AERONAUTICA™ IMPERIALIS

WINGS OF VENGEANCE

RULEBOOK

THE GAME OF AERIAL COMBAT IN THE 41ST MILLENNIUM

IMPERIAL NAVY THUNDERBOLT FIGHTERS

IMPERIAL NAVY MARAUDER BOMBERS

ORK AIR WAAAGH! DAKKAJETS

ORK AIR WAAAGH! FIGHTA BOMMERS

AERONAUTICA™ IMPERIALIS

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Produced by the Games Workshop Specialist Design Studio

Games Workshop Web site: **www.games-workshop.com**

Forge World Web site: **www.forgeworld.co.uk**

AIR WAR IN THE 41st MILLENNIUM

It is an age of all-consuming war. The galaxy burns from end to end like never before, brutal conflict engulfs worlds beyond count. The Imperium is beset on all sides by enemies and threats. Ork hordes teem in numbers unimaginable. Traitors besiege the worlds of Mankind from within and without. Forces as old as time stir from their slumber on planets long thought dead. Young, vibrant enemies build empires that encroach upon the borders of the Imperium.

Across every sector, in every theatre of war, the forces of Mankind battle ferociously for survival against these threats and more. From the cold depths of space to the blazing hellscapes of irradiated deserts, from the baffling hearts of hollow worlds to the crushing depths of chemical seas, nowhere in humanity's vast dominion is free of battle. War rages unending on every front – it is the only constant.

Air war is a vital element within all of these ongoing struggles, for when the skies are dominated, control over the land below soon follows. This is the ancient logic of air war, a truth Mankind knows and holds sacred. Knowledge imparted down long millennia of warfare but, sadly, knowledge often tested and found wanting. Air superiority is often only fleeting, the respite it brings to ground forces all too brief. All too quickly the enemy rallies its strength and the tide of war and fortunes of those fighting changes once more.

All across the Emperor's realm, desperate aerial combat is fought; wings of fighters and bombers sally forth from ground bases and void ships in relentless waves, adding their meagre strength to that gone before them, hoping against hope to tip the balance in their favour and gain some miniscule measure of supremacy that might lead to a lasting conquest. From sprawling hive worlds to desolate ocean worlds, from lush agri worlds to lifeless gas giants, valiant pilots seek to conquer war zones that ground forces could never hope to claim – war zones that in most cases ground forces could never even hope to survive.

Whole fleets of combat aircraft are committed to the fray. Even as the endless waves of aircraft darken the skies, the wreckage of those that came before them litters the landscape below in an ever increasing detritus of ruined craft, clogging the skies with palls of thick, oily smoke and billowing flame. Casualties are inevitably high. Air war is fast and deadly, the tiniest mistake or miscalculation resulting in a pilot and their armoured steed tumbling to the unforgiving world below in fiery ruin.

No amount of training can prepare a rookie pilot for the reality of what is to come. A pilot can fly many sorties and complete numerous missions in hostile skies, but until they are blooded in combat they have no comprehension of what aerial warfare truly means. The sheer, breakneck speed and dizzying assault on the senses is something that cannot be experienced in test conditions. Legends can be born or lives lost as a result of decisions made and actions taken in the briefest of moments. Consequently, the one staple, the one unifying trait shared by pilots of any race, is that their first experience of action may well be their last.

Not all pilots face a swift, fiery end however. For every squadron destined to spin into oblivion, one or two pilots will overcome the dangers and quell their fears. Such natural airborne warriors show an almost preternatural skill, quickly mastering the subtle nuances of their craft, able to jink and dive out of fire arcs and target locks with the grace of a dancer. They develop a sixth sense for danger and a rapacious hunger for the thrill of the kill. With every enemy callously dispatched, the reputation of the aerial killer grows and becomes more fearsome among friend and foe alike, growing until the pilot becomes lauded as an Ace. Many an Ace pilot rises to command of a squadron, their talent, experience and daring inspiring a new wave of pilots to ever greater deeds even as they continue to carve their own personal legend.

Rivalries develop between opposing Aces active in the same theatre of war, long games of cat and mouse between them played out in a series of aerial duels and close-run firefights. Some Aces will view their enemies simply as villainous scum to be eradicated. Others develop a grudging respect for a hated foe, even coming to feel a strange relish for each fresh encounter, eager to test their mettle against a worthy opponent once more. Many such vendettas become legends, retold long after those involved have met their inevitable end, stories kept alive amongst the next generation of pilots to carry on the war in the legendary Ace's stead.

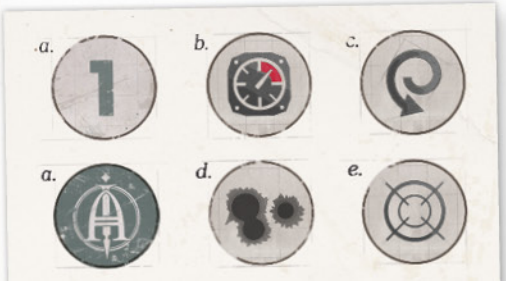
AERONAUTICA IMPERIALIS: WINGS OF VENGEANCE

WHAT YOU GET IN THE BOX

[1] TOKENS

Aeronautica Imperialis makes use of several types of token. These are used to keep track of damage, to indicate the Ace Manoeuvre an aircraft plans to perform, or to remind players that an aircraft has stalled or fallen into a dangerous spin.*

a. Manoeuvre tokens (numbered 1 to 8)
b. Stall
c. Spin
d. Structure Points
e. Tailing



RW4.1: Graphic representation of Aeronautica Imperialis tokens. (Extracted from Training Manual 373/wq 'The Rites of Aerial Warfare')

[2] AIRCRAFT

Games of Aeronautica Imperialis are played with forces made up of finely detailed Citadel miniatures.

[3] DICE

Dice are used throughout the game to determine the effectiveness of shooting, to perform dangerous manoeuvres and more.

[4] ACE MANOEUVRES/REFERENCE SHEET

A handy reference sheet showing the manoeuvres that aircraft can perform.*

[5] RULEBOOK

This book contains the complete rules. Always a useful reference to keep close to hand.

[6] AREA OF ENGAGEMENT

Games of Aeronautica Imperialis are played on a grid of hexes overlaid onto an aerial map depicting a war-torn world of the 41st Millennium. Fold-out Areas of Engagement are available from Games Workshop or within the Wings of Vengeance boxed set.

AERONAUTICA IMPERIALIS BASES

i. Front Arc
This is 60 degrees directly forward of the aircraft's base.

ii. Rear Arc
This is 60 degrees directly behind the aircraft's base.

iii. Side Arcs
This is 120 degrees to either side of the aircraft's base.

iv. Speed Dial
Used to record the aircraft's current Speed.

v. Altitude Dial
Used to record the aircraft's current Altitude.

RW5.1: Graphic representation of Aeronautica Imperialis base. ("Honour the Wargear of the Dead")

**Tokens and reference cards to use in your games of Aeronautica Imperialis can be printed out from the back of this book, found within the Wings of Vengeance boxed set, and are available to download from Warhammer-Community.com.*

AERONAUTICA IMPERIALIS

Welcome to Aeronautica Imperialis, the game of aerial combat in the 41st Millennium: a dark age of humanity where the Imperium of Mankind fights a constant battle for survival in a hostile galaxy. Aeronautica Imperialis allows players to command squadrons of aircraft in deadly battles, high amongst the clouds and vapour trails as fighters twist and turn in dogfights and bomber waves unleash devastation from the skies above through storms of flak.

THE BASICS

This book details the core rules of the game – all of the information players need to move aircraft and engage the enemy in vicious skyborne dogfights, along with details of the forces available.

The game has been designed to allow players to pit squadrons of around one to twelve aircraft a side against one another. A game involving one or two aircraft per side may only take half an hour to play; a larger game involving 12 aircraft may take two to three hours.

Players should note that Aeronautica Imperialis is a game, not a simulation. In reality, aerial combat is dizzyingly complex and incredibly technical. The game represents this in a simplified manner, using easy to understand rules to express complex situations, resulting in a tactical game that will reward boldness and the ability to plan ahead, rather than becoming bogged down in minutiae.

Whilst these rules cover all of the basics, situations may arise on the tabletop that cause players some confusion. This is the '*what happens if?*' question, when a set of extraordinary circumstances collide. No rules set can cover all eventualities, and if players come to an impasse and the rulebook does not provide a clear solution, then the enjoyment of the game must come first – roll a dice to decide the matter if necessary, and let the game continue. In the end, the only rule that really matters is that both players should enjoy themselves.

With that said, pilots, prepare for take-off!

FIRST PRINCIPLES

Before going into depth regarding the rules of the game, it is worth establishing some initial principles and conventions to keep in mind:

Measuring Distances
As Aeronautica Imperialis is played on a hex grid, measuring distances is a simple matter of counting hexes. If an aircraft moves four hexes, for example, it will move from the hex it is in, through three hexes and end its movement in the fourth hex, thus moving four hexes.

Dice
Aeronautica Imperialis uses regular six-sided dice, marked 1 to 6. The game may require a single dice to be rolled, in which case the rules will say 'roll a D6', whilst 'roll two D6' means roll two single dice at the same time. Alternatively, the game may require several dice be rolled and added together – for example 'roll 2D6' means roll two dice and add the results together.

D3: The rules might also call for a D3 to be rolled, but an actual three-sided dice is not necessary. To roll a D3, roll a D6 and halve the result, rounding up to the nearest whole number.

