Points with the Working the System ability - see 7.9.2.

### 9.4] SWITCHING DUE TO INJURY

If seriously wounded, the player is automatically given a new plane for “free” (and possibly a new crewman who starts with no special abilities, however, see 7.9.2) of the same family which he started on. He may choose any sub-type of aircraft that is currently available at that time in the same family he was previously flying, and goes back on flight duty

the next turn after release from the hospital. If he has Prestige Points to spend, he may expend one per crewman to get them reassigned back to his plane upon his release. Otherwise, they are assumed to continue flying with a different pilot which happened during the hospital stay, and he gets a new crew. He must choose an aircraft he is capable of flying, from the standpoint of Prestige Level.

### 9.5] SWITCHING DUE TO AIRCRAFT LOSS

A player who crash-lands his plane or is shot down (and presumably survives) may receive a new plane of his current aircraft type without having to spend any Prestige Points, assuming his Prestige Level is enough to fly the new aircraft (although a roll must still be made on the Available Aircraft Sub-type Chart [R3]). For example, a player in a Bf 109-G6 (late) is shot down in September of 1944. He could receive a Bf109G-6/U3/R6 if successfully rolled on the Available Aircraft Sub-type Chart [R3] without spending Prestige Points. If you fail to receive the new aircraft, you retain your current aircraft.

### 9.6] NEW CREW MEMBERS

It may be possible that an aircraft upgrade will “add” a new crew member - there are normally 1 but sometimes 2 crew on the interceptors in the game. New crew members arrive with no special abilities (exception: see 7.9.2). The same applies to replacement crew for casualties. It is also possible that a new plane will have one less crewman - in that case, the old crewman is lost to the pilot.

### 9.7] PRESTIGE POINT WAIVER

In some cases when rolling on the Starting Units and Bases Chart [R1], a pilot may find himself in a unit flying an aircraft that has a Prestige Level requirement higher than zero. The requirement would be waived in that case for that particular model of aircraft and any same-model replacements if he loses it.

**Example:** You start a new career of Interceptor Ace 1944-45 in March 1944. You roll 1d20 on the Starting Units and Bases Chart [R1] and the result is a 13, so you are assigned to II(Sturm)/JG 300. You now roll 1d6 to check which aircraft you are given, and you roll a 5, so you receive a FW 190A-8/R7. Although the A-8/R7 needs a Prestige Level of 2, you can fly it with your current Prestige Level of 0.

## **10.0] OPTIONAL RULES**

### 10.1] MULTIPLAYER

Despite the fact Interceptor Ace is designed as a solitaire game, it can be played cooperatively or competitively by two or more players.

### 10.2] COOPERATIVE PLAY

Two players can fly in the same unit and assist each other in interceptions. To simulate this cooperation in bomber combat, assign one of the two interceptors as the leader. His interception rolls apply to both players each endurance box. If the leader rolls a fighter sweep, both players have a fighter sweep (with the same orientation). If the leader rolls a bomber interception, both players have a bomber interception (with the same orientation). If the leader has Wfr.Gr.21 rockets, his attack will break up the bomber formation for himself and the other player if successful. Other than that, they will attack bombers separately.

Fighter combat is a little trickier, inasmuch as each player will be fighting against their own escort or fighter target. However, if one player has shot down his opponent, he may assist his teammate by maneuvering against his teammate's opponent. Each round this happens, it will improve his teammate's position by 1, occurring during the initiative roll. However, at the end of each round this happens, the assisting player must roll a die. On a 1 or a 2, he will find himself starting a new combat in a disadvantaged status against a fresh Allied fighter or escort.

### [10.3] COMPETITIVE PLAY

Two players can fly in the same or different units, and compete for the best score. When it comes time for return fire from the bombers, the opposing player can flip the card. If an escort or fighter encounter occurs, the opposing player decides to use a defensive or wingman assist section of cards when playing defensively and also rolls for initiative.

### [10.4] HISTORICAL JET ACES

In order to add what amounts to Historical Scenarios in the game, below you have information about eight of the most important “Jet Aces” of the Luftwaffe.

Each pilot includes a brief biography, the units in which he fought in the context of the game, his combat records, special instructions for its use, and a “snapshot” of each pilot’s status at the start of *Interceptor Ace 1944-45* (some pilots start their careers later in the game, see details). Simply adjust the Pilot and Crew Status sheet to reflect the starting situation. You are now ready to fly with that Ace.

**[10.4.1] Units.** The Ace pilot information lists the unit(s) that the pilot had served in the time frame of the game. Alternately, with less historical accuracy, you may choose a unit at random. Start with any aircraft available at that unit, however, priority should be to an aircraft the pilot is an “expert” with.

**[10.4.2] Starting Skills.** Each pilot lists the special abilities of that particular Ace. Every Ace starts with the “Expert” skill in at least one family of aircraft, such as Bf 109, FW 190, etc.

**[10.4.3] Historical Ace Victory.** Some of the Aces listed were already near their kill totals; some had a long way to go to their final score. Regardless of starting kills, you have the opportunity to fly with that Ace from March 1944 (or the historical starting date of that Ace, when transferred to the Western Front) until the end of the war. You should consider your career a defeat if you do not MATCH or EXCEED the pilot’s historical total.

#### Major Heinrich “Pritzl” Bär



The 8<sup>th</sup> top scorer of the Luftwaffe, Bär served during all the war on all fronts. His outspokenness frequently landed him in trouble with Göring, which led to a career full of ups and downs. Assigned to I/JG 51 at the outbreak of the war, his first victory was achieved on 25 September 1939. He became an Ace during the Battle of Britain and when his unit was transferred to the Eastern Front, he achieved 96 further victories. In June 1942 he was moved to the Mediterranean Theater with I/JG 77, where he shot down 65 Allied aircraft. In

North Africa, Bär had a mental and physical breakdown and in mid-1943 he was transferred to France "for cowardice before the enemy". But his combat skills were hard to overlook and hence Bär was transferred to II/JG 1 on 21 January 1944 as an ordinary pilot. By March he was rehabilitated from demotion and given command of II/JG 1. In May 1944 he was appointed as Kommodore of JG 1, and in June of JG 3. By year's end, his score stood at 205 victories. He was then transferred to command the jet fighter training unit III/EJG 2, equipped with Me 262s. On 23 April 1945 he joined Galland's JV 44, and eventually led the elite unit after Galland was injured. He ended the war as the second most successful jet ace, with 16 victories, and as a recognized *Viermot* killer, with 21 heavy bombers under his belt.

Born: 25 May 1913

Died: 28 April 1957

Units: II/JG 1 (March 1944, FW 190A-7), JG 3 (June 1944, Bf 109G-6/U3), EJG 2 (February 1945, Me 262A-1a), JV 44 (April 1945, Me 262A-1b)

Combat Missions: 1000+

Kills: 220 (124 Western Front, 21 *Viermot*, 16 jet kills)

Awards: Knight's Cross with Oak Leaves, and Swords

Starting Rank: Major

Starting Awards: All up to KC w. O+S

Expert: Bf 109, FW 190

Starting Kills: 191

Starting Skills: Parachute, A.C.M., Aim

Prestige Points: 3

Prestige Level: 7



#### Major Georg-Peter “Schorsch” Eder



Eder began his flying career with the Luftwaffe posted to II/JG 51 on December 1940, just after the Battle of Britain. His unit participated in Operation Barbarossa, where Eder became an Ace with his Bf 109F-2. In August 1941 he collided with a Ju 52 on the ground, and suffered serious wounds, which maintained him away from the air until November 1942, when he was posted to III/JG 2 on the Channel Front. Flying FW 190s, and facing increasing numbers of heavy bombers, Eder, together with Egon Mayer,

Gruppenkommandeur of III/JG 2, developed the head-on attack as the most effective tactic against the B-17s and B-24s. He later became Staffelkapitän of 12./JG 2, equipped with Bf 109Gs. He had to bail out of his Bf 109G-6 in November 1943 and was again seriously wounded. Eder joined II/JG 1 in February 1944 as Gruppenkommandeur after recovery, and in September he took command of II/JG 26. When Kommando Nowotny was formed, Eder was given command of 3.Staffel and began flying the Me 262. The unit was eventually renamed III/JG 7 in November and Eder kept flying the Me 262 until the end of the war, becoming a jet ace with 12 kills, and the top *Viermot* killer of the Luftwaffe, with 36 heavy bombers shot down.

Born: 8 March 1921

Died: 11 March 1986

Units: II/JG 1 (March 1944, FW 190A-7), II/JG 26 (August 1944, FW 190A-8), Kommando Nowotny (October 1944, Me 262A-1a), III/JG 7 (November 1944, Me 262A-1a)

Combat Missions: 572

Kills: 78 (68 Western Front, 36 *Viermot*, 12 jet kills)

Awards: Knight's Cross with Oak Leaves

Starting Rank: Major

Starting Awards: All up to GC.

Expert: Bf 109, FW 190

Starting Kills: 33

Starting Skills: Aim (cannot purchase Landing)

Prestige Points: 4

Prestige Level: 7

#### Major Erich Rudorffer



Erich Rudorffer, the 7<sup>th</sup> highest scorer of the Luftwaffe, was another of the handful of pilots who fought during the entire war. First posted to I/JG 2, he became Ace in the Battle of France and again in the Battle of Britain. After the Battle of Britain, he fought on the Channel Front and converted to the FW 190 in 1942. In November 1942 his unit was transferred to Sicily, where he downed numerous Allied fighters and his first B-17. With already 74 kills, he was given command of IV/JG 54 and transferred to the Eastern Front, where he would score 138 additional victories (13 of them in one day). In the Winter of 1944, Rudorffer was called back to Germany, where he trained on the Me 262. In February 1945 he was given command of I/JG 7. Rudorffer ended the war with 222 victories: 136 on the Eastern Front, 26 in the Mediterranean, and 60 on the Western Front, of which 10 were *Viermots* and 12 with the Me 262.

Born: 1 November 1917

Died: 8 April 2016

Units: I/JG 7 (February 1945, Me 262A-1a)

Combat Missions: 1000+

Kills: 222 (60 Western Front, 10 *Viermot*, 12 jet kills)

Awards: Knight's Cross with Oak Leaves, and Swords

Starting Rank: Major  
 Starting Awards: All up to KC w. O  
 Expert: Bf 109, FW 190  
 Starting Kills: 210  
 Starting Skills: Parachute, S.A., Precision  
 Prestige Points: 5  
 Prestige Level: 7

### Leutnant Karl "Quax" Schnörrer



Karl Schnörrer earned his nickname "Quax" (after a popular accident-prone cartoon character of the time) by crashing his Bf 109 three times during flight school. He arrived on the Eastern Front in the summer of 1941 as an Unteroffizier to I/JG 54, where he met Walter Nowotny. Schnörrer eventually became Nowotny's wingman in 1942 and established a close friendship with him. Although not a high scorer, he nonetheless earned a reputation as the perfect wingman, never looking to score himself, but to protect and cover his flight leader. In this way, he was key in the meteoric career of his friend. On 14 October 1943 he had to bail out of his FW 190 at only 50m over the ground after scoring his 35<sup>th</sup> kill (an Il-2 Sturmovik attacking Nowotny). He broke both legs and spent seven months in hospital. When he recovered in June 1944, he was promoted to Leutnant and transferred to EKdo 262, the test unit of the Me 262. In September, the unit was renamed Kommando Nowotny, as his friend Walter Nowotny was designated his commander, and they met again. After his tragic death, Kdo Nowotny became III/JG 7, where Schnörrer served until the end of the war, scoring all of his 11 Western Front victories with the jet fighter.

Born: 22 March 1919  
 Died: 25 September 1979  
 Units: EKdo 262 (June 1944, Me 262A-1a), Kommando Nowotny (September 1944, Me 262A-1a), JG 7 (November 1944, Me 262A-1a)  
 Combat Missions: 536  
 Kills: 46 (11 Western Front, 9 *Viermot*, 11 jet kills)  
 Awards: Knight's Cross



Starting Rank: Leutnant  
 Starting Awards: All up to GC  
 Expert: FW 190, Me 262  
 Starting Kills: 35  
 Starting Skills: Leadership, Reflexes (cannot purchase Landing)  
 Prestige Points: 1  
 Prestige Level: 7

### Major Theodor Weissenberger



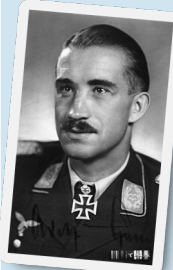
Theodor Weissenberger began his flying career in August 1941 in I.(Z)/JG 77 on the Arctic Front, flying the Bf 110 Zerstörer. In February 1942 his unit was renamed 10.(Z)/JG 5. He flew numerous escort missions protecting Ju 87 Stukas and Ju 88s in the zone of Murmansk, Finland, eventually becoming a Zerstörer ace by achieving 23 victories as a Bf 110 pilot. He was promoted to Leutnant in July 1942 and converted to the Bf 109 in September 1942, claiming two fighters on his first mission with the agile 109. He remained on the Arctic Front until May 1944, scoring 175 Eastern Front victories. In June 1944 he was promoted to Hauptmann and JG 5 was transferred to France, where he soon began scoring against the Western Allies. After claiming 25 Allied aircraft, Weissenberger was given command of I/JG 7 in November 1944. Promoted to Major in January 1945, he replaced

Johannes Steinhoff as commander of JG 7, achieving 8 kills with the Me 262.