Modifying Rolls: Sometimes, players will be instructed to modify a dice roll – for example, the rules might say to roll a D6+1. In this case, they would roll a D6 and add 1 to the result. If the rules ever instruct the player to halve a result (or divide it in any other way), any fractions are rounded up, unless instructed otherwise. A dice roll can never be modified to 0 or lower, and any natural roll of a 1 is always a fail, regardless of modifiers.

The Infinite Skies
The open sky is a very large place and aircraft have plenty of room to manoeuvre. In Aeronautica Imperialis, aircraft cannot collide, even if a moving aircraft passes through a hex occupied by another aircraft. Should a moving aircraft ever be obliged to end its movement in an occupied hex, the moving aircraft will continue moving in the same direction until it can be placed in the first unoccupied hex.

Take-backs and Changing One's Mind
It is not uncommon for players of any game to second guess themselves occasionally, saying that they are about to do something before immediately changing their mind. As a general rule, players should be tolerant of this in their opponents as they will likely do it themselves. However, once dice are rolled for any reason, or Speed or Altitude dials are adjusted, players must abide by their decision; they can no longer go back and change anything that came before the dice roll or the adjustment!

Designer's Note – Stunt Bases
Sometimes it may prove impossible to place two miniatures without them interfering with one another, possibly even knocking each other over! In these instances we have found it very useful to use a 'Stunt Base'. A Stunt Base is simply an empty base which can be swapped out for one of the problematic miniatures, marking its position correctly until such a time as one of the miniatures moves away and the Stunt Base can be replaced by the miniature again. Note: We call them Stunt Bases because it is much more fun to say than 'Proxy Base'!

BUILDING A FORCE

Players build a force of aircraft using the Squadron Lists section of this book, up to an agreed points limit. Each aircraft has a points cost and most have additional weapons listed which they may take for an increased points cost. A force can contain any combination of aircraft from a single Squadron List, although many scenarios impose restrictions on this. For example, some scenarios will restrict a player's force to only one or two aircraft classes, whilst other scenarios will state that a force must contain at least one aircraft of a certain class.

A player's force may be equal to or up to 10 points below the agreed points limit, but it may not be more than the agreed points limit. For example, if two players have agreed a limit of 200 points, neither player's force can be 189 points or 201 points.

ACE MANOEUVRES AND TOKENS

In Aeronautica Imperialis, aircraft follow set-piece manoeuvres as determined by the Ace Manoeuvres (explained **on page 16**) and shown on the Reference cards. There are eight Ace Manoeuvres, all named accordingly and numbered 1 to 8 for ease of use, which cover a range of options from simple banking turns to complex side-slips and stall-turns, with 1 being the most simple and 8 being the most complex. The Ace Manoeuvres an aircraft can attempt are dictated by its Manoeuvrability characteristic.

The Manoeuvre tokens are used during the Choose Manoeuvres phase of each turn. Once a player has decided upon the Ace Manoeuvre an aircraft will perform during the turn, a Manoeuvre token showing the Ace Manoeuvre number is placed face-down next to the model's base on the tabletop.

AIRCRAFT CLASS

Aeronautica Imperialis allows players to fight dramatic battles in the cloud-strewn wildernesses of alien skies. The models used to play Aeronautica Imperialis represent various aircraft of the 41st Millennium. These fall into the following broad categories:

Scouts
These tend to be very small and lightweight aircraft, carrying minimal weaponry, if they carry any at all. Scouts may be used for reconnaissance missions, observing enemy formations and movements. This category may also include civilian aircraft or transport vessels; often carrying important individuals and requiring escort by more heavily armed fighter wings.

Fighters
Small, fast aircraft, highly manoeuvrable and well-armed. Fighters are generally used for air-to-air combat, intercepting and attacking other aircraft, but many also use their weaponry to strafe ground forces. Some may carry bombs or rockets beneath their wings to increase their effectiveness against ground targets.

Bombers
Larger, heavier aircraft. Although generally less manoeuvrable than Fighters or Scouts, Bombers can endure more damage, carry heavy payloads of bombs and rockets, and may have many defensive weapons. Some Bombers are specially designed for low-level ground attacks as well as high-level bombing. It is convenient for large craft with high transport capacities to be designated as Bombers due to similarities in their size and manoeuvrability.

RW8.1: Graphic representation of Manoeuvre tokens. (Commissariat Approval Pending)

Ground Defences
These are not actually aircraft at all (!), but static, ground-mounted weapons capable of attacking aircraft, such as anti-aircraft missiles or flak batteries. Able to target enemy aircraft using the Ground-to-Air firing rules, Ground Defences can in turn be attacked and destroyed by aircraft just like any ground target, using the Air-to-Ground firing rules.

Unlike ground targets, which are often objectives to be destroyed or even rescued as determined by the scenario being played, Ground Defences are purchased as part of a player's force as described previously.

The rules refer to 'aircraft' in most cases and this will usually include Scouts, Fighters, Bombers and Ground Defences. Where a distinction is required, the rules will refer to Ground Defences specifically.

Ground Defences are not mounted on Aeronautica Imperialis bases and so will usually not occupy a full hex. They are however considered to fully occupy the hex they are in for the purposes of range, both to and from the Ground Defence.

PREPARING THE GAME

Aeronautica Imperialis can be played on any suitably-sized, flat gaming area marked with a grid of 2" hexes. This is referred to as the Area of Engagement. Terrain rarely features in the open skies, so none is needed. A small dogfight between one or two aircraft per player can be played within a small Area of Engagement, roughly 3'x3' square. As the size of the forces used increases, so too should the size of the Area of Engagement, with the average size of an Area of Engagement being 4'x4', and particularly large battles between forces of ten or more aircraft per side, or complex scenarios featuring multiple ground objectives requiring an Area of Engagement of 8'x4'.

Designer's Note – Area of Engagement
In most tabletop games, the gaming area is usually referred to as 'the battlefield'. However, battles in Aeronautica Imperialis are fought in the open skies, and such terrestrial terms didn't seem appropriate. 'Area of Engagement' has a suitably military feel and one can easily imagine it being a term used by an Imperial Navy pilot of the 41st Millennium.

SQUADRON LISTS

The Squadron Lists section of this book (**see page 65**) presents profiles for all of the aircraft currently available to play in Aeronautica Imperialis. Each profile contains the characteristics, weapon options and special rules for each aircraft. These tell players how fast, manoeuvrable and well-armed an aircraft is, as well as detailing any special rules they or their weapons may have and any alternative weapon options available to them.

AIRCRAFT PROFILES

An aircraft profile is broken down into the following sections:

Name [1]
The name by which aircraft of this type are commonly known.

Class [2]
This is the aircraft's class: i.e., Scout, Fighter or Bomber.

Points [3]
How many points the aircraft costs, used when creating a force as described **on page 65**.

Special Rules [4]
Some aircraft benefit from special rules. Some may be unique to that aircraft and will be detailed in full on the aircraft's profile. Others are more common and only the name will be present, with the rule being detailed in full elsewhere in this book.

Structure [5]
The number of damaging hits an aircraft can take before it is no longer airworthy and drops from the sky. When an aircraft has taken a number of damaging hits equal to or greater than its Structure characteristic, it has been shot down as described in the Firing section (**see page 23**). An aircraft's Structure characteristic is reduced by 1 point for every damaging hit the aircraft suffers.

Throttle [6]
This allows an aircraft to accelerate or decelerate. It is used at the start of an aircraft's movement to increase or decrease Speed before performing any manoeuvres.

Ace Manoeuvres [7]
Different aircraft are capable of performing differing Ace Manoeuvres. This is governed by their size, speed, aerodynamics and various other factors. This characteristic presents a list of the Ace Manoeuvres the aircraft can perform by number. For example, an Imperial Thunderbolt can perform 1-6, whereas an Imperial Marauder can only perform 1-3. In some cases, an aircraft may be able to perform more select manoeuvres, such as 1, 3 and 5.

Min Speed [8]
The minimum speed at which an aircraft can travel. An aircraft cannot choose to move at less than its Min Speed without Stalling and risking going into a Spin.

Max Speed [9]
The maximum speed at which an aircraft can travel. An aircraft cannot choose to exceed its Max Speed, and should one ever be forced to attempt to do so, it may Break Up.

Max Altitude [10]
This is the maximum altitude at which an aircraft can safely operate. Should an aircraft ever exceed its Max Altitude, it risks Stalling and going into a Spin.

Note that the minimum Altitude any aircraft can safely travel at is Altitude 1. This is true of all aircraft; hence there is no Min Altitude characteristic.

Handling [11]
This characteristic describes how easy an aircraft is to handle. A low number means that the aircraft handles very well, responding almost instantaneously and in some cases almost flying itself! A high number means that the aircraft is very unresponsive to the pilot, requiring a high degree of concentration or skill. Handling is used to determine how easily an aircraft can recover from a Stall or pull out of a Spin.

Transport [12]
For most aircraft, this will be shown as a '-', but certain Bomber class aircraft that can carry a cargo of troops or fighting equipment will have a numerical Transport characteristic. The rules for delivering such cargoes are covered later in this book.

Fuel [13]
For most aircraft, this will be shown as a '-', but some, i.e., those that carry very little fuel, will have a numerical Fuel value. This is the number of turns the aircraft can fly for, after which it is removed from play. For example, an aircraft with a Fuel characteristic of 2 could operate for two turns before running out of fuel and crashing.

Weaponry
This section of an aircraft's profile lists the weapons the aircraft is armed with as standard, and includes the following weapon characteristics:

Weaponry [14]: The primary weapons for the class of aircraft.

Fire Arc [15]: The Fire Arc, as shown on the model's base, into which the weapon can fire.

Firepower (FPR) [16]: How many D6 are rolled to hit for the weapon at Short, Medium and Long range.