Born: 21 December 1914  
 Died: 11 June 1950  
 Units: I/JG 5 (June 1944, Bf 109G-6/U2), I/JG 7 (November 1944, Me 262A-1a)  
 Combat Missions: 375  
 Kills: 208 (33 Western Front, 7 *Viermot*, 8 jet kills)  
 Awards: Knight's Cross with Oak Leaves

Starting Rank: Hauptmann  
 Starting Awards: All up to KC w. O  
 Expert: Bf 110, Bf 109,  
 Starting Kills: 175  
 Starting Skills: A.C.M., Landing, Gunnery  
 Prestige Points: 3  
 Prestige Level: 7

### General Adolf "Dolfo" Galland



General Adolf Galland is among the most well-known fighter pilots of WW2. He began his combat career in Spain, with the Condor Legion, flying He 51s in ground attack missions. Galland began WW2 as a Hauptmann flying the Hs 123 ground attack aircraft. After the Poland campaign, Galland requested a transfer to a Bf 109 fighter unit, alleging medical problems. His request was accepted, and he was transferred to JG 27. During the Battle of France Galland scored 12 victories, and he was given command of III/JG 26 just before the Battle of Britain. On 1 August 1940 he was awarded the Knight's Cross for his 17<sup>th</sup> victory. On 22 August he was appointed Geschwaderkommodore of JG 26. On 23 September he was the third recipient of the Wehrmacht to receive the Oak Leaves to his Knight's Cross for his 40<sup>th</sup> victory. After the Battle of Britain, his JG 26, along with JG 2, remained in the Channel Front, receiving the first examples of the new Bf 109F. With the British now on the attack, Galland continued to score kills against them. By July 1941, Galland's total was at 70 and on 18 August he surpassed the 80 mark, the record of WWI ace Manfred Von Richthofen. JG 26, along with JG 2, converted to the new FW 190 in the Autumn of 1941, although Galland retained his Bf 109 (he had two special upgunned Bf 109Fs, one with two 13mm MG 131s replacing the MG 17s, and another with integral 20mm MG FF cannons in the wings). On 18 November 1941 he claimed his 96<sup>th</sup> victory, at which time he was promoted to General and named *General der Jagdflieger*. In his new post, he was a strong proponent of the day fighter force and the defense of Germany. His position brought him into conflict with Göring on several occasions. On 17 January 1945, a group of the best fighter pilots of the Luftwaffe took part in what was known as the "Fighter Pilots Revolt". Göring suspected Galland had instigated the unrest and he was relieved of command. Hitler himself intervened and let Galland to form his own Me 262 unit, JV 44, known as the Squadron of Experts. He scored 7 kills with the Me 262 before being wounded by a P-47 flown by James Finnegan. He ended the war with 104 victories, all on the Western Front.

Born: 12 March 1912  
 Died: 9 February 1996  
 Units: JV 44 (February 1945, Me 262A-1a)  
 Combat Missions: 705  
 Kills: 104 (104 Western Front, 5 *Viermot*, 7 jet kills)  
 Awards: Knight's Cross with Oak Leaves, Swords, and Diamonds

Starting Rank: General  
 Starting Awards: All up to KC w. O+S+D  
 Expert: Bf 109, Me 262  
 Starting Kills: 97  
 Starting Skills: Leadership, Reflexes, S.A., Gunnery  
 Prestige Points: 7  
 Prestige Level: 7



**Oberst Johannes “Macky” Steinhoff**



Steinhoff’s combat experience began in 1939. He achieved 4 victories before transferred to JG 52, where he remained until March 1943, reaching the 155 mark, most of them on the Eastern Front. He was then appointed as Geschwaderkommodore of JG 77, operating in the Mediterranean. On 28 July 1944 he received the Knight’s Cross with Oak Leaves and Swords and in October he was posted to Kommando Nowotny. In December 1944, as Oberst, he took command of JG 7. After the heavy losses suffered during Operation Bodenplatte, Steinhoff and other fighter leaders fell into disfavor following the so-called “Fighter Pilots Revolt” against what was perceived as the incompetence of Luftwaffe high command and Hermann Göring in particular. After a brief period spent in internal exile, Steinhoff was able to join Jagdverband 44, led by his close friend and confidant Adolf Galland in early 1945. Steinhoff initially acted as a de facto recruiting officer, persuading a number of veteran Luftwaffe aces to join the unit. After suffering an accident with his Me 262 while taking off, he was severely burned. He ended the war with 176 victories, 152 on the Eastern Front, 12 on the Mediterranean Front, and 12 on the Western Front, 6 of them with the Me 262.

Born: 15 September 1913  
 Died: 21 February 1994  
 Units: Kommando Nowotny (October 1944, Me 262A-1a), Stab./JG 7 (November 1944, Me 262A-1a), JV 44 (April 1945, Me 262A-1b)  
 Combat Missions: 993  
 Kills: 176 (12 Western Front, 2 *Viermot*, 6 jet kills)  
 Awards: Knight’s Cross with Oak Leaves, and Swords

Starting Rank: Oberstleutnant  
 Starting Awards: All up to KC w. O+S  
 Expert: Bf 109  
 Starting Kills: 170  
 Starting Skills: A.C.M., S.A., Landing (cannot purchase Parachute)  
 Prestige Points: 7  
 Prestige Level: 7

**Major Wolfgang Späte**



Späte joined JG 54 in 1941. He became an ace on the Eastern Front, reaching 72 victories by April 1942. At this time, just after receiving the Oak Leaves to his Knight’s Cross, he was ordered to set up a top-secret unit in Germany: Erprobungskommando 16, the unit responsible of test-flying the new and revolutionary rocket-fighter Me 163 Komet. He also was able to test fly the Me 262 in the meantime, becoming one of the best test pilots of the world. Before going back to JG 54, Späte was allowed to fly

the first combat sortie of the Me 163B-1 on 14 May 1944 piloting a completely red-painted Komet. After a brief period with JG 54 again on the Eastern Front, Späte went back to the Me 163 program in September 1944, when he was posted to I/JG 400, the first rocket fighter unit of the world. In the last weeks of the war, Späte flew missions with Me 262s at JG 7, becoming a jet ace.

Born: 8 September 1911  
 Died: 30 April 1997  
 Units: EKdo 16 (May 1944, Me 163B-1), I/JG 400 (September 1944, Me 163B-1), JG 7 (March 1944, Me 262A-1b)  
 Combat Missions: 350  
 Kills: 99 (5 jet kills)  
 Awards: Knight’s Cross with Oak Leaves

Starting Rank: Hauptmann  
 Starting Awards: All up to KC w. O  
 Expert: Bf 109, FW 190, Me 163  
 Starting Kills: 72  
 Starting Skills: Landing, Reflexes  
 Prestige Points: 5  
 Prestige Level: 7



**[10.5] PILOT FATIGUE**

Obviously, running nonstop operations and watching comrades and friends falling will eventually take a toll on a pilot’s judgment, flying capabilities, and attention. Pilot fatigue includes the stress of command and continuous combat in addition to the physical fatigue. The following optional rules simulate this effect on the pilots.

**FATIGUE LEVEL**

Pilot fatigue level starts at zero. Each sortie flown causes the pilot to gain one Fatigue Point. Use of certain abilities causes the pilot to gain Fatigue Points (see 7.9.1 and 7.9.2). Each sortie NOT flown (for any reason – the raid is out of your fuel range, you are switching aircraft, etc.) removes 1 Fatigue Point. Record your fatigue on the Sortie Log Sheet.

Fatigue effects occur at the moment the Fatigue Point is gained.

*Example: a pilot with 9 Fatigue Points (which adds a +1 to the parachute die roll) uses the Rotte Leader ability during a mission and orders his wingman to attack first during a pass against a bomber. He gains 1 Fatigue Point, which is applied immediately. This causes his Fatigue level to go from 9 to 10, so he now adds a +1 to the parachute roll and a +1 to the landing roll. After landing, he gains 1 Fatigue Point for the sortie flown. His Fatigue level is now 11.*

**FATIGUE EFFECTS**

The following effects occur at different fatigue levels:

**Fatigue Effects Chart R6**

<b>0-4 Fatigue</b>	No effect
<b>5-9 Fatigue</b>	Add +1 to parachute die rolls
<b>10-14 Fatigue</b>	Add +1 to parachute and +1 to landing rolls
<b>15-19 Fatigue</b>	Add +2 to parachute, +1 to landing, and -1 to initiative die rolls
<b>20+ Fatigue</b>	Add +2 to parachute, +2 to landing, and -1 to initiative rolls



No better place to rest after months of non-stop combat missions than on the wheel of a Bf 109.

**ANNUAL LEAVE**

A pilot may take leave (the military term for vacation time) for a week (two sorties). He may do this once during the game. When he returns, his fatigue level is set at zero.

**[10.6] VARIABLE ENEMY FIGHTER PILOT QUALITY**

For those of you who want to encounter variably skilled enemy fighter/escort pilots, use the following rules.

Roll 2d10 when encountering Allied fighter-bombers, fighter sweeps or escorts on the corresponding Pilot Quality Chart ([R7] for American pilots, [R8] for British pilots). The first d10 represents the tens’ place value and the second d10 the ones’ place value. This means the result of a roll of 7 + 5 is a 75. Treat a result of 00 as a 100.

- Green pilots do 1 less random hit.
- Trained pilots are the default.
- Veteran pilots do 1 extra random hit (only if any hits are scored).
- Ace pilots do 1 extra random hit (only if any hits are scored) and also receive +1 on the initiative roll.

If an enemy pilot gets a skill, roll 1d10 to determine the Allied Fighter Pilot Skill (10.6.1). If the enemy pilot gets two skills, roll twice and add skills. Reroll if a skill is repeated.

### AMERICAN PILOT QUALITY CHART R7

	1943 early	1943 late	1944 early	1944 late	1945
Green	01-08	01-06	01-06	01-03	01-03
Trained	09-70	07-61	07-61	04-56	04-56
Veteran	71-78	62-75	62-75	57-72	57-72
Veteran 1 Skill	79-86	76-83	76-83	73-78	73-78
Ace	87-95	84-92	84-92	79-83	79-83
Ace 1 Skill	96-97	93-97	93-97	84-89	84-89
Ace 2 Skills	98-100	98-100	98-100	90-95	90-95
Ace 3 Skills	-	-	-	96-100	96-100

### BRITISH PILOT QUALITY CHART R8

	1943 early	1943 late	1944 early	1944 late	1945
Green	01-08	01-08	01-08	01-06	01-06
Trained	09-70	09-70	09-70	07-61	07-61
Veteran	71-78	71-78	71-78	62-75	62-75
Veteran 1 Skill	79-86	79-86	79-86	76-83	76-83
Ace	87-95	87-95	87-95	84-92	84-92
Ace 1 Skill	96-97	96-97	96-97	93-97	93-97
Ace 2 Skills	98-100	98-100	98-100	98-100	98-100
Ace 3 Skills	-	-	-	-	-

### [10.6.1] Allied fighter PILOT skills

#### Allied Fighter Skills Chart

Roll	Result
1-2	Gunnery
3-4	A.C.M.
5-6	S.A.
7-8	Reflexes
9-0	Sixth Sense

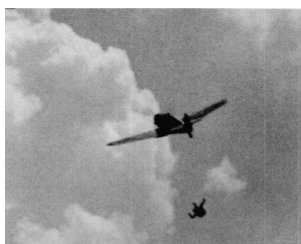
**Gunnery** This skill gives the Allied pilot an extra random hit when firing IF any hits were scored normally when firing forward guns. This extra hit is in addition to the extra random hit gained by veteran and ace pilots.

*Example: It is July 1944. After bomber combat, you have to fight against the escorts. You roll 2d10 on the American Pilot Quality Chart [R7], 1944 late column. You roll a 79, so you encounter a Veteran pilot with 1 skill. You roll 1d10 to check his skill and the result is 1. The Allied veteran pilot has the Gunnery Skill. When he fires at you, he applies +2 random hits if any hits are scored (+1 for veteran pilot and +1 for gunnery skill).*

**A.C.M.** Air Combat Maneuvering allows the Allied pilot to receive one less random hit when attacked by an interceptor.

**S.A.** Situational Awareness skill gives a “+1” to the Initiative Roll.

A Bf 109 pilot bails out of his aircraft over Germany.



**REFLEXES** This skill allows an Allied pilot to either gain one position after the initiative roll of a round of combat, or to fire first in a round. It may be used once per sortie. Firing first against a fighter means that any hit avoidance does NOT occur if your aircraft flips a defensive card. Any orientation improvement (from a tight turn, for example) still occurs. The player will determine the most advantageous use of this skill for the Allied pilot.

**SIXTH SENSE** The Allied pilot has developed an uncanny sense of impending danger. The first “DE” result on a combat card against him is instead converted to 2 random hits.

### [10.6.2] Allied ACES

If you want to add an even deeper historical flavor to *Interceptor Ace 1944-45*, whenever you encounter an Allied “Ace” in the American/British Pilot Quality Charts [R7] and [R8], there is a possibility that he is one of the renowned aces of the USAAF or the RAF. Now you have the chance to test your flying skills against one of them and see who ends up being the victor.

If you encounter an Ace, roll 1d10. On a roll of 6+, the encountered Ace is a named ace. Add a +1 drm per skill of the ace encountered on the Pilot Quality Chart. Roll again to check the ace you encounter, if necessary. Each aircraft type details the die rolled (1d6 or 1d10) and the aces you may encounter.

### P-47D Thunderbolt Aces (1d10)

#### Francis “Gabby” Gabreski (1-2)



Victories: 28  
Aircraft: P-47D  
Unit: 56<sup>th</sup> FG “Wolfpack”  
Skills: A.C.M., Gunnery, S.A.

#### Robert Johnson (3-4)



Victories: 27  
Aircraft: P-47D “Penrod and Sam”  
Unit: 56<sup>th</sup> FG “Wolfpack”  
Skills: Gunnery, Reflexes

#### David Schilling (5-6)



Victories: 22 ½  
Aircraft: P-47D “Hairless Joe”  
Unit: 56<sup>th</sup> FG “Wolfpack”  
Skills: S.A., Reflexes

#### Fred Christensen (7-8)



Victories: 21 ½  
Aircraft: P-47D “Rozzie Geth”  
Unit: 56<sup>th</sup> FG “Wolfpack”  
Skills: Reflexes, Sixth Sense

#### Hubert “Hub” Zemke (9-0)



Victories: 17 ¾  
Aircraft: P-47D “Moy Tovarich”  
Unit: 56<sup>th</sup> FG “Wolfpack”  
Skills: S.A., Sixth Sense

## P-51 Mustang Aces (1d6)

### George Preddy (1)



Victories: 26.83  
Aircraft: P-51D “Cripes A’Mighty”  
Unit: 352<sup>nd</sup> FG “Blue Nosers”  
Skills: A.C.M., S.A., Reflexes

### John Meyer (2)



Victories: 24  
Aircraft: P-51D “Petie 3<sup>rd</sup>”  
Unit: 352<sup>nd</sup> FG “Blue Nosers”  
Skills: S.A., Reflexes

### Don Gentile (3)



Victories: 21.83  
Aircraft: P-51B/C “Shangri-La”  
Unit: 4<sup>th</sup> FG “Debden Eagles”  
Skills: A.C.M., S.A.

### Leonard “Kit” Carson (4)



Victories: 18 ½  
Aircraft: P-51D “Nooky Booky”  
Unit: 357<sup>th</sup> FG “Yoxford Boys”  
Skills: A.C.M., Gunnery

### Clarence “Bud” Anderson (5)



Victories: 16 ½  
Aircraft: P-51D “Old Crow”  
Unit: 357<sup>th</sup> FG “Yoxford Boys”  
Skills: Sixth Sense, A.C.M.

### Charles “Chuck” Yeager (6)



Victories: 11 ½  
Aircraft: P-51D “Glamorous Glenn”  
Unit: 357<sup>th</sup> FG “Yoxford Boys”  
Skills: Reflexes, Gunnery

## P-38 Lightning Aces (1d6)

### James “Slick” Morris (1-2)



Victories: 7 1/3  
Aircraft: P-38J “My Dad”  
Unit: 20<sup>th</sup> FG “Loco Busters”  
Skills: Gunnery

### Lindol “Lindy” Graham (3-4)



Victories: 5 ½  
Aircraft: P-38J “Susie”  
Unit: 20<sup>th</sup> FG “Loco Busters”  
Skills: S.A.

## Gerald “Jerry” Brown (5-6)



Victories: 5  
Aircraft: P-38J  
Unit: 55<sup>th</sup> FG  
Skills: Reflexes

## Spitfire IX/XIV

### James “Johnnie” Johnson



Victories: 38  
Aircraft: Spitfire IX (March 44-January 45), Spitfire XIV (February 45-May 45)  
Unit: RCAF 127<sup>th</sup> Wing  
Skills: Reflexes, Gunnery, A.C.M.

## [10.7] ADVANCED COMBAT AGAINST BOMBERS

Players may wish to use the advanced combat system against bombers instead of the more streamlined standard combat, which implies making many more decisions, but at the cost of increasing the difficulty of the game.

In the same fashion as fighter combat, advanced combat against bombers take into account facing as a critical aspect. In addition, depending on the type of encounter, altitude can also be an important factor.

Advanced Combat uses the Position Chart [P1] for bomber combat, one for each type of bomber. Use the corresponding Position Chart depending on the type of bomber (B-17F, B-17G, B-24). B-17s (any type) out of formation (and stragglers) use the B-17 Out of Formation Position Chart. B-24 bombers use the same Position Chart, either in formation, out of formation or a straggler.

In the Position Chart there are 10 approach tracks, each numbered 1 to 10. Approach tracks 1 to 8 have three range boxes: Long, Medium, and Close. In addition, approach track 8 has an additional range box corresponding to the rocket range box. Each range has, in turn, three altitude boxes: High, Level, and Low (exception: the rocket range box only has Level altitude). Approach tracks 9 and 10 correspond to Vertical Climb and Vertical Dive attacks, respectively, and only have one range box. Each box has information about modifiers when firing, expressed as a positive or negative number of random (Rd) hits. These modifiers are differentiated for bombers (noted as Bmbr) and fighters (noted as Fghtr). Apply the corresponding modifier when firing. In those cases where a modifier has a specified hit location (for example +1 Gunr), apply the specified result automatically in addition to other modifiers if any hits are scored.

When using advanced combat, follow these steps:

1. After determining the type of encounter on the Interception Chart [B1] (Disadvantaged, Head on, Advantaged or Out of the Sun), choose the orientation of your attack (even if making a Vertical Climb/Dive attack): front, flank (starboard), flank (port), or tail. Roll 1d6 to determine the exact orientation and the approach track used:

**Front orientation:** approach track 1 (1-2), approach track 2 (3-4), approach track 3 (5-6). If your aircraft is the Ju 88C-6a, you cannot attack from approach track 1.

**Flank (starboard) orientation:** approach track 2 (1-2), approach track 4 (3-4), approach track 6 (5-6).

**Flank (port) orientation:** approach track 3 (1-2), approach track 5 (3-4), approach track 7 (5-6).

**Tail orientation:** approach track 6 (1-2), approach track 7 (3-4), approach track 8 (5-6).

Note that some approach tracks are used in different orientations.

If you are carrying rockets (Wfr.Gr. 21 or R4M), you automatically start the encounter in the Rocket Range box at Level altitude. Ignore any Disadvantaged (in case there are no escorts), Advantaged or Out of the Sun results.

2. After determining the approach track, place your aircraft in the Long Range box of the appropriate track (exception: Vertical Climb/Dive attack or Out of the Sun attack). If the encounter is Disadvantaged and there are no escorts, you start at Low altitude. If the encounter is Head on, roll 1d6. On a roll of 1-3, you start at Level altitude. On a roll of 4-6, you start at Low altitude. If the encounter is Advantaged, you start at High altitude and you shoot first. **Exception:** If you are flying an Me 163B-1, you may choose to start at High altitude or make a Vertical Dive attack, no matter the encounter type.

If the encounter is Out of the Sun, you may choose to start either in the Vertical Dive box or in the Medium Range (High) box of the chosen approach track. If the Vertical Dive box is chosen, only one round of firing is executed, the bomber does not return fire, and after firing the pass is over. If a Medium Range (High) box is chosen, the bomber does not return fire in the Medium Range (High) box, then the encounter continues normally at the Close Range (High) box.

If the encounter is Disadvantaged (no escorts), there is a chance you may make a Vertical Climb attack. Roll 1d10. If the result is a 9, place your aircraft in the Vertical Climb box. Only one round of firing is executed, and the bomber may return fire (with +2 random hits). After firing, the pass is over.

You may make only one Vertical Climb/Dive attack against a bomber in a pass.

3. If you are unsatisfied with your approach track or altitude, you may adjust your position to any adjacent approach track, and your altitude by one level (Low can go to Level, High can go to Level, and Level can go either way).

Adjusting can only be done at Long range before combat begins. Adjusting position is done at the cost of receiving 1 random hit. Adjusting altitude is done at the cost of receiving 1 random hit if climbing, and at no cost if diving. Each random hit is assumed to come from long range fire from somewhere in the combat box, or even a different nearby box. If the bomber is a Straggler, adjusting is free (no random hit(s) taken).

Note that the player may do both adjustments (position and altitude) if desired, or just one, but must apply all penalties that apply.

*Example: It is June 1944. You are assigned to III/JG 2, stationed at Vannes (France Zone), and you are flying a FW 190A-8/R2. You roll on the Raid Chart [A1] and you obtain a 7. The objective is a V-Weapon site in France. You take off, without encountering Allied fighter bombers, and you reach the interception point in the France endurance box. You roll a 4 on the Interception Chart [B1] and the encounter is Head on. The bomber raid is composed of B-17Gs, as rolled on the Aircraft Target Chart [A3]. You choose to attack the bombers from the Front, hoping to receive less defensive fire than approaching from the Tail (although at the cost of inflicting less damage to the bomber in turn). Now you roll 1d6 to determine the exact approach track. You roll a 2, and you start the encounter in the Long Range box of approach track 1. Now you roll 1d6 to determine altitude, as the encounter was Head on. You roll a 3, so you start at Level altitude. Now it is time to decide if you are happy with this approach track and altitude or want to adjust to an adjacent approach track and/or one altitude level. You choose to adjust your position to approach track 2, as you want to aim at the starboard wing and take advantage of that extra Engine (starboard) hit at Close range when using approach track 2 at Level altitude. Adjusting position implies receiving 1 random hit. You roll 2d6 on the Fighter Damage Chart [B6] and you roll a 33. You mark an airframe hit in your Aircraft Display Mat. You could choose to climb to High or dive to Low altitude, but you are happy with your altitude, so you stay at Level altitude. Combat against the bomber now begins.*

## 10.8] OPTIONAL ADVANCED MANEUVERS

The standard maneuvers (barrel roll, tight turn) are all available to starting players and have unlimited usage during a sortie. Players may wish to try “Advanced Maneuvers”, which are a set of additional skills not included in the basic game. These skills are bought just like any other and allow the player to “learn” advanced maneuvers which can be used once per sortie. These are:

**Advanced Maneuver 1:** Cuban Eight (Avoid 1 hit, improve by x 1). It costs 1 experience point.

**Advanced Maneuver 2:** Chandelle (Avoid 3 hits, improve x 1). It costs 3 experience points.

**Advanced Maneuver 3:** Immelmann (Avoid all damage, improve x 2). It costs 3 experience points.

**Advanced Maneuver 4:** Split-S (Avoid 1 hit and encounter ends). It costs 4 experience points.

Each advanced maneuver may be used once per sortie, assuming the player has bought the skill. Advanced maneuvers must be learned in order: Maneuver 1 must be learned first before the player can learn Maneuver 2, etc.

## 10.9] ALLIED FIGHTERS AMMO POINTS

In the basic game, Allied escorts/fighters don’t have ammo to be tracked (7.1.16). This design decision was made for simplicity’s sake, as most of the time it really won’t matter. However, that being said, once in a while there are dogfights that are really long. At the cost of extra tracking and time, you may use the optional Ammo Points depicted on the Fighter Target Chart [B11] for increased realism.

## 10.10] OPTIONAL INTERCEPTOR MG AMMO

Just as Allied fighter ammo points, in the basic game your Interceptor is considered to have unlimited MG ammo (7.1.16). If you want to add more realism to the game (and, again, more tracking and time) you can use the Optional Ammo Points for the MGs of your interceptors depicted on the corresponding Aircraft Display Mats.

## 10.10.1] OPTIONAL INTERCEPTOR WEAPON SELECTION

As an optional rule for Ammo expenditure, instead of firing all your forward weapons each time you fire at a bomber or fighter, you may select, at the beginning of a pass against a bomber or a round of combat against a fighter, which weapon systems to fire. Expend Ammo Points of the selected weapons only. You must fire all selected weapons during the pass or round of combat. You may change your selection at the beginning of the next pass or round of combat.

When using this rule, remember that you cannot use extended bursts if selecting only MGs (7.1.13), and be sure to apply any jam results on the selected weapons only.

## 10.11] TRANSFERRED FROM THE EASTERN FRONT

Interceptor Ace 1944-45 can be a very difficult game at times. For those of you who want to start your career with an experienced pilot, consider that you have been recently transferred from the Eastern Front to the Western Front in “Defend of the Reich” duties.



**Experience:** Roll 1d6. The result is the total unspent Experience Points your pilot starts with. Your pilot comes with the Expert skill (choose Bf 109 or FW 190 before rolling on the Starting Units and Bases Chart [R1]).

**Victories:** Roll 1d20. The result is the total number of Eastern Front victories of your pilot. If your pilot has 5 or more victories, he is considered an “Ace”.

**Awards:** If your pilot has 0-2 victories, your pilot has no awards. If your pilot has 3-7 victories, he has the EK2. If your pilot has 8 or more victories, he has the EK2 and the EK1.

**Prestige Points:** Your pilot comes with 0 Prestige Points. All have been spent in the transfer!

**Prestige Level:** Your pilot starts with a Prestige Level of 1 if he is not an Ace, and a Prestige Level of 2 if an Ace.

**Victory Points:** Each of your pilot's victories counts as 1 point for victory purposes. Start your victory point count from there.

*Historical Note: As the USAAF's bombing campaign got into high gear during 1944, the Luftwaffe was forced to transfer more and more fighter units back to Germany.*

## [10.12] GERMAN GREEN PILOTS

The presence of more and more American fighters downing the Luftwaffe's best fighter pilots had begun a vicious circle. In order to meet frontline requirements, training time was cut. Shorter training hours meant poorer pilot quality, which in turn increased the likelihood of a pilot being killed in action. The offensive against Axis oil production was also forcing a further cut in training time, making things even worse.

If you want to add an extra level of difficulty (and realism) to the game, when you (or your wingman) start your career as a new Luftwaffe pilot in March 1944 you start as a Green pilot. You are subject to the following limitations:

- You do 1 less random hit (pilot and wingman).
- You may not use any Cuban Eight, Chandelle, Immelmann or Split-S result when using defensive combat cards. Treat each of these results as a Tight Turn or Barrel Roll, player's choice (pilot only).
- You may not purchase any "Advanced Maneuvers" skill (pilot only).
- You apply +1 drm to landing rolls (pilot only).

You become a trained pilot (and you stop being subject to Green pilot penalties) after flying five combat missions or by becoming an Ace (5 kills, see 7.8.8), whatever comes first.

*Historical Note: During WW2, but more so for the Luftwaffe at this time of the war, there was a high probability of being shot down in your first five missions as a fighter pilot. It was widely recognized that experience greatly increased the odds of survival, and after those first five missions, chances of survival increased greatly.*

## [10.13] COMBINING GAMES

Although along these rules there are a lot of hints and tips for combining *Interceptor Ace 1943-44* with *Interceptor Ace 1944-45*, here you have some general rules to continue your career as an Interceptor pilot from March 1943 until May 1945, combining both games:

Your pilot starts the game in March 1943. Follow the rules for Base Assignment of *Interceptor Ace 1943-44*. If you want to change to a new base at any point during the game, you can choose from the combined mix of bases of both *Interceptor Ace 1943-44* and *Interceptor Ace 1944-45*.

If your pilot is an Officer, he starts the game with 1 Experience Point. If your pilot is an NCO, he starts the game with 2 Experience Points. As an optional start, your pilot can be transferred from the Eastern Front (10.11).

Experience Points, Prestige Points, Prestige Level, victories, and awards are carried over from *Interceptor Ace 1943-44* to *Interceptor Ace 1944-45* in March 1944. Keep track from the beginning of the game of victory points achieved following the rules for Determining Victory (5.2) from *Interceptor Ace 1944-45*.

From March 1943 to February 1944, use the sequence of play and charts from *Interceptor Ace 1943-44*. From March 1944 to May 1945, use the sequence of play and charts from *Interceptor Ace 1944-45*. Alternately, you may use and combine charts from both games as you see fit.

If you want to upgrade to an aircraft of *Interceptor Ace 1944-45* that was available chronologically during the time period of *Interceptor Ace 1943-44* (see Aircraft Display Mats for details), but is not included in that game, you may do so.

Use the Fuel Endurance Track Chart [F1] to track fuel for aircraft included in *Interceptor Ace 1943-44*.

Decorations and promotions follow the rules of *Interceptor Ace 1943-44* from March 1943 to February 1944, and the rules of *Interceptor Ace 1944-45* from then on.

Use the following aircraft of *Interceptor Ace 1944-45* instead of the ones included in *Interceptor Ace 1943-44*:

- Bf 109G-6 instead of the Bf 109G-6 20mm.
- Bf 109G-6/U4 instead of the Bf 109G-6 30mm.
- Bf 109G-6/R2 and G-6/R6 instead of the ones included in *Interceptor Ace 1943-44*.
- FW 190A-6 instead of the one included in *Interceptor Ace 1943-44*.
- FW 190A-7 instead of the one included in *Interceptor Ace 1943-44*.
- FW 190A-7/R2 instead of the one included in *Interceptor Ace 1943-44*.