Damage (DMG) [17]: The score required on a D6 to damage the target on a successful hit and in turn cause it to lose a Structure point.

Ammo [18]: This shows how many shots an aircraft can make with a weapon before running out of ammunition. In most cases this will be shown as UL (unlimited), meaning the weapon has unlimited ammunition. Where this is shown as a numerical value (1, 2 or 3), this number is reduced by 1 every time this weapon is fired.

Special [19]: Any additional special rules the weapon has.

Additional Weaponry
Most aircraft can take additional weapons. What these are, how many an aircraft can select and how many points each upgrade costs is explained in the aircraft's entry in the Squadron Lists section.

AIRCRAFT CARDS

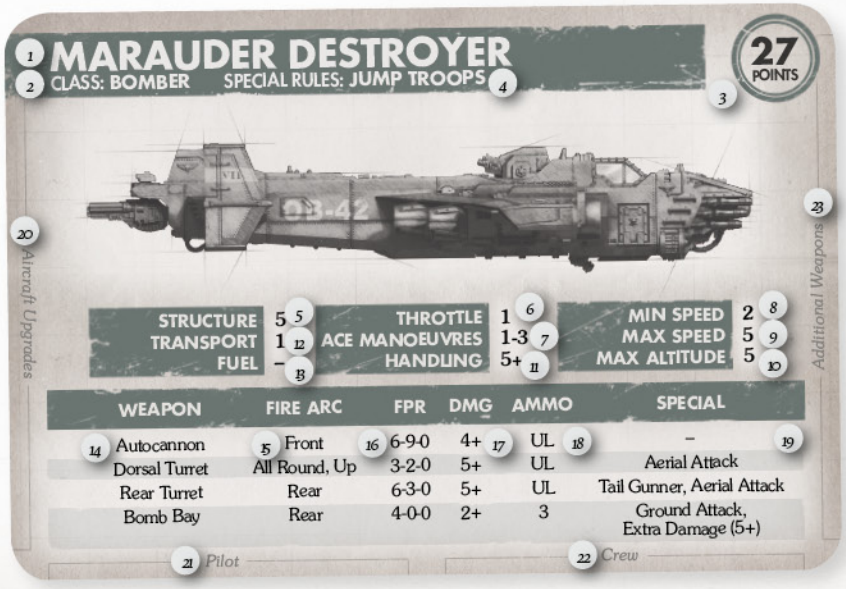
The Aircraft cards, available separately, feature four other sections where additional cards can be placed, showing upgrades the aircraft has been equipped with. These are:

Aircraft Upgrades [20]: If the aircraft has been given any upgrades, these can be shown by placing a corresponding card here, providing a ready reference.

Pilot [21]: Some supplements will contain rules for pilot upgrades. These may be skills earned during campaign play or named Aces purchased as an upgrade. Cards detailing these improvements can be placed here.

Crew [22]: As above, some supplements will contain rules for crew upgrades for larger aircraft. Cards detailing these upgrades may be placed here for reference.

Additional Weapons [23]: If an aircraft has been upgraded to carry any additional weapons, cards may be placed here detailing their profiles for ease of reference.



THE RULES

This section covers the core rules needed to play a game of Aeronautica Imperialis. The turn sequence is explained in full, including movement and firing (be it air-to-air, air-to-ground or ground-to-air). As is the End phase, during which players attempt to re-start stalled engines and recover from deadly spins!

THE TURN

During aerial combat, a tremendous amount of action happens in a very short space of time. Aircraft climb and dive, weaving to avoid fire, banking and rolling left and right. Weapons blaze away, taking snap-shots as enemy aircraft pass through a pilot's crosshairs. Aeronautica Imperialis represents the ebb and flow of aerial combat using a turn sequence in which players take turns to move their aircraft and fire their weapons.

A turn is split into phases. Each separate phase is completed before moving on to the next phase. Once all of the phases are complete, the turn ends and a new turn begins. A single turn plays as follows:

TURN SUMMARY

Phase 1. Choose Manoeuvres: Both players choose an Ace Manoeuvre for each of their eligible aircraft and place Manoeuvre tokens accordingly.

Phase 2. Initiative: Both players roll a D6. The player with the highest score wins the initiative this turn.

Phase 3. Tailing Fire: Aircraft that are Tailing another aircraft, as determined in the previous End phase, may fire at the tailed aircraft. The player that won the initiative always chooses an aircraft and fires first.

Phase 4. Movement: The player with the initiative decides who goes first, choosing to move one of their aircraft or making their opponent make the first move. Players then alternate choosing and moving aircraft until all aircraft have moved.

Phase 5. Firing: The player that moved first will now also fire first, choosing one of their aircraft to fire at the enemy. Players then alternate choosing an aircraft and firing all of its available weapons until all aircraft that wish to fire have done so.

Phase 6. End Phase: Starting with the player with the initiative, both players determine if any of their aircraft that Stalled will be able to recover, or if any aircraft that are in a Spin are able to recover. Tailing is also determined now. If this is the last turn of the game, determine Victory points.

Phase 1 – Choose Manoeuvres

Both players plan out their turn, deciding upon the manoeuvres that their eligible aircraft will perform from the available Ace Manoeuvres. Aircraft that are in a Spin are not eligible to move in this Movement phase and cannot perform an Ace Manoeuvre.

Once an Ace Manoeuvre has been chosen for an aircraft, place a Manoeuvre token showing the appropriate number face-down next to the model's base, taking care to keep the Ace Manoeuvre chosen a secret from opponents at this stage. Players must choose an Ace Manoeuvre for every eligible aircraft in their force and place a Manoeuvre token for each. Where an Ace Manoeuvre includes options such as whether the aircraft can turn left or right, or choose from various final facings after the manoeuvre is complete, is decided when it comes to the Movement phase.

Every aircraft needs an Ace Manoeuvre for each turn, unless it is in a Spin and therefore not eligible to move. However, if for some reason an aircraft is forgotten, any aircraft without a Manoeuvre token will fly straight ahead at its current speed, without adjusting Speed or Altitude.

Phase 2 – Initiative

This phase determines which player holds the initiative for this turn. Each player rolls a D6. The player that rolls the highest wins the initiative, and for the remainder of this turn they will be able to make the first Tailing Fire shots and will choose which side must move and will get to shoot first. All of which can be very important!

If the roll is a tie, re-roll the dice until one side wins the initiative.

Note that once the dice is rolled for initiative, players cannot go back and change any Ace Manoeuvres chosen in the previous phase!

Phase 3 – Tailing Fire

Starting with the player that won the initiative, players may choose an aircraft that is in a Tailing position (**see page 30)** to fire at the tailed aircraft. This phase allows an aircraft that has manoeuvred into a Tailing position to make use of this advantage before the enemy is able to move away and shake its pursuer loose, effectively granting a bonus Firing phase to Tailing aircraft.

Tailing fire is resolved just like normal Air-to-Air fire and ammunition is expended as normal (**see page 21**). Players alternate choosing one of their Tailing aircraft and firing with it until all Tailing aircraft have fired. If one player has more aircraft able to fire in the Tailing Fire phase than the other, their remaining aircraft fire one after another in an order of their choosing once their opponent has fired with their last aircraft. When every eligible aircraft on the tabletop has fired, move on to the Movement phase.

Phase 4 – Movement

The player with the initiative decides which player will move an aircraft first. Once an aircraft has been chosen to move, its Manoeuvre token is turned over, revealing which Ace Manoeuvre it will make. Once the first aircraft has been moved, play switches to the other player who will choose an aircraft, turn over its Manoeuvre token, and then move the aircraft. Play continues in this fashion until all aircraft have been moved. If one player has more aircraft to move than the other, their remaining aircraft are moved one after another in an order of their choosing once their opponent has moved their last aircraft. When every eligible aircraft on the tabletop has been moved, move on to the Firing phase.

The Movement phase is covered in greater detail **on page 15**.

Phase 5 – Firing

The player that moved an aircraft first in the Movement phase will also now fire first with one of their aircraft in the Firing phase.

Once firing with the first aircraft has been fully resolved, players alternate choosing aircraft under their control, firing with each until all eligible aircraft have fired. As with movement, if one player has more aircraft to fire with than the other, their remaining aircraft will fire one after another in an order of their choosing once their opponent has fired with their last eligible aircraft. When every eligible aircraft on the tabletop has fired, move on to the End phase.

The Firing phase is covered in greater detail **on pages 20-28**.

Phase 6 – End Phase

During the End phase, a number of actions are resolved. Players determine if any of their aircraft that Stalled during the Movement phase of this turn can attempt to regain control and avoid falling into a Spin. Any aircraft which went into a Spin in a previous turn can attempt to remedy their situation before they crash into the ground. Also, both players determine if any of their aircraft are in a tailing position and able to fire during the Tailing Fire phase of the next turn.

Finally, this is the point where players determine if either side is forced to disengage due to losses triggering the Disengagement turn. Alternatively, if it is the final turn of the game then players work out Victory points and determine the winner.

The End phase is covered in greater detail **on page 29**.

MOVEMENT

During the Movement phase, aircraft manoeuvre into position to bring their targets into their sights – whether diving low to make strafing runs or powering up high to intercept enemy bombers, predicting the enemy's movements and manoeuvring to intercept is vital, and a skill that sets apart ace pilots from the crowd. Such is the speed of aerial combat that a pilot must always seek to attack where the target is expected to be, rather than where the target currently is.

THE MOVEMENT PHASE SEQUENCE

The Movement phase is split into the sequence of steps that follows. Each player should run through this sequence in full as they move one of their aircraft, before play passes to their opponent to choose and move one of their own aircraft. If one player has more aircraft to move than the other, their remaining aircraft are moved one after another in an order of their choosing once their opponent has moved their last aircraft. When every aircraft on the tabletop has been moved, the Movement phase ends.