Note that the new versions of these aircraft included in *Interceptor Ace 1944-45* are lacking the MW-50 boost.

In addition, use the following modifications to the aircraft of *Interceptor Ace 1943-44*:

- Bf 109G-1/R6: not Agile.
- Bf 109G-6/R4: not Agile, Speed 19, no MW-50. Consider this subtype as a limited availability aircraft (a "one of a kind"). If you lose this aircraft, you will not get another one during the game. Replace it with a Bf 109G-6/R6.
- FW 190A-7/R6: speed 19 if loaded, speed 20 after firing or jettisoning rockets.
- FW 190A-4 to A-7 (all variants): no MW-50.

Use Variable Enemy Fighter Pilot Quality (10.6) from *Interceptor Ace 1944-45* if using these rules.

For determining victory, use the point system of *Interceptor Ace 1944-45* and apply the following conditions:

DEFEAT: 0-36 points.  
DRAW: 37-70 points.  
MARGINAL VICTORY: 71-140 points.  
SUBSTANTIAL VICTORY: 141-210 points.  
DECISIVE VICTORY: 211+ points.

You may use the optional rules from *Interceptor Ace 1944-45* when flying missions in the time frame of *Interceptor Ace 1943-44*.

## [10.14] OPTIONAL RANKS

Although it is difficult to obtain the highest ranks when flying a standard game of *Interceptor Ace 1944-45*, if players use custom pilots (10.15.4) or combine this game with *Interceptor Ace 1943-44*, there may be cases where you may promote to higher ranks than the available in the standard game. In those cases, use the following rules:

- When flying as an NCO, if you promote from Oberfeldwebel, you promote to Leutnant (Second Lieutenant), starting an officer career.
- A Leutnant is considered the same as an Oberleutnant for all game purposes. A Leutnant promotes to Oberleutnant.
- An Oberstleutnant promotes to Oberst. An Oberst is considered the same as an Oberstleutnant for all game purposes.
- An Oberst promotes to Generalmajor. When promoting to Generalmajor roll 1d6. On a roll of 1-4, you are posted to a Luftwaffe Headquarters as a staff officer and your flying career ends.

## [10.15] GAME MODES

*Interceptor Ace, Volume 2: Last Days of the Luftwaffe, 1944-45*, can be a very long game if completed to the end (up to 96 combat missions), more so if combined with *Interceptor Ace 1943-44* (up to 188 combat

missions). If you want to try the game in different (and shorter) game modes, here you have some suggestions to enjoy a more varied experience.

### [10.15.1] CAREER

This is the “default” mode of the game, as presented in the rules. In career mode you follow the progression of a pilot from March 1944 (or March 1943, if combining the game with *Interceptor Ace 1943-44*) until the end of the war.

### [10.15.2] TOUR OF DUTY

The Tour of Duty (ToD) game mode is very similar to the career mode, but the game is limited to 20 missions, which gives the player an opportunity to taste the game at its full, but without the need of investing all the time needed for a complete career. Note that the 20 missions must actually be flown (they may take from 2 months and a half to several months if you miss sorties for whatever reason: awards, injuries, etc.)

In Tours of Duty, your pilot is limited to a single aircraft family. Although you cannot change to another aircraft family, you may upgrade your aircraft to a newer sub-type. You may not change bases unless stated in the Tour of Duty’s Special Rules. Although the ultimate objective of the Tour of Duty is to survive 20 missions, victory conditions are stated in each ToD so you can check your overall performance.

Here you have some Tours of Duty ready to be flown. Notice that some ToD,s need *Interceptor Ace 1943-44*. With a bit of research, you can make your own Tours of Duty with little effort.

#### The Abbeville Boys

JG 26 “Schlageter” was one of the only two Geschwadern (along with JG 2 “Richthofen”) that were left in France to defend the Channel after the Battle of Britain. This Geschwader became one of the best units of the entire Luftwaffe and soon Allied pilots came to respect it. Any yellow nosed 190 ever seen over France was immediately reported as being flown by the “Abbeville Boys”, as they were soon known by the Americans.

Starting Date: March 1943  
 Aircraft: FW 190A-5  
 Unit: II/JG 26 “Schlageter”  
 Base: Vitry-en-Artois (French Bases)  
 Rank: Oberleutnant  
 Unspent Experience Points: 2  
 Initial Skills: Expert in FW 190.  
 Initial Prestige Level: 2  
 Initial Awards: EK2, EK1  
 Victory Conditions: 12 bomber victories and 8 fighter victories  
 Special Rules: Requires *Interceptor Ace 1943-44*



#### Armored Knights

In the summer of 1944, *Sturmgruppe* units were created to deal with the American heavy bombers. These units were equipped with the heavily armed and armored FW 190A-8/R8 and tactics consisted of attacking the bombers from behind at very close range. Although they enjoyed initial successes in downing bombers, they also suffered heavy losses due to Allied escorts, as the heavy 190 was an easy prey for them.

Starting Date: June 1944  
 Aircraft: FW 190A8/R8  
 Unit: II(Sturm)/JG 300  
 Base: Rheine (Münster Bases)  
 Rank: Oberleutnant  
 Unspent Experience Points: 0  
 Initial Skills: Aim  
 Initial Prestige Level: 3  
 Initial Awards: None  
 Victory Conditions: 15 bomber victories



#### The Escorts

Although the heavily armed and armored FW 190A-8/R8 was the best anti-bomber fighter of the Luftwaffe, it was extremely vulnerable to the ever-present American escorts. New tactics were required, and with the advent of the Bf 109G-10, the fastest of the entire G series, some “special escort” units were formed to protect the 190s. Their mission: to deal with the Allied fighters and allow the 190s to attack the bombers unmolested.

Starting Date: October 1944  
 Aircraft: Bf 109G-10  
 Unit: III/JG 1 “Oesau”  
 Base: Rheine (Münster Bases)  
 Rank: Oberleutnant  
 Unspent Experience Points: 1  
 Initial Skills: S.A.  
 Initial Prestige Level: 2  
 Initial Awards: EK2, EK1, Ehrenpokal  
 Victory Conditions: 24 fighter victories



#### Flying Peas

The most unique fighter to fly combat missions in World War II was, probably, the Me 163 Komet. JG 400, stationed in Brandis A/F to protect the oil production facilities near Leipzig, was the only unit that operated the rocket fighter. Although the performance of the Komet was outstanding, it was extremely difficult to operate and, by war’s end, only 9 confirmed air victories were credited to JG 400, for 14 Komets lost from all causes (mainly accidents).

Starting Date: July 1944  
 Aircraft: Me 163B-1  
 Unit: III/JG 400  
 Base: Brandis (Berlin Bases)  
 Rank: Hauptmann  
 Unspent Experience Points: 2  
 Initial Skills: Aim  
 Initial Prestige Level: 5  
 Initial Awards: EK2, EK1, Ehrenpokal, Operational Flight Clasp (Bronze, Silver)  
 Victory Conditions: 12 bomber victories



#### Knight’s Cross Holders

After being dismissed as General der Jagdflieger for criticizing Herman Göring and the Luftwaffe policies, Gen. Adolf Galland formed a new fighter unit equipped with Me 262s: Jagdverband 44. Experten from all units among the Luftwaffe joined JV 44, which soon was known as the Experten’s Squadron. Some of the best pilots (already aces with hundreds of victories) of the Luftwaffe also became Jet aces with JV 44, like Heinrich Bär, Johannes Steinhoff, or Adolf Galland himself.

Starting Date: January 1945  
 Aircraft: Me 262A-1a  
 Unit: JV 44  
 Base: Brandenburg-Briest (Berlin Bases)  
 Rank: Major  
 Unspent Experience Points: 3  
 Initial Skills: Sixth Sense, Reflexes, Precision  
 Initial Prestige Level: 7  
 Initial Awards: EK2, EK1, Ehrenpokal, Operational Flight Clasp (Bronze, Silver, Gold), German Cross in Gold, KC  
 Victory Conditions: 24 bomber victories  
 Special Rules: May upgrade to the Me 262A-1b in March 1945. Assume the war goes on when you reach the end of May 1945, and continue flying missions until your ToD is completed. Use the March-May 45 box of the Raid Chart [A1] and the Aircraft Target and Allied Fighter Attack Chart [A3] to determine mission targets and objectives.



### [10.15.3] HISTORICAL MISSIONS

Historical Missions are designed to familiarize players with the basic routines of *Interceptor Ace, Volume 2: Last Days of the Luftwaffe, 1944-45* within a historical context that provides flavor and instant action, but without the burden of keeping all the records of a career.

In Historical Missions you fly just one pre-set mission in which all conditions are historically based. Just jump into your cockpit and fly fast and high. As Tours of Duty, you can easily create your own historical missions with a little research.

#### Defend Oranienburg A/F

On April 10, 1945, a force of 1300 heavy bombers targeted airfields thought to be jet bases. Approximately fifty Me 262s rose to intercept the bombers. Using tactics that involved an attack by one or two aircraft, mostly aimed at stragglers or outer elements of the formation, the jets had their most successful day against the Eighth Air Force's heavies. But this was not without cost to the Luftwaffe: twenty Me 262s were claimed as destroyed on this day.

Date: April 10, 1945  
Aircraft: Me 262A-1b  
Unit: JV 44

Base: Brandenburg-Briest (Berlin Bases).

Raid Target: Oranienburg A/F (Berlin Zone).

Enemy: B-17G formation with P-51D escort.

Special Rules: No F/B Attacks on Take Off box. First encounter is a straggler in the Berlin endurance box. No R4M attacks may be made against the straggler. If the bomber is shot down, you intercept the main bomber formation in the same endurance box Head on.

#### Intercept Raid on Schweinfurt

On August 17, 1943, the 8<sup>th</sup> Air Force targeted the ball bearings plant of Schweinfurt, which accounted for more than fifty percent of Germany's production. This mission was aimed at seriously hamper the German industrial effort and prove that the heavily armed B-17s could survive without escorts. During the mission, the B-17s ran a gauntlet of enemy fighters, exacting a heavy toll. At the end of the day the 8<sup>th</sup> Air Force had lost 60 B-17s and 600 crewmen, and the Luftwaffe proved itself it was a force not to be underestimated.

Date: August 17, 1943  
Aircraft: Bf 109G-6/R6  
Unit: II/JG 27

Base: Wiesbaden (Frankfurt Bases).

Raid Target: Schweinfurt Ball Bearings Plant (Frankfurt Zone).

Enemy: B-17F formation. No escorts.

Special Rules: After running out of ammo, you can land at your home airfield, rearm and refuel, and intercept the bomber formation on its way home to England if your aircraft has 3 systems hit or less. For the second mission, consider your aircraft has been repaired, the bomber formation is in the Munich endurance box, and that any advantaged or out of the sun interception result on the Interception Chart [B1] is a straggler.

#### First Raid on Berlin

On March 6, 1944, the 8<sup>th</sup> Air Force launched its first successful large-scale mission to Berlin. A contingent of 730 B-17s and B-24s attacked Berlin's industrial areas. Over 800 fighters accompanied the bombers. In the ensuing aerial battles, the 8<sup>th</sup> Air Force lost 69 bombers and 11 fighters; the Luftwaffe lost 81 aircraft. The battle for air supremacy was costly for the 8<sup>th</sup>, but when Herman Göring saw fighter escorts over Berlin, he knew war's end was only a matter of time.

Date: March 6, 1944  
Aircraft: FW 190A-8/R6  
Unit: II/JG 1

Base: Rheine (Münster Bases).

Raid Target: Erkner Ball Bearings Plant in Berlin (Berlin Zone).

Enemy: Roll on chart [A3] normally. Escorts are P-51Bs or P-38Js (discard any P-47D result on chart [A3] when rolling for escorts).

Special Rules: Don't roll on chart [A3] for F/B attacks and fighter sweeps. The first interception result is Head on.

#### Scramble from Parchim

In early February, 1945, the veteran I/JG 1 was ordered to turn over their FW 190s to II Gruppe and proceed to Parchim for conversion to the He 162A-2. After nine weeks at Parchim, training was nearly complete, but lack of fuel and spare parts forced I/JG 1 to sit immobile until they were forced to surrender on May 8, 1945. In this hypothetical mission, you are preparing for take-off from Parchim to complete your training when a squadron of P-47s makes a surprise attack on your airfield.

Date: April 15, 1945  
Aircraft: He 162A-2  
Unit: I/JG 1

Base: Parchim (Berlin Bases).

Raid Target: Parchim A/F (Berlin Zone).

Enemy: P-47D fighter-bombers.

Special Rules: You start combat Disadvantaged against P-47D fighter-bombers on the Take Off box. After combat, move to the next endurance box and roll on the Interception Chart [B1] to determine the starting orientation against P-47Ds. Disregard any "Raid not located" or "Spitfire encounter" result. Roll 1d6. On a result of 1-2, consider the intercepted P-47D is loaded and apply a -1 drm to his Initiative roll. After combat is over in the Berlin endurance box, land at your home airfield, applying a +1 drm on the Landing Chart [B7] for damage on the runway.

### [10.15.4] CUSTOM PILOTS

As an optional rule, you may create a pilot so you can fly historical missions and tours of duty. Disregard any information given in ToDs and historical missions about rank, experience, skills, or prestige. Your pilot starts with 0 points, no experience, skills, awards or prestige, and with the lowest rank (either officer or NCO). Keep track of his experience, prestige, skills, rank, kills, points, and awards. You may use this pilot in different missions and ToDs retaining his gained combat experience. If you want, once your pilot has gained enough experience, you may use him in a career. You may use Optional Ranks (10.14).

### [10.16] OPERATION BODENPLATTE

To add more realism, a deeper historical flavor, and an added difficulty to the game, the first mission in January 1945 is not rolled on the Raid Chart [A1]. Instead, this mission is considered automatically a strike mission as part of Operation Bodenplatte.

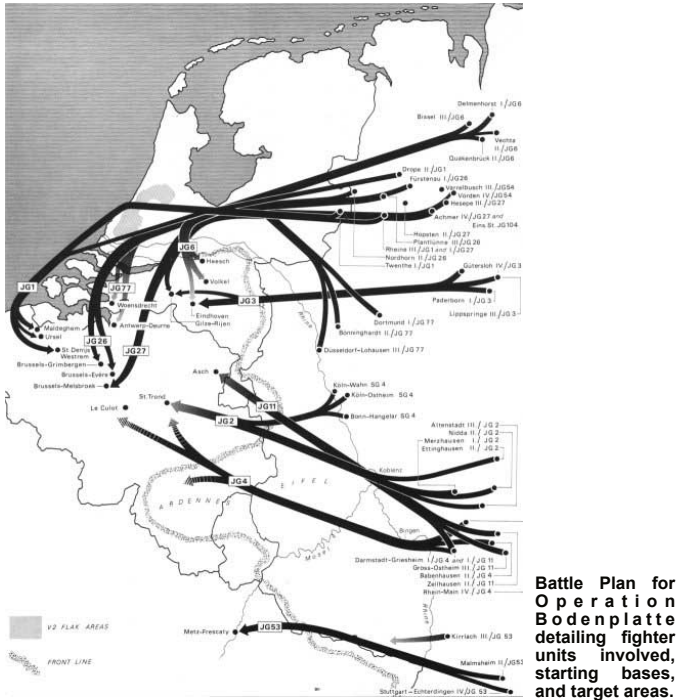
If you are flying a Bf 109 (any type, not based in Munich Bases), a FW 190 (any type), or an Me 262, your unit has been chosen to take part in Operation Bodenplatte. If you are still flying a Bf 110, an Me 410, or a Ju 88, besides being a very brave (and lucky) pilot, you are also a participant of the operation (although these types didn't participate in the mission historically, as they were already withdrawn from daylight combat operations by this date).



A Bf 109G loaded with a 250 kg bomb warms up its engine before a strike mission.

Use the Operation Bodenplatte fuel endurance track of the Fuel Endurance Track Chart [F1] to run the operation.

Move your aircraft from the Hangar Box to the Takeoff Endurance Box that corresponds to your Base Zone. In this mission you are not subject to Allied fighter-bombers attacks nor Allied fighter sweeps, so you don't need to roll on the Aircraft Target and Allied Fighter Attack Chart [A3]. Move from the Takeoff Endurance Box to the Ruhr Zone Endurance box. In the Ruhr Endurance Box, you may be attacked by friendly Flak fire (as denoted by the Flak symbol). Roll 1d6 and subtract 3. This will be the number of random hits your aircraft have taken from friendly Flak (from 0 to 3, maximum). Check damage on the Fighter Damage Chart [B6].



*Historical Note:* By the late Summer of 1944, the Luftwaffe seemed impotent in stopping the USAAF heavy bomber formations. Although it could occasionally inflict heavy casualties on the Allies, lack of experienced crews and fuel hampered Luftwaffe operations. Adolf Galland, General Inspector of Fighters, decided to conserve his forces to launch an operation codenamed “The Big Blow”. He thought that if he could send 1,500-2,000 fighters against the USAAF bomber raids, they could destroy 500 bombers and stop cold the American bomber offensive. But Hitler had other plans. On 16 December 1944 he launched Operation Wacht Am Rhein, the surprise attack of the Wehrmacht through the Ardennes forest. To support the operation, the Luftwaffe single-engine fighter units, so carefully conserved by Galland, were ordered to bomb all Allied fighter bases in the Low Countries to gain air superiority during the operation. But due to bad weather, Operation Bodenplatte, as it was known, could not be launched until 1 January 1945. The operation achieved total surprise, so much so that many German pilots were shot down by friendly Flak. In some airfields many Allied aircraft were destroyed on the ground, but there was Allied reaction, and Spitfires, Mustangs and Thunderbolts managed to get into action and destroy about 100 of the attackers. In the end, the Luftwaffe lost 143 pilots killed or missing, 70 were captured and 21 wounded, including 3 Geschwaderkommodore, 5 Gruppenkommandeure, and 14 Staffelfkapitane, all experienced leaders whose loss was irreplaceable. As Galland feared, Operation Bodenplatte resulted in a short-term success but a long-term failure, leaving the Luftwaffe unable to mount an effective defense of Germany.

**[10.17] AIRCRAFT LOSS PENALTY**

Each time you lose your aircraft (aircraft written off due to damage, bail out, crash landing, etc.), you lose 1 victory point (VP).

Move your aircraft to the Dutch A/F Objective Area Endurance Box. Roll again for friendly Flak fire (as it has the Flak symbol). Add a +1 drm to the Flak attack roll if you have taken an FuG25 IFF hit. After the friendly Flak attack, your bombing run starts, as denoted by the bomb symbol.

Your aircraft is loaded with a 250kg bomb. Roll 1d20 and check the Bombing Results Chart [R9] to determine the damage done to the airfield.

**[11.0] AIRCRAFT OF INTERCEPTOR ACE 1944-45**

**Bombing Results Chart R9**

Roll	Result	Points awarded
1-5	<b>Miss:</b> your bomb scatters.	0
6-15	<b>Hit:</b> one Allied aircraft damaged on the ground and minor damage to A/F installations.	1
16-19	<b>Direct:</b> one Allied aircraft destroyed on the ground and moderate damage to A/F installations.	2
20+	<b>Vital:</b> two Allied aircraft destroyed on the ground and severe damage to A/F installations.	3

**[11.1] Bf 109**

**[11.1.1] Bf 109G-6**

While the German Luftwaffe operated many different aircraft during World War II, none were more prominent than the Messerschmitt Bf 109 fighter. A technological marvel when it first flew in 1935, the Bf 109 served on all fronts through the entire war and was produced in great quantity even as it was becoming increasingly obsolescent relative to Allied fighters.

Add a +2 drm if making a strafe attack simultaneously by spending 1 ammo point of ALL forward weapons when releasing the bomb.

A direct follow-on to the Bf 109F series, the “Gustav”, as it came to be known the G series, was fitted with the powerful DB 605A engine, rated at 1,475 hp, and initial deliveries began in early 1942. By this time, the Bf 109 was clearly past its prime, but the Luftwaffe had lagged in introducing new fighters, and there were never enough FW 190s to go around, while development of advanced jet fighters was delayed for technical and bureaucratic reasons. Uprating the Bf 109 helped plug the gap for a while.

After the bomb run, you encounter Allied fighters taking off. You start a fighter encounter Advantaged. Roll 1d10. On a result of 1-2, the Allied fighter is a Spitfire IX. On a result of 3-4, the Allied fighter is a Spitfire XIV. On a result of 5-7, the Allied fighter is a P-47D. On a result of 8-0, the Allied fighter is a P-51D. After the first fighter encounter, you keep encountering Allied fighters of the same type in the Dutch A/F Objective Area Endurance Box until you successfully escape (7.1.10) using the Escape Chart [R4]. Additional encounters are always head on.

The G series, which could accept a variety of field kits from the beginning, became the true workhorse of the Luftwaffe’s Day Fighter Units, and with over 10,000 units being produced, it was the most produced series of the Bf 109 family, being the G-6 the most produced version of the G series. Production of the G-6 started in early 1943, and although improved types were introduced, there were G-6s still flying at the end of the war. Due to its long operational life, the G-6 were built in several sub-versions and modifications, with different armament configurations and engines.

*Note: Disengaging only ends combat with the actual Allied fighter. Disengaging does not prevent further encounters with Allied fighters in the Dutch A/F Objective Area Endurance Box until you successfully escape using the Escape Chart [R4].*

Once you have successfully escaped from Allied fighters, you may land at your airfield (no further friendly Flak attacks).



A Bf 109G-6 taking off. The bulges of the MG 131s on the cowling and of the enlarged tyres on the upper wings are clearly seen in this machine, earning the G-6 the name “The Bump” by its pilots.

If you are forced to emergency land or parachute in the Dutch A/F Objective Area Endurance Box, you are considered captured. The war is over for you and you enjoy the comforts of Allied installations until released in May 45.

The basic Bf 109G-6 was equipped with the DB 605A engine, one 20mm MG 151 cannon firing through the propeller hub, and a pair of 13mm MG 131 machine guns, replacing the 7,92mm MG 17 machine guns of earlier types. This required the installation of two bulges on the upper cowling to cover the MG 131 breeches. From the G-3 variant on, the Bf 109 also equipped larger main wheels, with a bulge added to the top of the wings to accommodate the increased tires. This resulted in the aircraft dubbed “The Bump” by its pilots.

The Bf 109G-6 of *Interceptor Ace 1944-45* differ slightly from the one of *Interceptor Ace 1943-44*. Initially, the Bf 109G-6 had no MW-50 installation. This updated version depicts the MW50-lacking G-6.

Available from the start.

### [11.1.2] Bf 109G-6/R2



Pulk-zerstörer version of the G-6. Equipped with a pair of Wfr.Gr. 21 rockets under the wings, they were used to break up the tight formations of American heavy bombers. The launching tubes caused a lot of drag and aircraft so equipped were easy preys for escort fighters until jettisoned.

Available from the start.

### [11.1.3] Bf 109G-6/R6

The gunboat version of the G-6 mounted an extra pair of 20mm MG 151 cannons in underwing gondolas to deal with the American heavy bombers. This substantially increased the punch of the 109, but at the cost of speed and maneuverability.



Although still a capable aircraft, the Bf 109G-6/R6 is NOT considered Agile in game terms and its speed is reduced to 19.

Available from the start.

### [11.1.4] Bf 109G-6/U2

This high-altitude variant of the G-6, very similar to the pressurized G-5, was equipped with the GM-1 boost system, that allowed an increase in horsepower at altitude. This variant was used by special high-altitude Staffeln, although it was replaced by the Bf 109G-6/AS when it became available.

Available from the start.

### [11.1.5] Bf 109G-6/U4

From the beginning, the Bf 109G-6 was cleared for use the MK 108 30mm cannon firing through the propeller hub, but its installation was used very sporadically as supplies permitted.

If lost, substitute with a standard G-6. You may upgrade again to the /U4 if desired.

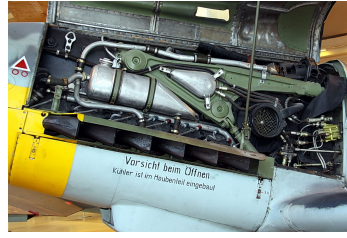
Available from the start.

### [11.1.6] Bf 109G-6/AS

In an attempt to get more power at altitude, Daimler Benz engineers coupled the enlarged supercharger of the DB 603 engine with the DB 605A engine, resulting in the new DB 605AS. This version used more streamlined bulges to cover the supercharger and the MG 131 breeches, which became standard in later Bf 109 models. As the Bf 109G-6/U2, this version was used by special high-altitude Staffeln.

Available from the start.

### [11.1.7] Bf 109G-6/U3



In early 1944, existing Bf 109G-6s began receiving the DB 605AM engine. This powerplant was essentially a standard DB 605A engine that could use the MW-50 system, which allowed increased boost pressure and better cooling, and offered increased performance below 20,000 ft. The MW-50 became standard in later variants.

The Bf 109G-6/U3, like the standard G-6, could use different field kits, such as the /R2 and the /R6. /U3 variants were relatively rare.

If any /U3 variant is lost, substitute with the corresponding standard G-6 variant. You may try to upgrade again to the desired /U3 variant if desired by spending Prestige Points.

Available from April 1944.

### [11.1.8] Bf 109G-6 (late)

Due to its long operational life, the G-6 saw a number of modifications along its career. The late series of the G-6 standardized the DB 605AM engine with the MW-50 system, along with the Erla Haube clear canopy, which gave pilots a better field of view, a tall wooden tail, and the FuG 16ZY radio. This version served as the base of the later G-14 series.

Available from May 1944.

### [11.1.9] Bf 109G-14

In an attempt to rationalize Bf 109 production and standardize all variants and modifications made to the G-6, the Bf 109G-14 was produced. It was very similar to the late G-6 series and it was equipped with the DB 605AM engine with MW-50 boost, offering 1,800 hp at take-off, cowl-mounted 13mm MG 131 machine guns, engine-mounted 20mm MG 151 cannon, Erla Haube clear canopy, FuG 16ZY radio, and the tall wooden tail, among other minor changes. Although inferior in performance to the later G-10 and K-4 models, the G-14 was used until the end of the war.

As the G-6, the G-14 could be fitted with the /R2 and /R6 field kits and could mount the DB 605ASM engine and the MK 108 cannon in the /AS and /U4 variants, respectively. The /U4 conversion was rare. If lost, substitute with a standard G-14. You may upgrade again to the /U4 if desired by spending Prestige Points.

Available from July 1944.

### [11.1.10] Bf 109G-10

Although not numerically next, the G-10 was produced after the G-14, incorporating many of its features. It was equipped with the powerful DB 605D engine, which could provide 2,000 hp at take-off, and used the streamlined cowling bulges of the Bf 109G-6/AS and G-14/AS. As a result, the G-10 was the fastest version of the entire G series. It could mount the MG 151 or the MK 108 nose cannon.

At this time of the war, the Bf 109G-10 was primarily used against Allied fighters, serving as escort of the heavily armed and armored, but vulnerable, FW 190 “Sturmbock” variant, which was the main asset against the American heavy bombers.

Available from October 1944.



A Bf 109G-10 with streamlined cowling bulges.  
Courtesy of the National Museum of the United States Air Force.

**[11.1.11] Bf 109K-4**

The K-4 was another attempt to streamline Bf 109 production. It incorporated all the refinements of the G-14 and G-10 into one model and standardized the DB 605D engine and the MK 108 cannon firing through the propeller hub. It introduced, at last, fully retractable tailwheel and main wheels well covers, which made the K-4 the fastest of the entire Bf 109 family, with a top speed of 452 mph at altitude. The Bf 109, which represented as no other the rise and decline of the Luftwaffe, was one of the very few aircraft that soldiered on during the entire war, from the very beginning to the last end, and although outclassed by newer fighter types, it was still a capable machine when the war ended. A truly remarkable design.

Available from October 1944.

**[11.2] FW 190 (and Ta 152H)**

**[11.2.1] FW 190A-6**

The Focke-Wulf FW 190 was known as one of the best fighters during the Second World War. Created and developed under supervision of Prof. Kurt Tank, the FW 190A, dubbed “*Würger*” (Shrike), was a tidy, muscular, sturdy, and aggressive-looking aircraft that set new standards that the contenders had to rise to from its introduction in 1941. Produced in a run of more than 20,000 copies of all versions, the FW 190 was an important factor determining the power and efficiency of the Luftwaffe.