The player with the initiative will decide which player goes first in the Movement phase, opting to move one of their own aircraft or making their opponent move an aircraft first.

Each aircraft follows the same sequence:

1. Throttle: Use the aircraft's Throttle characteristic to adjust the Speed of the aircraft for this turn. Speed dictates how far an aircraft must move and if not carefully managed may result in the aircraft failing to execute an Ace Manoeuvre safely or leaving the Area of Engagement entirely.

2. Move and Manoeuvre: Move the aircraft using the Ace Manoeuvres diagrams (**see page 88**) as a guide – the distance between each stage of the manoeuvre can vary depending upon the Speed at which the aircraft is travelling.

3. Adjust Altitude: After an aircraft has completed its movement, it can adjust its Altitude to represent the aircraft climbing or diving as it manoeuvres.

THROTTLE

Each aircraft has a Throttle value; this allows the aircraft to accelerate or decelerate before it moves. The Throttle step comes at the start of an aircraft's Movement phase. An aircraft can increase or decrease its Speed by an amount less than or equal to its Throttle value. For example, an aircraft with Throttle 2 may increase or decrease its Speed by 1 or 2, but not by more. After using Throttle, an aircraft's Speed is set for the remainder of the turn, unless it later climbs or dives, which will modify its Speed again at the end of the Movement phase (**see page 18**). An aircraft may not use its Throttle to safely increase its Speed above its Max Speed or to decrease its Speed below its Min Speed. An aircraft is not obliged to use its Throttle and may choose to maintain its current Speed, which can never be either below its Min Speed or above its Max Speed.

Certain Ace Manoeuvres require more Speed to perform, whilst climbing or diving might force an aircraft briefly above its Max Speed or below its Min Speed, so it is important to carefully manage an aircraft's Throttle at the start of every Movement phase to avoid disaster later on.

SPEED

An aircraft's Speed is recorded using the Speed Dial on the model's base, with each increment being 1 point of Speed. An aircraft must move one hex on the grid per point of Speed. It must move the full distance for the Speed indicated (after acceleration or deceleration during the Throttle step, as described above). An aircraft cannot move less. For example, an aircraft that is travelling at Speed 6 must move six hexes during its Move & Manoeuvre step. It cannot move less.

Minimum Speed

Each aircraft has a Min Speed value. If an aircraft ever drops below its Min Speed during its Movement phase (usually as a result of climbing during a manoeuvre but sometimes as a consequence of a special rule), it will Stall (**see page 18**) and risks falling into a Spin (**see page 29**).

Maximum Speed
Each aircraft has a Max Speed value which it cannot exceed by using its Throttle, but which it may briefly exceed as a result of diving. If an aircraft ends its movement at a Speed higher than its Max Speed, it risks Breaking Up (**see page 19**).

Note here that in both cases, Min Speed and Max Speed, player error is a factor, and should a player misjudge an aircraft's Speed, adjusting the Speed dial above the maximum or below the minimum allowed for that aircraft, they must deal with the consequences!

Speed 0 – Hovering
Some aircraft have a Min Speed of 0, this means they can Hover in a stationary position. Such an aircraft will automatically Hover should its Speed be reduced to 0 for any reason. If an aircraft with a Min Speed of 0 wishes to Hover, it must reduce its Speed to 0 during the Throttle step of the Movement phase; doing so will mean that the aircraft is Hovering during the Move & Manoeuvre step of the Movement phase, regardless of any Ace Manoeuvres chosen during the Choose Manoeuvres phase. Simply discard the Manoeuvre token and do not make the chosen Ace Manoeuvre.

Whilst at Speed 0, the aircraft does not move and is not obliged to choose an Ace Manoeuvre. It may, however, turn to face any direction during the Move & Manoeuvre step of the Movement phase.

If a Hovering aircraft wishes to move off again, it must have chosen an Ace Manoeuvre during the Choose Manoeuvres phase and must adjust its Speed during the Throttle step of the Movement phase accordingly. If no Ace Manoeuvre has been chosen, a Hovering aircraft may not adjust its Speed.

MOVE AND MANOEUVRE

In Aeronautica Imperialis, aircraft bank, side-slip, roll and perform other manoeuvres as determined by the Ace Manoeuvres. There are eight such manoeuvres, named accordingly and numbered from 1 to 8 for ease, shown on the Ace Manoeuvres reference sheets and **on page 88** of this book. These cover a range of options from the very simple to the highly complex, with 1 being the most simple and 8 being the most complex.

The Ace Manoeuvres an aircraft can attempt are dictated by its Ace Manoeuvres characteristic.

As previously described, at the start of each turn, during the Choose Manoeuvres phase, players choose which Ace Manoeuvre each aircraft they control will use to perform a manoeuvre from those available to it. A Manoeuvre token showing the number of the Ace Manoeuvre chosen for the aircraft is placed face-down either next to or on the model's base during the Choose Manoeuvres phase.

During the Move & Manoeuvre step of the Movement phase, when the aircraft is chosen to move, this token is turned over, revealing the aircraft's planned Ace Manoeuvre. This is then performed as described below:

1. Choose Direction: Several Ace Manoeuvres show the aircraft moving to its left or right from its starting position. The controlling player is free to choose in which direction the aircraft will move. If the chosen Ace Manoeuvre only shows the aircraft moving forward from its starting position, the aircraft must move forward.

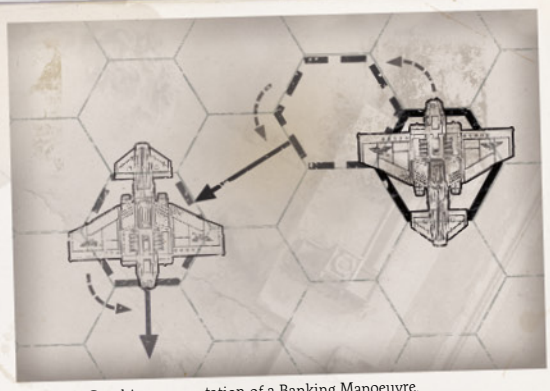
2. Movement: Once the direction that the aircraft is moving in has been decided, the controlling player is free to choose how many points of Speed the aircraft will use to move in that direction before the Manoeuvre part of the step. Each point of Speed is equal to one hex. The aircraft does not have to use all of its points of Speed to move between its starting position and the hex in which it performs a manoeuvre, but it must move at least one hex. Unspent points of Speed must be used after the Ace Manoeuvre has been completed (see 5. Remaining Movement opposite).

3. Manoeuvre: Once an aircraft has moved at least one hex from its starting position, the controlling player may have to change its facing, thus performing a manoeuvre. Some Ace Manoeuvres allow the aircraft a choice of facing here, shown by several arrows, but other Ace Manoeuvres do not give a choice, showing only one arrow. The aircraft must turn so that its Front Arc faces the direction shown by one of these arrows.

4. Repeat: Some of the Ace Manoeuvres consist of two stages of movement and manoeuvre. If one of these is being performed, the aircraft repeats the process, moving at least one hex before its first manoeuvre and then moving at least one more hex before manoeuvring again into its final facing.

Eg, an aircraft travelling at Speed 3 is performing Ace Manoeuvre 7, a manoeuvre consisting of two moves and manoeuvres before its final facing is chosen. From its starting position it uses 1 point of Speed to move one hex forward and to the left. It then performs a manoeuvre, turning to the left and uses two points of Speed to move two hexes before choosing its final facing, thus completing the Ace Manoeuvre.

RW17.1: Banking Manoeuvre.



RW17.2: Graphic representation of a Banking Manoeuvre. (Approved for War Zones 198ZZ-885K)

5. Remaining Movement: If an aircraft has not moved a number of hexes equal to its current Speed, it must now do so. For instance, if the aircraft in the previous example had been travelling at Speed 4, it would have completed its Ace Manoeuvre as described, but would then be obliged to move forward one more hex to use its remaining movement.

If, for any reason, an aircraft cannot complete its chosen Ace Manoeuvre, for example, if the aircraft did not use sufficient Throttle and is travelling too slowly, it will Stall.

6. Occupied Hexes: Should a moving aircraft ever end its movement in a hex occupied by another aircraft, the moving aircraft will continue moving in the same direction until it reaches the first unoccupied hex. Should an aircraft end its movement in a hex occupied by a Ground Defence, a ground target, or anything else that makes placing the aircraft's base difficult, the obstruction may be temporarily moved aside and replaced once the aircraft has moved. Should a Ground Defence be required to fire whilst its hex is occupied by an aircraft, it can still do so as normal even if the miniature has been temporarily moved aside.

THE EDGE OF THE AREA OF ENGAGEMENT

If an aircraft's movement takes it beyond the edge of the Area of Engagement or into an incomplete hex at the edge of the Area of Engagement, the aircraft Disengages immediately and may not return to the game. There are several ways in which this can happen:

Accidental Disengagement

It may happen that an aircraft moves beyond the edge of the Area of Engagement during a manoeuvre. Most often this occurs accidentally during the Movement phase as the result of travelling at too high a Speed, or when a player misjudges an Ace Manoeuvre.
If an aircraft moves beyond the edge of the Area of Engagement or into an incomplete hex at the edge of the Area of Engagement during the Movement phase of any turn other than the Disengagement turn (**see page 31**), that aircraft counts as having Accidentally Disengaged when calculating Victory points.

Voluntary Disengagement

Players may voluntarily manoeuvre an aircraft out of the Area of Engagement during the Disengagement turn (**see page 31**) in order to deny their opponent Victory points for damaged aircraft. If an aircraft crosses the edge of the Area of Engagement in any other circumstances, it counts as having Accidentally Disengaged.