Although introduced in 1941 as an air superiority aircraft, the FW 190A served through several versions and variants, not only in air-to-air combat, but also as a fighter-bomber and a close-support aircraft. As with many aircraft that evolve through long series of variants, the FW 190 suffered an undesired weight escalation due to the use of increased equipment and weapons. A new strengthened wing, capable of accepting a variety of field kits, was designed. The new FW 190A-6, which featured this new wing, went into production in June 1943, and standardized four wing-mounted 20mm MG 151 cannons, replacing the outer MG-FF cannons of earlier versions, while retaining the pair of cowl-mounted MG 17s.

The FW 190A-6 could accept a variety of Rüstsätze (field kits). The /R6, one of the most common in the Western Front, was the Pulk-Zerstörer version of the A-6, equipped with a pair of Wfr.Gr. 21 rockets under the wings.

Available from the start.

**[11.2.2] FW 190A-7**

In November 1943, the FW 190A-7 was put into production. Essentially an A-6, its main improvement was the installation of a pair of cowl-mounted 13mm MG 131 machine guns in place of the earlier 7.92mm MG-17s to increase its already formidable firepower, which needed a new bulged fuselage panel in front of the windscreen. A new gunsight was also provided, the Revi 16B.

Only 80 machines of the A-7 variant were produced, mostly of them being /R2 conversions mounting a pair of MK 108 30mm cannons replacing the outer MG 151 20mm cannons in the wings, making it a deadly bomber killer.

Available from the start.

**[11.2.3] FW 190A-8**



The most heavily produced variant of the entire FW 190 family was the A-8. From the A-4 variant on, the BMW 801D-2 engine could accept the MW-50 boost system. Nevertheless, this system was seldom used, and never was a standard equipment. The A-8 was the

first version that finally standardized the MW-50, which necessitated the installation of an additional tank behind the pilot’s seat to hold the MW-50 mixture, although in some cases it could be used as an additional fuel tank for extended range. The A-8 also standardized the armament of the A-7 variant, which consisted of a pair of cowl-mounted MG 131 13mm machine guns, and four MG 151 20mm cannons in the wings. The FW 190A-8 was also equipped with the ETC 501 bomb rack and could accept a wide variety of field kits from the beginning.

To cope with the increasing threat of American heavy bombers, a number of specific field kits were developed for this task. The most interesting were:

**FW 190A-8/R2:** The outboard MG 151 20mm cannons were replaced by a pair of 30mm MK 108 cannons to increase the punch of the FW 190 against the American “heavies”, in the same fashion as the A-7/R2.

**FW 190A-8/R6:** Pulk-zerstörer version of the A-8, with a pair of Wfr.Gr. 21 rockets mounted under the wings.



**FW 190A-8/R7:** Armored version of the A-8 with better protection from bomber defensive fire. It featured increased engine armor, armored cockpit and armored windscreen and canopy.

**FW 190A-8/R8:** A combination of the /R2 and /R7 field kits. Known as the “*Sturmbock*”, this variant was an excellent bomber killer, but due to its increased weight it was very vulnerable to Allied escorts, so special Bf 109s had to escort these heavily equipped FW 190s in turn.

/R7 and /R8 variants add a +1 drm when rolling for crew injury, resulting in pilot injury on a roll of 2-6, and “no effect” on a roll of 7-12.

Available from the start.

**[11.2.4] FW 190D-9 Langnassen Dora**

Although the BMW 801D-2 was a very powerful engine, its performance at altitude was lacking, making the FW 190A a poor high-altitude fighter. In an attempt to solve this problem, Kurt Tank explored several solutions. One of them was the use of an inline engine, the Junkers Jumo 213A, which provided enough power at altitude in a slightly modified FW 190 airframe to make the 190 a better high-altitude aircraft. Installation of the Jumo engine required a rear fuselage extension to compensate for the new long nose, which was stretched to fit the new powerplant. Armament was reduced to the cowl-mounted MG 131s and a pair of MG 151s in the wing roots. The new aircraft was known as the Dora-9 or “*Langnassen*” (long-nosed) Dora. Production began in late June 1944 and the new Dora-9 began arriving at front-line units in early September.

The first deliveries of the FW 190D-9 lacked the MW-50 installation, but from November 1944, the MW-50 boost became standard, along with a bulged canopy for better visibility. Although considered by Kurt Tank just



an interim solution until the Ta 152 was ready, the Dora-9 actually became one of the best mass-produced aircraft of the war, proving to be an extremely dangerous opponent for the North American P-51D and the late models of the Spitfire.

Although the Dora had an inline engine, the annular radiator was protected by an armored ring, as in the A series. The FW 190D-9 ignores the first engine hit it takes. Place a damaged marker on the “Engine Armor” status box to indicate it has “absorbed” that first engine damage.

Available from September 1944 (initial series) and from November 1944 (late series).

### [11.2.5] Ta 152H-1



The Ta 152H-1 (name given after Kurt Tank in recognition to his contribution to the German war effort) was the ultimate high-altitude interceptor devised by Tank for the Focke-Wulf company. It

featured the Jumo 213E engine, long span wings, MW-50 and GM-1 boost systems, and an armament consisting of one 30mm MK 108 cannon firing through the propeller hub and a pair of 20mm MG 151 cannons in the wing roots. It was among the fastest piston-engine aircraft of WW2 (permission given to the Do 335) and its performance at altitude was excellent.

As it was the case with many late-war German planes, the Ta 152H-1 was an example of “too little, too late”, and although a superb aircraft, Germany could no longer put it into the air because of lack of fuel and trained pilots.

In the same fashion as in the Dora, the annular radiator of Ta 152H-1 was protected by an armored ring. The Ta 152H-1 ignores the first engine hit it takes. Place a damaged marker on the “Engine Armor” status box to indicate it has “absorbed” that first engine damage.

Consider the Ta 152H-1 as part of the FW 190 family.

Available from January 1945.

### [11.3] Bf 110G-2/R3 Zerströrer

If there were two aircraft that epitomized the power of the Luftwaffe during the early campaigns of WW2, those were the Junkers Ju 87 “Stuka” and the Bf 110 “Zerströrer”.

The Bf 110 was the answer to the concept of Kampfzerströrer (Battle-Destroyer), which caught the imagination of Herman Göring, who issued the specifications of a fighter capable of penetrating deep into enemy territory; escorting bomber formations; intercepting enemy bombers; and carrying out bombing and strike missions. Although the 110 was used with success in Poland, Norway, and France, in the Battle of Britain it showed its weaknesses and suffered high casualties due to its lack of maneuverability against the agile British single-engine fighters. The planned substitute of the 110, the Me 210, proved to be a failure, so the Bf 110 continued in production with the G model, powered by a pair of 1,475 hp Daimler-Benz DB 605B engines.

The G model, due to its increased power, was very versatile and was successfully used as a night fighter, fighter-bomber, and interceptor. The G-2/R3 version substituted the original four 7.9mm MG 17 machine guns with two 30mm MK 108 cannons, and the two MG FFs with a pair of 20mm MG-151 cannons. When equipped with the Wfr.Gr. 21 rockets, it proved to be an excellent bomber killer when it met the heavy bomber formations without escort, but it was no match against the American fighters, which soon swept the Bf 110 units from the sky. By the end of Autumn of 1944, all daylight Bf 110 units had converted to single-engine fighters. Thus, ended the checkered career of one of the most enigmatic fighters of World War II.



The Bf 110G-2/R3 equipped with Wfr.Gr. 21 rockets can fire twice from the Wfr.Gr.21 range box.

Available from the start.

### [11.4] Me 410A-1/U2

The Me 410A “Hornisse” (Hornet) was a development of the flawed Me 210, the intended (and failed) replacement of the Bf 110. Powered by a pair of powerful DB 603 engines rated at 1,750 hp, it could reach 388 mph and carry a heavy payload, as well as numerous weapon configurations, being the /U2 variant, equipped with two extra 20mm MG-151 cannons, the preferred by its crews.



Although the Me 410 met success against unescorted bombers in 1943, it was no match in dogfights against the ever-present Allied fighters, and in early 1944, Me 410 units (ZG 26 and ZG76) were nearly destroyed by swarms of P-51s and P-47s flying ahead of the bomber formations. From mid-1944, Me 410 units were taken from Defense of the Reich duties, flying in reconnaissance missions only.

Available from the start.

### [11.5] Ju 88C-6a



Introduced in early 1942, the Ju 88C-6a was the daylight heavy-fighter variant of the Ju 88A-4 bomber. It featured a pair of 1,400 hp Junkers Jumo 211J engines, and a typical armament consisting of three 7.9mm MG-17 machine guns, and three 20mm MG-FF/M cannons, one mounted in the nose and two in the ventral gondola.

While used with success on the Eastern Front and in the anti-shipping and night-fighter roles, the Ju 88C-6a proved to be very vulnerable to American escorts.

The Ju 88C-6a cannot make attacks from approach track 1 or make vertical climb or vertical dive attacks against bombers if using the advanced combat rules against bombers (10.7). It may not use advanced maneuvers (10.8).

Available from the start.

### [11.6] Do 335A-1 Pfeil

The Dornier Do 335 “Pfeil” (Arrow) was a twin-engined heavy fighter built by the Dornier company. Due to its unique push-pull configuration, which offered a lower drag compared to other twin-engined fighters, the Pfeil’s performance was outstanding, reaching 474 mph at altitude, making it one of the fastest piston-engined aircraft of WW2.

The Do 335A was powered by two DB 603E engines and its armament consisted of one MK 103 30mm cannon with 70 rounds firing through the propeller hub, and two cowl-mounted MG 151 20mm cannons with 200 rounds per gun. Had it gone into production earlier, the Pfeil could have been a serious threat to the American bombers, but only a handful of fighters had been completed by the war’s end.

When a Do 335 takes damage to the “port engine” this actually is applied to the forward engine. Any damage to the “starboard engine” is applied to the rear engine.



If you choose to fly the Do-335A with EGR 335 starting in 9/44, you may fly only four missions per month due to the small number of prototypes available.

Available from January 1945.

### [11.7] Me 262A-1 Schwalbe

The first operational jet fighter to see combat in the world, the Me 262A, known as the “*Schwalbe*” (Swallow), was truly a wonder weapon and an aircraft that could have changed the course of the Air War over Europe. But, as it was the case with many other German late-war projects, delays in production (Hitler wanted it to be a fast bomber!) caused it to enter the war too late and in very few numbers to make an impact.



It featured two Junkers Jumo 004B axial-flow turbojet engines, all-round vision canopy, tricycle landing gear, swept wings, and four MK 108 30mm cannons mounted in the nose. It had a top speed of 540 mph, 100 mph faster than the P-51D Mustang, making it almost immune to escort fighters, but it was extremely vulnerable when taking off or landing,

something that Allied fighter pilots quickly found out. Many Me 262 were shot down when attacked by marauding American fighter-bombers.

During the last months of the war, Adolf Galland formed a squadron of experts, Jagdverband 44 (JV 44), which ultimately achieved a number of victories against American bombers. Many of these kills were achieved with the new R4M 55-millimeter folding-fin air-to-air rockets. An Me 262A could carry a total of 24 such weapons on wooden racks, one under each wing, and if fired into a bomber formation, the rockets could have a devastating effect on anything they hit. Me 262s configured to carry the R4Ms were given the designation Me 262A-1b (in some sources, this designation is given to Me 262 prototypes with BMW 003 jet engines).

Although it didn’t change the course of the war, the revolutionary design of the Me 262 served as the base for many post-war jet aircraft, including the famous F-86 *Sabre* and the MiG-15 *Fagot*, that saw combat over the skies of Korea.

The Me 262A-1 is subject to Rocket and Jet Fighter Operations (7.11). Due to the small number of aircraft available during the first months of operations, if you fly the Me 262 from July 1944 to September 1944, you may only fly four missions per month. You may fly eight missions per month normally from October 1944.

Available from July 1944.

### [11.8] He 162A-2 Volksjäger

The Heinkel He 162A-2 “*Volksjäger*” (People’s Fighter), also known as *Salamander*, was a single-engine jet fighter fielded by the Luftwaffe in World War Two as the answer to two considerable problems the Luftwaffe faced in 1944: the need of a fast interceptor that could be easily produced, and the need of more fighter pilots.

The He 162A went from the drawing board to the air in just 90 days. To answer the first problem of the requirement, the Heinkel team chose the BMW 003 jet engine, that offered a lower thrust than the Junkers Jumo 004B, but was not currently in demand, and made the aircraft mostly of non-strategic materials, such as wood. In addition, its small airframe could be assembled by non-skilled labor, making it very easy to produce. To answer the second problem, the Heinkel plane was designed to be very easy to fly, so even glider or student pilots could be able to fly the *Volksjäger* in combat. This would rise the number of available pilots considerably.



Originally equipped with two MK 108 30mm cannons (A-1 version), the recoil and vibrations of these arms proved to be too much for the light He 162, so two 20mm MG 151 cannons were

were installed in their place (final A-2 version).

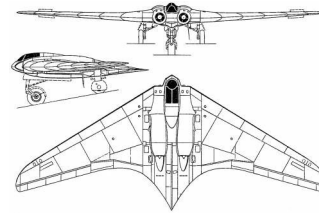
In January 1945, Erprobungskommando 162 was formed to evaluate the new *Volksjäger*, and in February, I/JG 1 began receiving the new jet fighter. This unit was able to fly some combat missions with this aircraft during the last months of the war, achieving some victories.

The He 162A-2 is subject to Rocket and Jet Fighter Operations (7.11).

Due to its small size, bombers apply a -1 random hit at long range when firing at the He 162A-2.

Available from January 1945.

### [11.9] Go 229A-0



In 1943, Reichsmarschall Hermann Göring issued a request for design proposals to produce a bomber that was capable of carrying a 1,000 kilograms (2,200 lb) load over 1,000 kilometers (620 mi) at 1,000 kilometers per hour (620 mph); the so-called “3×1000 project”.

The Horten brothers concluded that the only solution to achieve these requirements was a flying wing powered by jet engines. After adding two 30mm cannons to the aircraft, making it a fighter-bomber, the first prototype took off from Oranienburg on 2 February 1945. Its pilot reported that the plane had very good handling characteristics. In another test flight, the Go 229 simulated a dogfight against an Me 262, outperforming the Messerschmitt aircraft.

When the war ended, only one prototype, serving as the base for the future Go 229A-0, had been built. If your Go 229A-0 is lost, substitute with a He 162A-2. You may try to upgrade again to the Go 229A-0 if desired by spending Prestige Points.

The Go 229A-0 is subject to Rocket and Jet Fighter Operations (7.11).