Note that in future supplements, some scenarios may allow an aircraft that has completed a scenario objective to Voluntarily Disengage at any time, not just during the Disengagement turn.

ADJUST ALTITUDE

Altitude represents the height an aircraft is above the ground. Like Speed, Altitude is recorded by using the model's Altitude dial on the model's base. 0 is ground level, only a landed aircraft can safely be at Altitude 0. Should an aircraft fall to Altitude 0 as the result of a Spin or as the result of a miscalculated dive, it may crash (see below). Otherwise, an aircraft can travel at an Altitude level between 1 and 5 (1 being the minimum Altitude for all aircraft) as determined by its Max Altitude characteristic. Altitude is important as an aircraft must be at a similar Altitude to an enemy aircraft to be able to fire at it in the Shooting phase and, as mentioned, to determine if an aircraft in a Spin crashes into the ground.

Aircraft can adjust their Altitude based on their current Speed after completing an Ace Manoeuvre and movement. Aircraft may attempt to briefly exceed their Max Altitude, or even to climb beyond Altitude 5, but they cannot remain at such Altitude and will Stall and risk falling into a Spin. Doing so is extremely dangerous but it may prove a risk worth taking to avoid enemy fire.

Designer's Note – Altitude
The numbers that represent Altitude are somewhat abstract; 1 might equal 100 metres or 1 kilometre, it doesn't really matter, although some players may wish to agree amongst themselves what the numbers represent. Doing so can add considerably to the narrative experience of a game of Aeronautica Imperialis.

Climbing

Climbing after performing an Ace Manoeuvre will slow an aircraft down. This is represented in the game as follows:

If at the end of the Move & Manoeuvre step of the Movement phase, an aircraft climbs to increase its Altitude, its Speed will be reduced by 1. Adjust the Speed dial on the model's base accordingly.

The faster an aircraft is travelling, the better able it is to climb. This is represented as follows:

Speed 1-4: An aircraft may increase its Altitude by 1.
Speed 5-9: An aircraft may increase its Altitude by 1 or 2.

Stalling

Should an aircraft ever attempt to climb above its Max Altitude characteristic, above Altitude 5, or should an attempt to climb cause the aircraft to reduce its Speed below its Min Speed characteristic, for any reason including player error, it will Stall and risks falling into a Spin (**see page 29**). A Stall token is placed beside the model on the tabletop as a reminder that, during the End phase, the aircraft must attempt to recover or it will fall into a Spin.

*Note that aircraft with a Min Speed characteristic of 0 are able to Hover (**see page 16**), and so cannot Stall and do not risk going into a Spin. Instead, they will simply Hover at their Max Altitude until the next turn. However, it must also be noted that aircraft with a Min Speed of 0 cannot Stall to avoid enemy fire!*

Diving

Diving after performing an Ace Manoeuvre will cause an aircraft to increase its Speed and may briefly allow it to exceed its Max Speed. This is represented in the game as follows:

If at the end of the Move & Manoeuvre step of the Movement phase an aircraft dives to decrease its Altitude, its Speed will be increased by 1. Adjust the Speed dial on the model's base accordingly.

The faster an aircraft is travelling, the more able to dive it is. This is represented as follows:

Speed 1-4: An aircraft may decrease its Altitude by 1.
Speed 5-9: An aircraft may decrease its Altitude by 1 or 2.

Crashing

Should an attempt to dive reduce an aircraft's Altitude to 0 for any reason, including player error, it risks crashing into the ground and being destroyed. Roll a D6. On a 3+, the pilot is able to recover safely. On a 1 or 2, however, the pilot is unable to pull out of the dive and the aircraft crashes into the ground. All remaining Structure points are lost and the aircraft is immediately removed from play.

If the aircraft avoids crashing, it will remain at Altitude 1 with its Speed increased for diving as described above. Should this increase the aircraft's Speed above its Max Speed, it still runs the risk of Breaking Up.

Breaking Up
Should a diving aircraft ever exceed its Max Speed characteristic for any reason, including player error, it risks Breaking Up. Roll a D6. On a 3+, the aircraft is able to withstand the stresses of high speed and the pilot is able to recover safely. On a 1 or 2, however, the aircraft suffers a catastrophic failure and immediately suffers one damaging hit (**see page 23**).

If Breaking Up is avoided, or if the aircraft still has Structure points remaining, the aircraft's Altitude is reduced for diving as described previously, to a minimum of Altitude 1, and the Speed dial will remain at the Max Speed of the aircraft.

Designer's Note – Stalling and Diving
Stall and Spin tokens are included to help make it abundantly clear that an aircraft has Stalled or is plummeting towards the ground. However, a feature of the models that we made great use of during playtesting is that they twist and rotate atop their bases. Players may wish to do the same as us; pointing an aircraft's nose upwards when it is Stalled, or downwards when it is in a Spin. It certainly adds to the visual appeal of the game!

SPECIAL MANOEUVRES

Any aircraft may attempt to perform the following Special Manoeuvres during the Movement phase, provided the relevant criteria are met:

LANDING

Any aircraft can land during a game of Aeronautica Imperialis. Although very risky to do so whilst under enemy fire, transport aircraft may be required to land in a landing zone in order to drop off troops, as required by some of the scenarios.

To land, the aircraft must choose Ace Manoeuvre 1 during the Choose Manoeuvres phase, must be at Altitude 1 and must be travelling at its minimum Speed after the Throttle step of the Movement phase. If these criteria are met, when chosen during the Move and Manoeuvre step of the Movement phase the aircraft is able to land at the end of its movement. Reduce both its Altitude and Speed to 0. Landed aircraft cannot fire any weapons during the Firing phase. Whilst landed, aircraft are vulnerable to Air-to-Ground fire as if they were Ground Defences.

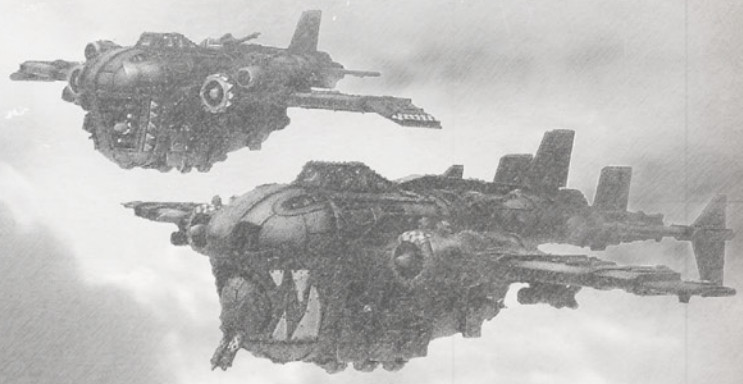
TAXIING

While landed, an aircraft may taxi to manoeuvre into a better position or to move into a landing zone. A taxiing aircraft moves at Speed 1 and may change its facing freely before and after moving.

TAKING-OFF

To take off, a landed aircraft with Altitude and Speed set to 0 must choose Ace Manoeuvre 1 during the Choose Manoeuvres phase. When chosen during the Move and Manoeuvre step of the Movement phase, it sets its Speed to its Min Speed characteristic before completing its movement and setting its Altitude to 1.

The aircraft may not fire in the Firing phase of the turn in which it took off, but may do so in subsequent turns. In subsequent turns, the aircraft follows all of the normal rules.



FIRING

In the Firing phase, aircraft unleash their weapons upon their targets. Cannon and heavy machine guns blaze, rockets and missiles streak through the skies, bombs are dropped and flak storms fill the skies with deadly barrages, all in an effort to bring down enemy aircraft.

THE FIRING PHASE SEQUENCE

The player that moved first in the Movement phase will also choose an aircraft and fire first in the Firing phase. The Firing phase is split into a sequence of steps. Each player should follow these steps for each aircraft in their force.

Once firing with the first aircraft has been fully resolved, players then alternate choosing aircraft under their control, firing with each until all eligible aircraft have fired. As with movement, if one player has more aircraft to fire with than the other, their remaining aircraft will fire one after another in an order of their choosing once their opponent has fired with their last eligible aircraft.

All aircraft follow the same sequence of steps when firing:

1. Targeting: Players select targets for the aircraft to fire upon and determine if they are able to do so, checking Fire Arcs and Range.

2. Firepower: Players determine how many Firepower dice are rolled and the score required to hit on each dice, and then roll to hit the target.

3. Ammo: If the weapon has an Ammo characteristic of 1, 2 or 3, reduce the Ammo characteristic by 1 every time the weapon is fired.

4. Damage: If any hits were scored on the Firepower dice, these dice are rolled again as Damage dice to determine if the target suffers any damaging hits which will cause it to lose Structure points.

AIR-TO-AIR FIRE

Air-to-Air firing is aircraft firing at other aircraft, in other words, both firer and target are airborne, travelling at Altitude 1 or above. This is by far the most common form of firing in Aeronautica Imperialis. The following rules apply not only during the Firing phase, but also during the Tailing Fire phase (**see page 13**) and should be followed in both phases.

TARGETING

In order for an enemy aircraft to be targeted, it must meet certain criteria: it must be within the weapon's Fire Arc and within range of the firing aircraft. If the target is at a different Altitude to the firing aircraft, it may be targeted but will be harder or impossible to hit. Aircraft that are Stalled or in a Spin may also be targeted but will also be harder or even impossible to hit.