Available from April 1945.

### [11.10] ME 163B-1

The tiny Messerschmitt Me 163B-1 “*Komet*” was the first (and only) operational rocket fighter that saw service in the world and had some characteristics that made it unique and radical.

The Me 163B had a top speed of 596mph and a climb rate of 16,000 ft/min, which made it practically immune to escort fighters. But, on the other side, it had an extremely short range. The *Komet* had fuel for eight minutes of powered flight only, which limited in a great deal its combat value. In addition, its two propellants (C-Stoff and T-Stoff) were extremely dangerous and, if mixed outside the engine, they could cause a fatal explosion.



In service, the Me 163B-1 was difficult to use against bombers. When a raid was detected, *Komet* pilots took off and climbed to height using the phenomenal thrust of its rocket engine. Then they made one or two passes against the heavy bombers, but because of its tremendous speed, the closing speed to the target was so high that pilots only had a very small amount of time to aim and fire their guns, thus requiring excellent marksmanship. After that, fuel was out, and the pilot had to glide to his home base using the excellent gliding characteristics of the aircraft. Landing had to be extremely careful, as any rough landing would cause a fatal explosion if the remaining gases of the propellants were mixed. Being a *Komet* pilot was overly exciting.

Allied fighter formations countered the Komet in several ways; its short endurance was soon noted, and once in a glide, the Komet was highly vulnerable to any escort fighter. Brandis was quickly identified as JG 400's home airfield and strafing attacks curtailed operations.

### [11.10.1] Flying the Me 163B-1

The Me 163B-1 is subject to Rocket and Jet Fighter Operations (7.11), but due to its maneuverability, the Me 163B-1 does not lose one position after combat and before rolling for initiative. It is subject to Allied F/B attacks, nonetheless.

The Me 163B-1 has a fuel limit of 1 endurance box.

Due to its small size, bombers apply a -1 random hit at long range when firing at the Komet.

The Me 163B-1 pilot may choose to make a second pass against bombers without having to begin combat against escorts after his first pass.

The Me 163B-1 has the following combat limits:

- 2 passes against bombers or,
- 1 pass against bombers and 3 rounds of combat against fighters or,
- 6 rounds of combat against fighters.

After reaching its combat limit, the Komet is out of fuel and must disengage. Out of fuel disengagement succeeds on a 1d6 1-4, and fails on a 5-6 (this is an exception to rocket fighter disengagement in [7.3]).

Once the Komet has reached its endurance limit, reduce its speed by 2 after each round of combat. When reaching a speed of 16, the Komet no longer reduces its speed.

When landing, always apply +1 emergency landing and +1 engine out landing modifiers.

If the landing skid is damaged, apply a +2 modifier when landing.

If the fuel tank is hit, apply a +2 modifier when landing.

If using the advanced combat rules against bombers (10.7), the Me 163B may choose either to start the encounter at High altitude or make a vertical dive attack, regardless of encounter type.

Available from July 1944.

## [12.0] DESIGNERS NOTES

After playing many games of *Interceptor Ace 1943-44*, I had the feeling that something was missing in my playing experience. In *Interceptor Ace 1943-44*, Gregory Smith wisely focused on the period when the Luftwaffe had a chance against the mighty Eighth Air Force and stated on several occasions that the last year of war would not be any fun, but nevertheless I always felt that tricky spark in my mind pushing me to continue my career as a Luftwaffe pilot until the end of the war, no matter the odds, and have the opportunity of flying late-war variants of the Bf 109 and FW 190. But above all, I wanted to fly the futuristic and captivating German jets and check if I could survive the slaughter.

So, as many wargamers do, I began to adapt and home-modify the game so it could fit my needs. I extensively researched data from many different sources to create my own Aircraft Display Mats. I checked all the missions flown by the Eighth Air Force from March 1944 to May 1945 (a truly educational task), which helped me create a completely new Raid Chart. I revised the Fuel Endurance Track chart, as I felt sometimes it gave some strange results. I reworked the advanced combat against bombers so initial orientation was a major factor when first attacking a bomber. I learned how to work with different design and graphics editor programs so I could create my own materials. And finally, what it began as a light modification of the game for personal use ended up in a major overhaul of it, and I felt that the result of this effort should be shared. So, I contacted Greg Smith and presented what I had so far. To my surprise, Greg thought that the game had potential and put me in contact with John Kranz. The result of those conversations is in front of you.

But one thing is to modify a game for personal use, and a vastly different one is to publish a fun and playable commercial game. I could no longer offer a mere copy of the original, because if I did, what would be the attraction? I felt I had to make something similar (and most importantly, compatible) to *Interceptor Ace 1943-44*, but with enough differences and flavor to be worth the purchase. As a result, *Interceptor Ace, Volume 2: Last Days of the Luftwaffe, 1944-45* is a more brutal experience than *Interceptor Ace 1943-44*, as Allied fighters offer a constant threat to the player, as it happened historically. They can even attack your home base! Fatigue, which represents not only the physical exhaustion of continuous flying, but also combat stress and the burden of command, gains importance, and new abilities make extensive use of it. Flying piston-engined fighters is very different than flying jets, and it shows. And the Komet... The Komet is an overly exciting and dangerous experience, only for the brave. But the most important thing of all is that these changes and additions make that, whereas decisions in *Interceptor Ace 1943-44* were more centered on the expenditure of experience points, in *Interceptor Ace 1944-45* you have to make decisions in a wider range of areas to stay alive and win. As a pilot of the agile Bf 109, the period between March 1944 and July 1944 is when your plane is most outclassed by Allied fighters. Do you upgrade to a rare MW-50 model early, risking losing those precious Prestige Points, or do you wait until new, more modern (and easier to obtain) variants are available? As a pilot of the dreaded 190, do you keep your early model, or do you upgrade to a heavier but slower *Sturmbock* version? Do you keep your slower but always available piston-engined fighter, waiting until more capable late models appear, or do you upgrade to the advanced, but limited and more threatened jets? Do you make use of your special abilities to destroy enemy bombers and gain more points at the cost of increasing your fatigue level, or do you let that damaged bomber go to maintain fatigue at an acceptable level and lose those points? Do you try to escape from escorts, or do you risk fighting them to achieve one more victory at the cost of being shot down in turn? Do you buy survival skills, which will let you live one more day, or offensive skills, which will help you earn more points? And then comes 1 January 1945, and you have to bomb Allied bases in Belgium and The Netherlands, and your FuG25 IFF is out!

What you have in your hands is the result of many hours of playing, reading, researching, and designing. A game that is true to the original, incorporating all the known errata and many of the improvements that Greg Smith has made over time, but that is not a mere copy of it only offering new aircraft. This game is a new, dangerous, historically accurate, and expanded experience that can be played on its own, but that is fully compatible with *Interceptor Ace 1943-44* and that offers its most when combined together with it. I hope that you enjoy this game as much as I have enjoyed creating it.

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## [14.0] HISTORICAL BACKDROP

In the Summer of 1940, Britain stood alone against Germany, and the RAF was able to defeat the Luftwaffe in the Battle of Britain. This was the first German setback of the war. The British wanted to show that they were still in the fight and they sent a series of raids against Berlin first, and other German military targets later. But although these raids raised the British morale, they were not enough to achieve any important military result. Recognizing this, Churchill approved to build up the Bomber Command, which soon began bombing German cities at night thanks to the leadership of Air Chief Marshall Arthur "Bomber" Harris. But Harris knew that he couldn't win the war alone. He needed assistance.



Sir Arthur "Bomber" Harris



Gen. Ira C. Eaker

On December 7, 1941, the United States of America entered the war after the infamous attack on Pearl Harbor by the Japanese. Only two months later, in February 1942, Brigadier General Ira C. Eaker arrived in London with the task of procuring sites which could be used as U.S. bomber bases for the Eighth Air Force. Harris and Eaker soon set the strategy to follow: the British would bomb Germany's cities at night using area bombing, while the Americans would bomb military targets in daylight operations using precision bombing with the aid of an amazing instrument: the Norden bombsight. For doing this, the Eighth Air Force would use the Boeing B-17 Flying Fortress, armed with ten .50 caliber machine guns.

On August 17, 1942, the Eighth made its first daylight bombing over occupied Europe. Only twelve B-17s participated in this mission. By the fall of 1942, the Eighth Air Force was brimming with confidence. But the U.S. bombers had not met the full power of the Luftwaffe yet.

From November 1941, Adolf Galland, an ace of the Battle of Britain and the Channel Front with 96 victories, was named as *General der Jagdflieger* (General of Fighters). He soon realized the true threat of the American bombers and built up the fighter arm by implementing an advanced training program in which new pilots were given operational experience by active fighter units and by increasing fighter production from 250 a month to 1,000 a month by mid-1943.

By that time, the Luftwaffe relied on two excellent fighters: The sleek and agile, but short-ranged, Messerschmitt Bf 109G, and the powerful and advanced Focke-Wulf FW 190A, which, nonetheless, had problems at high altitude. But the Luftwaffe was not standing still, and numerous programs were being developed. One of them was the Me 262 jet fighter, with the first prototype flying in 1941. Another one was the revolutionary Me 163 Komet, a tiny fighter powered by a Walther rocket engine.

Meanwhile, in January 1943, Churchill tried to convince President Franklin Roosevelt to join the RAF in night bombing. General Eaker, who thought that precision bombing was the best strategy, went to London to meet with Churchill with one argument: To bomb the Germans around the clock so they could prevent the German defenses from getting any rest. Two days after the meeting, the Eighth Air Force launched its first bombing mission over Germany.

General Galland asked for more fighters to fortify fighter defenses in the West, but his superiors did not see the Allied attacks as a looming threat, so the Eighth met only a moderate resistance during the first half of 1943, which gave the American generals a false sensation of security. They believed that bombers would survive without fighter escort. The P-47 Thunderbolt, with an incredible durability, could only reach the German borders, while the P-38 Lightning, which had the range to escort the B-17s deep into Germany, had many teething problems in the cold skies over Europe, curtailing its combat effectiveness.

On May 22, 1943, Willy Messerschmitt invited General Galland to test-fly the Me 262. After the flight, Galland was so impressed with the 262 that he immediately reported Erhard Milch, Air Inspector of the Luftwaffe, that the new aircraft was far ahead of anything the Luftwaffe or the Allies had, and asked for immediate testing and production. Göring and Milch, who rarely agreed on anything, went along with him. But Hitler decided that the Me 262 was not a priority, and its development was delayed.

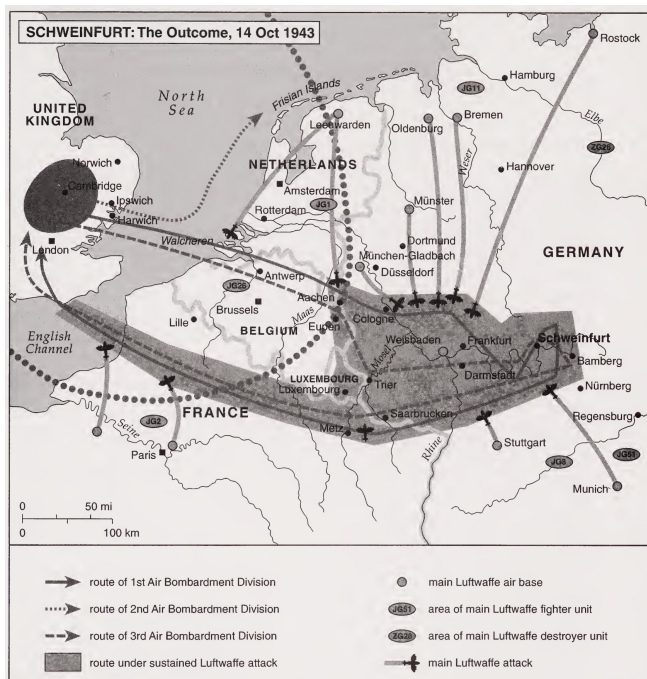


A Me 262 prototype in 1943. Note the tail wheel instead of the nose wheel of the production aircraft.

By the end of the first half of 1943, the Eighth found that the Luftwaffe's resistance was slowly stiffening. But it was the bombing of Hamburg by both the RAF and the Eighth Air Force during Operation Gomorrh, from July 24 to August 2, 1943, that finally made Göring decide to build up the fighter arm at the expense of the bombers, so the Luftwaffe would fight off the U.S. and British bombers and regain air superiority over Germany.

Eighth Air Force's planners, in the meantime, had estimated that a raid on Schweinfurt, home of more than fifty-two percent of the ball bearings production of Germany, would seriously hamper the German war effort. On 17 August 1943, a force of 376 B-17s headed for Schweinfurt and Regensburg, home of the Messerschmitt aircraft factory. Once the P-47s headed for England, a force of more than 300 Bf 109s and FW 190s, along with some Bf 110s and other fighters, attacked the bombers. At the end of the day, 60 B-17s and 600 crewmen were lost. The Luftwaffe lost 36 aircraft, with another 12 written off.

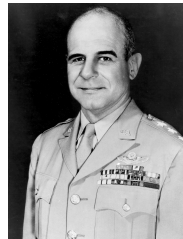
Photo reconnaissance showed that the Regensburg plant had been destroyed, but the Schweinfurt factories were being repaired, so the Eighth Air Force launched another mission against the ball bearings factories on October 14. 291 bombers and 200 escort fighters attacked Schweinfurt again, and once again 60 bombers were lost to German fighters. The Luftwaffe still ruled the skies over Germany. But the cost of these disastrous raids accelerated the introduction of one of the best fighters of WWII: The P-51 Mustang.



In mid-November, the first P-51B Mustangs began arriving in England, and on December 11, they made their first escort mission. The Mustang was superior to either the Bf 109 or the FW 190, with model B having a top speed of 440 mph, and had the range to escort the B-17s and B-24s deep into Germany and back. The fate was sealed for the Luftwaffe.

In November 1943, Hitler saw the Me 262 for the first time. He was enthusiastic with the new aircraft and had ideas of his own for the 262. He asked if the jet plane could carry bombs so it could be used as a *schnell* (fast) bomber. Although technically possible, this would imply the strengthening of the airframe, which would reduce speed and range, and the development and installation of a new bombing sight. The Me 262 was delayed again. On the other hand, the Me 163 was being developed without interference, and by the end of 1943 a group of 30 pilots was selected to begin training on the Komet.