Fire Arcs

Aircraft weapons are limited to targeting enemy aircraft and firing only into the Fire Arc in which they face. Each aircraft entry in the Squadron Lists section details the Fire Arcs into which an aircraft's weapons face. For ease of play, Fire Arcs are marked on the aircraft's base, and it is important to note that Fire Arcs are always determined by the position of the aircraft's base rather than the position of the model, as it is possible for models to twist and rotate atop their bases.

An aircraft may target only one enemy aircraft within each Fire Arc, even if there are several enemy aircraft within the same Fire Arc. In other words, aircraft which have multiple weapons that fire into the same Fire Arc must fire all of them at the same target.

If an aircraft has weapons that face into different Fire Arcs, it may target one enemy aircraft in each Fire Arc it can fire into – allowing it to target multiple enemy aircraft – provided each target is in a different Fire Arc. For example, an Imperial Navy Marauder Bomber has a rear turret as well as forward facing lascannon, so could fire at one enemy aircraft in its Front Fire Arc, and one enemy aircraft in its Rear Fire Arc.

It may happen that an aircraft is within two Fire Arcs of an enemy aircraft at the same time, the hex it occupies being intersected by the line between the firing aircraft's different Fire Arcs. In this case, if the firing aircraft has weapons that face into both of those Fire Arcs, they may all target the same enemy aircraft.

Fire Arcs are as follows (**see page 5** for diagram):

- **Front:** This is 60 degrees directly forwards of the aircraft's base.
- **Rear:** This is 60 degrees directly behind the aircraft's base.
- **Left Side:** This is 120 degrees to the left of the aircraft's base (in some rare cases this may be further split into Left Side – Front and Left Side – Rear).
- **Right Side:** This is 120 degrees to the right of the aircraft's base (in some rare cases this may be further split into Right Side – Front and Right Side – Rear).
- **All Round:** Some weapons can fire in 360 degrees, in other words, into every Fire Arc. Note, however, that such weapons will always be limited to firing Up or Down (as follows).
- **Up:** Means that this weapon may only target aircraft which are at the same Altitude level as this aircraft or above it.
- **Down:** Means that this weapon may only target aircraft which are at the same Altitude level as this aircraft or below it.

Directly Overhead

It is important to note, whilst discussing Fire Arcs, that it may sometimes happen that an aircraft occupies the same hex as a Ground Defence or a Ground Target. When this occurs, the aircraft is said to be Directly Overhead.

When an aircraft is Directly Overhead a Ground Target, it is still considered to be within the Ground Defence's All Round Fire Arc. Similarly, when an aircraft is Directly Overhead a Ground Defence or Ground Target, these are considered to be within the aircraft's Rear Fire Arc.

Range
As well as being in the weapon's Fire Arc, the target must also be in range. For all weapons there are three range bands: Short, Medium and Long range. The range between an aircraft and its target is always measured by counting hexes from the Fire Arc of the weapon being used for the attack, to the hex the target is in.

Ranges are:

Hexes	Range
1-4	Short range
5-7	Medium range
8-10	Long range

Not all weapons can fire at all ranges, some can only be fired at Short or Medium range, for example, whilst other weapons, such as anti-aircraft missiles, can only be fired at Long range. This information is provided in the Squadron Lists (**see page 65**).

FIREPOWER

All weapons have a Firepower characteristic for the three range bands described previously, detailed on their entry in the Squadron Lists. The first number is a weapon's Firepower at Short range, the second number is the weapon's Firepower at Medium range, and the third number is the weapon's Firepower at Long range.

A weapon's Firepower characteristic is the number of D6 rolled for that weapon when firing at that range. These D6 are referred to as Firepower dice.

For example, the quad big shootas on an Ork Dakkajet have a Firepower characteristic of 8-4-0, meaning that at Short range, eight D6 are rolled when firing, at Medium range four D6 are rolled, and at Long range no dice are rolled.

Some weapons are more effective at longer ranges. This can be for a variety of reasons, be it targeting systems acquiring lock, the convergence of weapons systems meaning that they become more effective at longer range than close in, or an aircraft's manoeuvrability allowing it to stay on-target.

Roll to Hit
To determine if a firing weapon scores a hit on its target, roll the Firepower dice. The D6 roll which is required to hit a target with Air-to-Air fire is always 5+.

The following modifiers may also apply to the dice roll:

- -1 to the dice roll if the target has a Stall or Spin token on it.
- -1 to the dice roll per level of Altitude difference between the firing aircraft and its target.

Note that, as the above modifiers are cumulative, an aircraft cannot normally target another aircraft that is 2 or more Altitude levels above or below it.

Designer's Note – Stalling
It may seem counter-intuitive to many players to push an aircraft above its maximum Altitude or to slow it below its Min Speed, causing the engine to Stall and risking falling into a Spin, but for certain aircraft and at certain Altitudes this may be the best option to avoid enemy fire. The sudden and dramatic cessation of forward motion can confuse even the most sophisticated of targeting systems, and a pilot may decide to Stall engines and rely on the Handling characteristics of the aircraft to pull out of a Spin should their previous Ace Manoeuvres fail to get them out of the crosshairs!

AMMO

Whenever an aircraft fires a weapon, ammunition is expended, even if the weapon is found to be out of range when range is measured. How this works depends upon the Ammo characteristic of the weapon itself. Weapons with an Ammo characteristic of UL (unlimited) cannot run out of ammunition. Weapons with an Ammo characteristic of 1, 2 or 3 reduce the value each time they are fired. When such a weapon's Ammo characteristic is reduced to 0, the weapon may no longer be fired. For example, a weapon with Ammo 1 may only be fired once, as it is immediately reduced to Ammo 0, whereas a weapon with Ammo 3 may be fired three times before it is reduced to Ammo 0.

DAMAGE

Successful hits do not necessarily inflict damage; many shots will simply pass straight through an aircraft's lightweight frame without hitting anything important. Each Firepower dice that scores a hit must be rolled again, this time as a Damage dice. Each weapon has a Damage characteristic presented as the score required on the Damage dice to cause damage. For example, a weapon with a Damage characteristic of 4+ will cause damage on any of the Damage dice that roll a 4 or higher. Larger, more powerful weapons, are more likely to cause damage than smaller weapons.

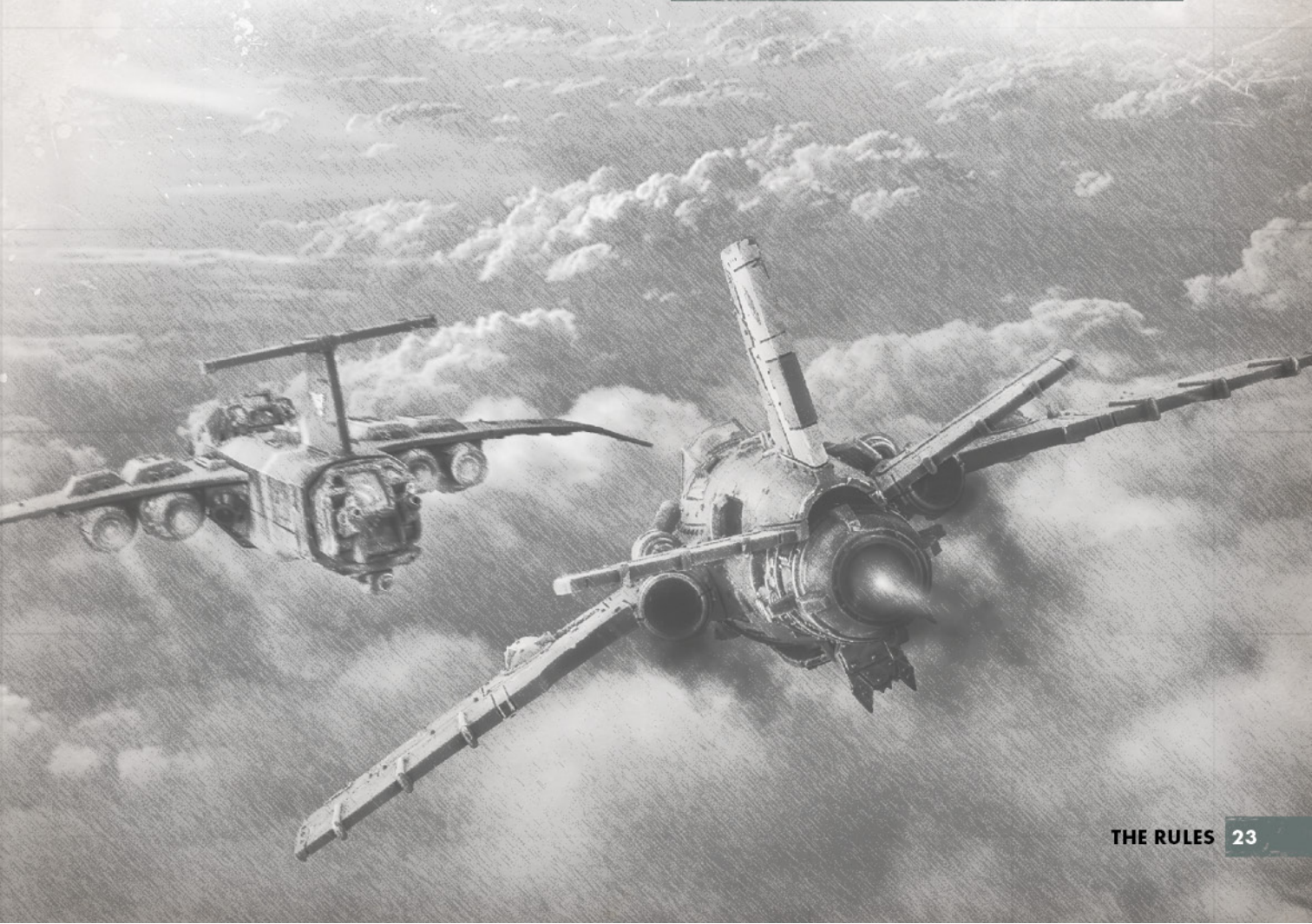
Each successful Damage dice roll causes one damaging hit to the target, reducing its Structure points accordingly. When an aircraft has 0 Structure points remaining, it has been shot down and falls to the ground. Remove the aircraft from play.

SPECIAL SITUATION – TAILING

Tailing is the term used to describe the situation of one aircraft being directly behind an enemy aircraft. This is a very good position for an aircraft to be in, firstly because the majority of aircraft do not have weapons that face into their Rear Fire Arc and so most cannot return fire. Secondly, because a pilot is able to easily track the tailed aircraft, enabling them to bring huge amounts of firepower to bear in a short space of time.

This is represented in the game by the Tailing Fire phase. Whether an aircraft is Tailing or not is determined in the End phase (**see page 30**), as it does not have any direct bearing during the Movement or Firing phases. If during the End phase an aircraft is determined to be in a Tailing position, it will gain an extra chance to fire upon the tailed aircraft during the Tailing Fire phase of the following turn, before the tailed aircraft has the opportunity to pull off any evasive manoeuvres that will shake loose the Tailing aircraft.

Note, however, that an aircraft which is in a Spin cannot be tailed.



WEAPON SPECIAL RULES

Certain weapons have special rules, listed along with other characteristics in the Squadron Lists section. Weapons may have one or more special rules, in any combination, or none. This list of weapon special rules is by no means exhaustive, additional weapon special rules may be added in future supplements.

The weapon special rules are as follows:

Extra Damage (X+)

Some weapons are so powerful that they can cause more damage than most other weapons. If a weapon has the Extra Damage special rule, it will also have a number in brackets after it, for example, Extra Damage (5+). This will always be a higher number than the weapon's Damage characteristic.

When rolling the Damage dice, any rolls that equal or exceed the Extra Damage number will cause 2 Structure points to be lost by the target rather than the usual 1 Structure point.

For example, a lascannon has a Damage characteristic of 2+ and has the Extra Damage (6+) special rule. When rolling the Damage dice, a lascannon will cause the target to lose 1 Structure point on rolls of 2 or higher, but should any of the Damage dice roll a 6, that dice will cause the target to lose 2 Structure points.

Tail Gunner

Some weapons are fitted into the tail sections of aircraft, enabling them to return fire against enemy aircraft that have manoeuvred into a tailing position, giving them more protection from Tailing Fire.

Once per turn, when fired upon by an enemy aircraft in the Tailing Fire phase, an aircraft may immediately return fire with any weapons that have this special rule. This is resolved just like normal Air-to-Air fire and may be done even if the aircraft is destroyed, as it can be assumed that the Tail Gunner and the Tailing aircraft fire simultaneously.

Ground Attack

Some weapons are designed with the sole purpose of destroying ground targets, such as most bombs and certain missiles. Weapons with the Ground Attack special rule may only be used against ground targets during a Bombing Run (**see page 27**). A ground target is any Ground Defence, landed aircraft, or any ground target as described by a scenario – they can never be used to target anything at Altitude 1 or above.

Aerial Attack

Some weapons are only designed to be used against aerial targets, such as certain missiles and the majority of Ground Defence weapons. Weapons with the Aerial Attack special rule may only be used against targets at Altitude 1 or higher; they can never be used to target anything at Altitude 0 and cannot be used to make a Strafing Run (**see page 26**).

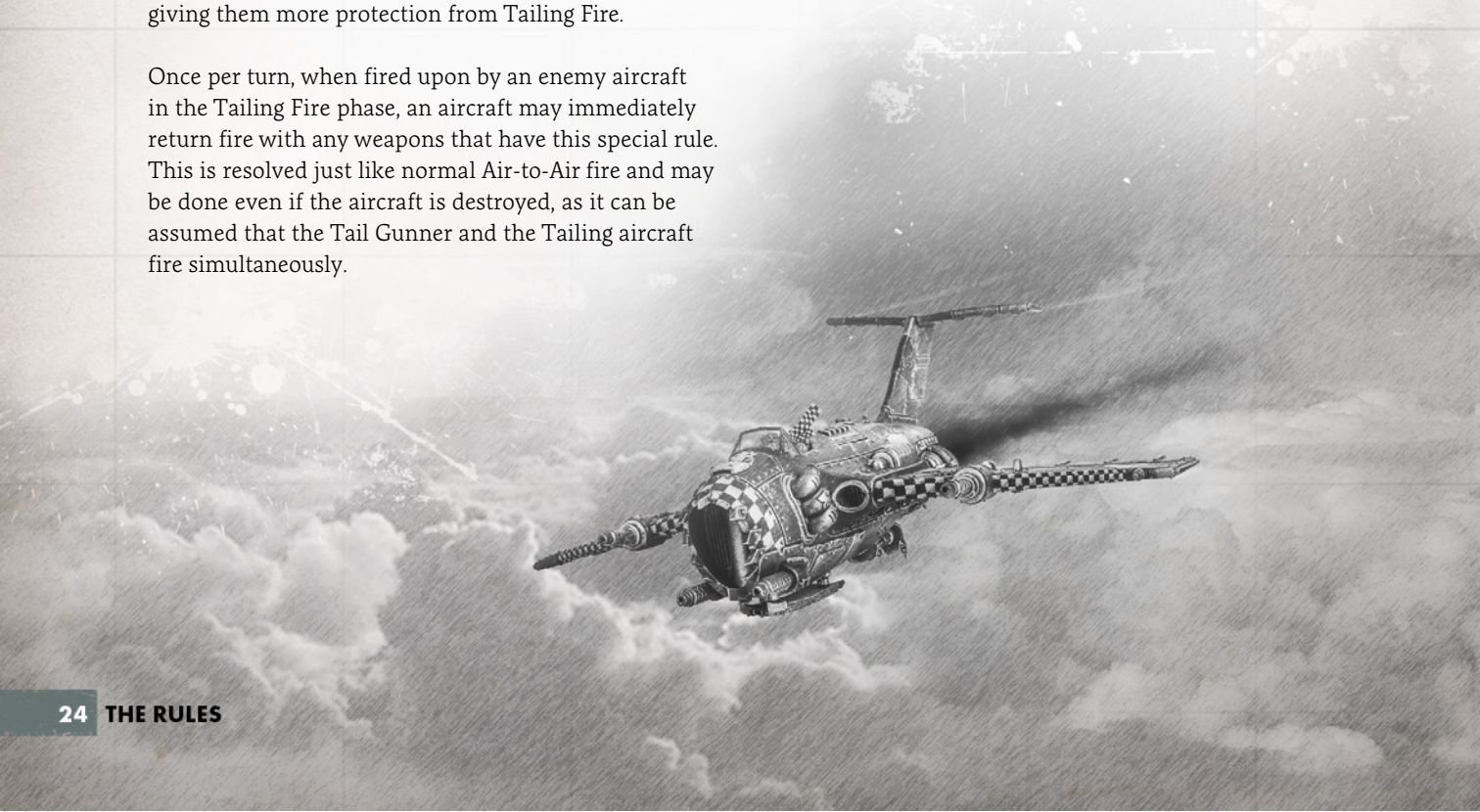
Ground-to-Air Fire

Weapons with this special rule can only be used at Altitude 0 and may only target aircraft at Altitude 1 or above. They cannot be used to target anything at Altitude 0 (**see page 28**).

Effective Altitude (X)

This special rule is only present in conjunction with the Ground-to-Air Fire rule (see above).

The number in brackets after the name of the rule represents the highest Altitude level at which such weapons are accurate. If an aircraft is travelling at an Altitude higher than the number shown, the chance of hitting is reduced (**see page 28**).

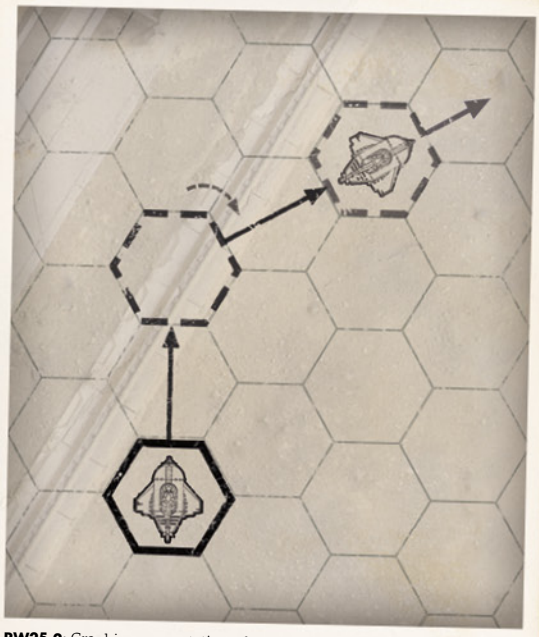


Autonomous Weapons

These are self-propelled guided missiles or bombs, capable of controlling their own flight path towards a target. They are deployed from an aircraft during the Firing phase when they are 'fired'. When fired, place a model representing the Autonomous weapon in a hex immediately adjacent to one of the Fire Arcs listed, as shown on the diagram. When fired, an Autonomous Weapon may choose its facing, as shown by the arrows in the diagram below. The firing aircraft may place a maximum of two Autonomous weapons in this way during a single Firing phase. Firing an Autonomous weapon does not require a target.