In December 1943, General Eaker was transferred to head the Fifteenth Air Force in the Mediterranean. Churchill met with him and told Eaker that his round-the-clock bombing strategy was achieving the results he predicted. His substitute was Lieutenant General James Doolittle, the hero of the B-25 carrier raid against Tokyo in 1942. Doolittle knew that



Gen. James H. Doolittle

Operation Overlord, the planned invasion of France, could not be carried out without wiping out the Luftwaffe's fighters, so he decided to act more aggressively with his own fighters. Instead of sticking to the bombers, they would go on the offensive and hunt down German fighters in the air or on the ground, in the same fashion as the Germans did so successfully in the "*freie jagd*" (free hunt) missions during the Battle of Britain.

From 20 to 25 February 1944, 1,000-bomber raids were directed against aircraft factories and airfields in France and Germany in an attempt to lure the Luftwaffe into a decisive battle where it could be damaged so badly that the Allies would achieve air superiority. Known as the Big Week, the operation was successful in severely wounding the Luftwaffe, but for Adolf Galland a sign of hope amidst the rubble was found at Augsburg, where all the Me 262 prototypes were found undamaged.

From March to May 1944, the U.S. and British bombers attacked roads, bridges and rail lines in France and the Low Countries in a strategy known as the Transportation Plan, which was aimed at softening up and hamper German troop and supply movements in the Normandy area. At the same time, the Eighth would also attack oil centers and other industrial targets. The attack on oil refineries proved to be a highly successful strategy. Galland realized that if the German synthetic oil plants were destroyed, Germany would be out of fuel, and out of the war.

The Transportation Plan achieved devastating results. By June 1944, the French transportation system was a shamble and, in addition, nearly one hundred airfields and hundreds of fighters on the ground had been destroyed in bombing and strafing attacks. The Oil Campaign continued, and the German synthetic plants and refineries were attacked repeatedly.

By June 6, the Luftwaffe in France was in a state of utter chaos.

Hitler finally recognized that without oil, Germany would be defeated, and ordered that only fighters be produced. Taking advantage of this, Galland devised a plan called "The Big Blow". He thought that if he could assemble a large force of fighters against a 1,000 plane raid, they could shoot down 400 to 500 bombers, damaging the Eighth Air Force materially and psychologically, and paralyzing daylight raids, although probably only temporary. Galland began to assemble and conserve a reserve of fighters so he could launch his Big Blow in November.

Meanwhile, the Me 163 began combat operations in August. It proved to be as dangerous to the pilots who flew it as it was to the bombers. Capable of 596 mph, it could attack the bombers unmolested. But its range was extremely short, and pilots had to glide to their bases after fuel was out. In addition, the two propellants it carried were very dangerous if mixed together outside the engine. Landing was made on a landing skid and any rough landing could result in a fatal explosion.



Me 163 Komet prototype in near final combat configuration

Another aircraft that was being developed was the Dornier Do 335 *Pfeil* (Arrow), a twin-engine fighter in a push-pull configuration that made the *Pfeil* one of the fastest prop-driven aircraft of WWII. Although promising, its production was delayed time after time. One project that Galland opposed was the He 162 *Volksjäger* (People's fighter). Equipped with a single BMW 003 jet engine and made of non-strategic materials, this fighter was very simple to produce and it was thought to be flown by ill-trained pilots and even glider students. Göring believed that thousands of these aircraft could be thrown against the American bombers. But Galland felt that this plane only kept resources away from the much more advanced and capable Me 262.

To his surprise, Galland was ordered to establish the first Me 262 unit in October. Major Walter Nowotny, a 250-victory ace, was appointed to lead the new jet unit, known as *Kommando Nowotny*. His task was to overcome the initial problems of the Me 262 and to set the new tactics required to run jet operations. Although the Me 262 was plagued with engine problems, in only a month of operations the jet unit was able to shoot down twenty-two heavy bombers, causing a deep impact on both bomber crews and Eighth Air Force's Generals. The Americans, fearing the Me 262 could give Germany the upper hand in the air again, constantly harassed the two known Me 262 bases, and in November Major Nowotny was shot down by American fighters. After Nowotny's death, Galland created Jagdgeschwader 7 from the core of *Kommando Nowotny*.



Major Walter Nowotny

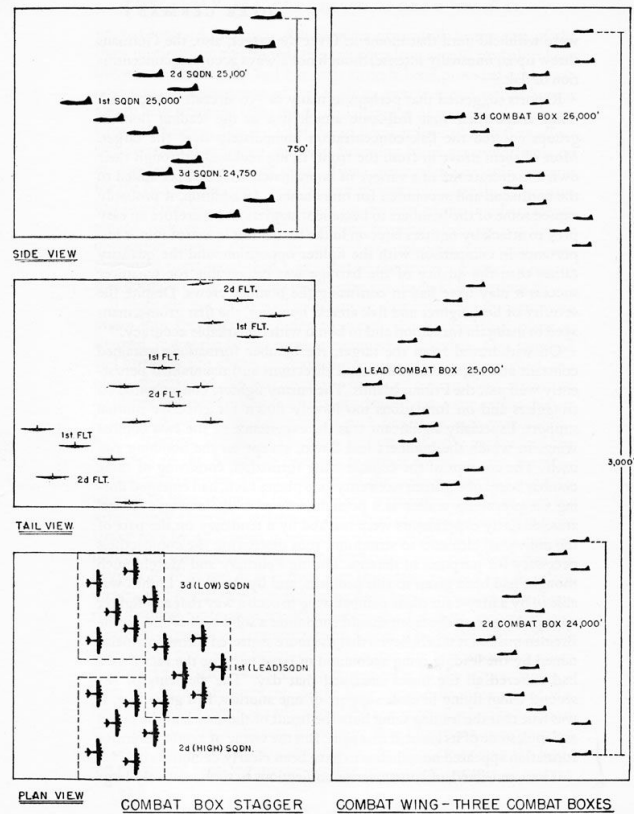
By mid-November, Galland reported Göring that he was ready to launch the Big Blow, but to his surprise, Hitler canceled this operation and launched a surprise attack through the Ardennes forest on December 16, ordering all fighter units to attack Allied fighter bases in The Netherlands and Belgium in what was known as Operation Bodenplatte. Due to bad weather, Bodenplatte was delayed until January 1, 1945. More than 900 Bf 109s and FW 190s attacked Allied airfields by surprise, destroying 228 aircraft on the ground and damaging 146 more. But the cost for the Luftwaffe was enormous: 234 pilots lost, many of them experienced leaders whose loss was irreplaceable. The Luftwaffe ceased to be an effective fighting force.



A Bf 109 pilot captured by U.S. Forces after crash-landing during Operation Bodenplatte. Pilot losses were irreplaceable for the Luftwaffe.

After Bodenplatte, Galland was dismissed from his position as General of Fighters by Göring and numerous Luftwaffe fighter *Kommodoren* demanded an audience with Hitler, but they met with Göring instead. Göring exploded against the fighter pilots and ordered Galland to leave Berlin under arrest in what was known as the Fighter Pilot's Revolt. Luckily, Hitler intervened. He could not reinstate Galland, but he let him form his own jet fighter unit and choose his own pilots.

The news of the formation of this new unit, the Jagdverband 44, spread through the Luftwaffe and many pilots reported to Galland without permission or transfer orders. Among these pilots were some of the greatest aces of the Luftwaffe: Major Gerhard Barkhorn (301 victories), Oberstleutnant Heinz Bär (221 victories), Oberst Johannes Steinhoff (176 victories), or Hauptmann Walter Krupinski (197 victories). JV 44 became operational in March 1945. But the fate of the Third Reich was sealed. On April 26, 1945, Galland was attacked by a P-47 and forced to crash-land. The war was over for him.



The Luftwaffe had to work out a solution to deal with the dreaded Combat Box.

Although strategic bombing failed to reduce German war production, the combined bomber offensive of the USAAF by day and the RAF by night, which proved to be too much for the Luftwaffe, the bombing of oil targets, and the introduction of the P-51 Mustang effectively contributed to the defeat of the Luftwaffe and the Third Reich.



When the war ended, Germany was totally in ruins.

**INTERCEPTOR ACE DAYLIGHT AIR DEFENSE OVER GERMANY, 1943-44 OFFICIAL ERRATA AND CLARIFICATIONS**

Although you can play *Interceptor Ace Daylight Air Defense Over Germany, 1943-44* using the updated rules from *Interceptor Ace Volume 2: Last Days of the Luftwaffe, 1944-45* if desired, in which numerous clarifications and additions have been included, in order to have our games as complete as possible we include the following errata and clarifications for that game so you can play it as originally intended by its creator.

In addition, replacement counters have been included in the countersheet of *Interceptor Ace Volume 2: Last Days of the Luftwaffe, 1944-45* so you can complete your copy of *Interceptor Ace 1943-44*.

**7.1.7 (addition):**

If a B-17 has two or more engines destroyed, or 1 destroyed and two others damaged, or 4 engines damaged (or worse) it is considered to be out of formation for subsequent passes.

**7.1.16 (addition):**

You are not required to fire at long or medium range against a bomber (in order to conserve ammo, for example). The bomber, however, always fire at you at each range if possible.

**7.2.2.1 (addition):**

The BK 5 and the BK 3,7 weapons mounted in the Bf 110 and Me 410 aircraft are not used and do not add their firepower ratings to the FP total when shooting against enemy fighters or escorts, as they are relatively slow firing and it would be extremely difficult to obtain a hit with them against small aircraft.

**7.2.2.9 (clarification):**

Anytime you re-engage a bomber formation, it is not necessary to roll to determine the type of bomber. They will be the same type as you previously engaged this sortie.

**7.2.3.1 (addition):**

Wingman may attack with you if you are coming “Out of the Sun” against a bomber. Since there is no return fire, you would ignore any damage results to your wingman on Chart [W1].

**7.3.1 (addition):**

The last sentence should include *head-to-head*.

**7.9.2 (addition):**

Feldwebel rank retains the automatic “scrounging” ability of the Unterfeldwebel rank, in addition to the “working the system” ability.

**10.6 (addition):**

Due to the designer’s late addition of this optional rule, no counters were originally created for the 4 optional skills. See the sticker sheet if you wish to create them. In any case, replacement counters are provided in *Interceptor Ace Volume 2: Last Days of the Luftwaffe, 1944-45*.

**Chart [A3] (correction):**

There should not be an asterisk on the August 43 box. An asterisk indicates the YB-40 may be possible. No YB-40s are possible that month. They are only possible June and July.

**Chart [B11] (optional):**

Players will notice Allied fighters have no ammunition restrictions. Mainly this is for simplicity’s sake, and really doesn’t matter most of the time. However, consider this optional rule of ammo loads for Allied fighters:

**P-38**

Cannon: 4 rounds  
MG: 5 rounds

**P-47**

MG: 5 rounds (both)

**P-51**

MG: 5 rounds  
MG: 3 rounds (outer Mgs in the wings had less ammunition)

**Spitfire**

Cannon: 3 rounds  
MG: 4 rounds

**Chart [C3] (correction):**

This chart is the Optional version. The Extended Burst Charts on the Ops Map and in the rules are the standard charts for use. Note: [C3] is the “kinder and gentler” extended burst chart, meaning less of a chance to jam. Consider using it as a handicap.

**Countersheet (omission):**

There should be a counter for the “Leadership” skill. See the sticker sheet. In any case, a replacement counter is provided in *Interceptor Ace Volume 2: Last Days of the Luftwaffe, 1944-45*.

**Countersheet (omission):**

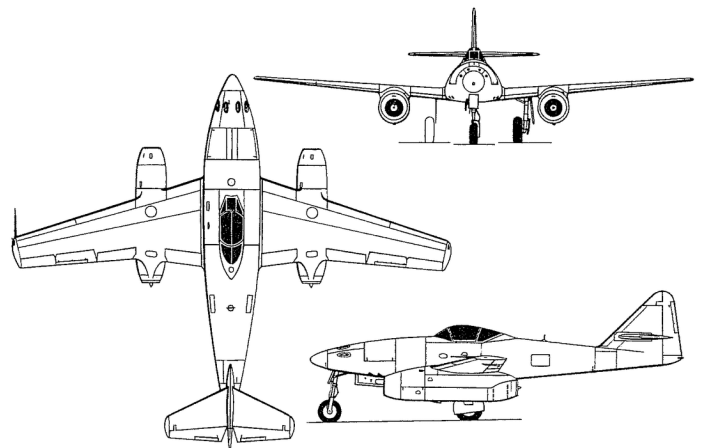
It is possible that a player could have, at some point, purchased the “Gunnery” skill for himself, his wingman, AND his rear gunner in planes so equipped. See the sticker sheet if you wish to create the 3rd Gunnery skill counter. In any case, a replacement counter is provided in *Interceptor Ace Volume 2: Last Days of the Luftwaffe, 1944-45*.

**Logsheet (correction):**

The reminder note lists that the Me 410A-1/U2 is available in Nov 43. This should be the Me 410A-2/U4. The aircraft mats, Chart R1, and the rules are all correct.

**Aircraft Mats (explanation):**

Players may note there is no difference between the FW 190A-4 and A-5 aircraft mats. This is because, although in real life there were some minor structural and other changes, in game terms, the aircraft are the same. Both have been included for historical reasons.



**GAME CREDITS**

**Game Design**

Fernando Sola Ramos

**Series Design**

Gregory M. Smith

**Graphic Artist**

Fernando Sola Ramos

**Package Design**

Fernando Sola Ramos

**Project Director**

John Kranz

**Rules Layout**

Fernando Sola Ramos

**Rules Proofing**

Fernando Sola Ramos, Gregory M. Smith, Ken Dingley

**Playtesters**

Fernando Sola Ramos, Daniel Sola Pastor, Martin Åkerlund

**Produced by**

Bill Thomas for Compass Games, LLC.

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Thanks to Greg Smith for all his generous support from the beginning. Working with him has been really easy and a real pleasure. Not enough words to express my gratitude. I'd like to thank also John Kranz. He has trusted me without any question. I will never forget that unconditional support. Finally, I'd like to thank Ken Dingley for his help and patience with me creating all the materials for this game. I have learned a lot thanks to all of you. I will never forget this experience.

This game is dedicated to all the people of *The SWOTL Group* (especially Keith Heitmann, Anthony Shimizu, and, of course, Greg "Sturmer" Smith), a bunch of computer and air-sim enthusiasts that worked very hard and, most importantly, for free for all the gaming community to expand and enhance Lawrence Holland's *Secret Weapons of the Luftwaffe* during those early days of the Internet. Their work has been my inspiration.



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