RW25.1: Graphic representation of deploying an Autonomous Weapon (Drawn from Classified: A Primer of Treacherous Xenos Tactics)

Once deployed, the Autonomous weapon moves up to six hexes in a straight line directly away from the firing aircraft. From the next turn onwards, the Autonomous weapon will travel D3+3 hexes in the same direction at the end of each Movement phase, after all other aircraft have moved. During this movement, the Autonomous weapon may turn once to the left or right, as shown in the diagram below. Should the Autonomous weapon move beyond the edge of the Area of Engagement, it is removed from play.



RW25.2: Graphic representation of moving an Autonomous Weapon (Drawn from Classified: A Primer of Treacherous Xenos Tactics)

If at the end of any Firing phase the Autonomous weapon occupies a hex adjacent to any other aircraft, roll a D6. If the result is a 2 or higher, the Autonomous weapon has hit the aircraft. Roll one Damage dice against the hit aircraft, as described **on page 23**, after which the Autonomous Weapon is removed from play. If the result of this hit roll is a 1, the Autonomous weapon misses and will continue to fly in the next turn. Note that Autonomous weapons are able to climb and dive extremely rapidly. Therefore, Autonomous aircraft ignore the Altitude of other aircraft when making this roll.

AIR-TO-GROUND FIRE

This section covers aircraft targeting anything on the ground. This could be anything at Altitude 0, be it Ground Defences such as flak guns and anti-aircraft emplacements, ground targets such as enemy bunkers, vehicles or buildings, or any landed aircraft and so on.

GROUND ATTACKS

There are two types of ground attack an aircraft can make: Strafing Runs and Bombing Runs. In general, most aircraft can make Strafing Runs provided their weapons do not have the Aerial Attack special rule, whilst only those equipped with weapons with the Ground Attack special rule can make Bombing Runs. There are some rare exceptions to this which will be detailed in the Squadron Lists section.

Altitude 0 targets are fired at just like aerial ones, with the exception that aircraft equipped with weapons with the Ground Attack special rule can make a Bombing Run whilst simultaneously targeting other aircraft. This means, for example, that an Imperial Navy Marauder armed with Wing Bombs may fire at another aircraft as described **on page 21** and still make a Bombing Run against Altitude 0 targets. An aircraft making a Strafing Run, however, is focusing all of its attention against a ground target and may not target other aircraft in a different Fire Arc with other weapons during the same Firing phase.

Air-to-Ground firing follows the same sequence of steps as described for Air-to-Air fire (**see page 21**), with the following exceptions:

STRAFING RUN

A Strafing Run is the term given for a low-level attack made by any aircraft against ground targets, usually by Scouts or Fighters, but sometimes by Bombers.

Fire arcs and range for Air-to-Ground fire are determined during the Firing phase using the normal rules as described **on pages 21-22** for Air-to-Air fire. To perform a Strafing Run, an aircraft must be travelling at Altitude 1. Aircraft at Altitude 2 or higher may not perform a Strafing Run.

To Hit

To hit an Altitude 0 target during a Strafing Run, roll a number of Firepower dice equal to the Firepower characteristic of the weapon being used, as described **on page 22**.

The D6 roll required to hit an Altitude 0 target during a Strafing run is 5+.

Damage

For each hit scored, roll for damage as described **on page 23**, using the weapon's Damage characteristic and any applicable special rules (Extra Damage, for example).

As described previously, each successful Damage dice roll causes the target to lose 1 Structure point. When reduced to 0, the target is destroyed.

BOMBING RUN

A Bombing Run is a high-level attack used to saturate a target area with bombs or missiles. Only aircraft armed with weapons with the Ground Attack special rule may make a Bombing Run.

Fire arcs and range for Air-to-Ground fire are determined during the Firing phase using the normal rules as described **on pages 21-22** for Air-to-Air fire.

To Hit

Unlike Air-to-Air fire or Strafing Runs, the effectiveness of weapons with the Ground Attack special rule when used to make a Bombing Run will vary depending on the Altitude the aircraft is travelling at.

To hit an Altitude 0 target during a Bombing Run, roll a number of Firepower dice equal to the Firepower characteristic of the weapon being used, as described **on page 22**.

The D6 roll required to hit an Altitude 0 target during a Bombing run is 5+.

The following modifiers may also apply to the dice roll:

- +1 to the dice roll if there is only one level of Altitude difference between the firing aircraft and its target.
- -1 to the dice roll if there are three levels of Altitude difference between the firing aircraft and its target.
- -2 to the dice roll if there are four or more levels of Altitude difference between the firing aircraft and its target.

Bomb Creep

Of course, dropping bombs from high altitude is not a very exact art and the destruction caused by heavy Bombing Runs is rarely confined to a single target. After rolling one or more successful hits, roll a D6 for any other potential targets within a hex adjacent to the target of a Bombing Run that are at Altitude 0, be they friendly or enemy, Ground Defences or landed aircraft. On the roll of a 4+, they are also hit and caught in the storm of fire and shrapnel. Roll once for damage against targets hit by Bomb Creep as normal for the weapon, using its Damage characteristic.

Damage

For each hit scored, roll for damage as described **on page 23**, using the weapon's Damage characteristic and any applicable special rules (Extra Damage, for example).

As described previously, each successful Damage dice roll causes the target to lose 1 Structure point. When reduced to 0, the target is destroyed.

GROUND-TO-AIR FIRE

This covers Ground Defences firing at enemy aircraft with any of their weapons. Ground-to-Air fire is often commonly known as anti-aircraft fire, AA or flak. Ground targets in scenarios are often defended by formidable Ground-to-Air capable Ground Defences, and most races in the 41st Millennium have a variety of such weapons available.

A player may choose a Ground Defence to fire a Ground-to-Air weapon under their control as if it was another aircraft in their force. Therefore the Ground Defence may be chosen at any time during the Firing phase.

Ground-to-Air firing follows the same sequence of steps as described for Air-to-Air fire (**see page 21**), with the following exceptions:

TARGETING

Any weapon with the Ground-to-Air special rule can target a single enemy aircraft during the Firing phase, provided it is within the range of the weapon.

All Ground-to-Air weapons have an All Round Fire Arc.

To Hit

All Ground-to-Air weapons have a Firepower characteristic just like any other weapon, detailing the number of Firepower dice rolled at Short, Medium and Long range, as described **on page 22**.

The D6 roll required to hit with any Ground-to-Air weapon is 5+.

The following modifiers may also apply to the dice roll:

- -1 to the dice roll if the target has a Stall or Spin token on it.
- -1 to the dice roll per level of Altitude the target is above the firing weapon's Effective Altitude (X).

Damage

For each hit scored, roll for damage as described **on page 23**, using the weapon's Damage characteristic and any applicable special rules (Extra Damage, for example).

As described previously, each successful Damage dice roll causes the target to lose 1 Structure point. When reduced to 0, the target is destroyed.

END PHASE

In the End phase, players determine whether some or all aircraft from either side must disengage, as it is very rare for a dogfight to last until all aircraft have been shot down; normally one side will suffer heavy casualties, run low on fuel or run low on ammo and be forced to fall back to avert disaster.

For those aircraft still in the fight, the End phase is where players attempt to avoid more immediate disaster, be it restarting a Stalled engine or pulling an aircraft out of a Spin.

THE END PHASE SEQUENCE

The End phase is split into a sequence of steps. Both players, starting with the player who holds the initiative, run through each step of this sequence for all of their aircraft, before moving on to the next step of the sequence.

1. Stalled Aircraft: Players attempt to recover any aircraft that Stalled during this turn. If they cannot, the aircraft will fall into a Spin.

2. Recovering from a Spin: If any aircraft fell into a Spin in a previous turn, players attempt to regain control before the aircraft crashes into the ground.

3. Determine Tailing: Players determine if any of their aircraft are in a position to fire on enemy aircraft in the Tailing Fire phase of the following turn.

Ending the Game

If this is the End phase of the final turn, or if only one player has aircraft left in the Area of Engagement, the game ends and players work out victory conditions.

Once the End phase sequence has been completed, the next turn begins unless, of course, the game has ended.

STALLED AIRCRAFT

If, for any reason, an aircraft has a Stall token on it, the controlling player can attempt to recover the aircraft before it falls into a Spin.

To recover an aircraft with a Stall token on it, roll a D6 and compare the result to the aircraft's Handling characteristic. If the result is equal to or higher than the aircraft's Handling characteristic, the aircraft has recovered from the Stall. The aircraft's Speed is reduced by 1 for climbing as described **on page 18**, to a minimum of the aircraft's Min Speed characteristic, and the Altitude dial is adjusted to or remains at the Max Altitude of the aircraft. In subsequent turns, the aircraft follows all of the normal rules.

If the result of the roll is lower than the aircraft's Handling characteristic, however, the aircraft does not recover and falls into a Spin. A Spin token is placed beside the model on the tabletop and in the next turn it will Spin, as follows. The player may not attempt to correct the Spin until the next End phase.

RECOVERING FROM A SPIN

Players now attempt to recover aircraft that have fallen into a Spin during a previous turn (not aircraft that have only just fallen into a Spin during this End phase).

Whilst in a Spin, an aircraft can do nothing else; it may not perform Ace Manoeuvres and may not fire, it simply falls towards the ground, reducing its Altitude by 1 in the End phase after attempting to recover, should it fail to do so.

To recover an aircraft with a Spin token on it, roll a D6 and compare the result to the aircraft's Handling characteristic. If the result is equal to or higher than the aircraft's Handling characteristic, the aircraft has recovered from the Spin. The aircraft's Speed dial is set to its Max Speed characteristic and its facing is randomly determined. To do this, number the sides of the base of the aircraft and roll a D6. The aircraft is then turned until its Front Arc is facing the direction indicated by the result of the roll. In subsequent turns, the aircraft follows all of the normal rules.

If the result of the roll is lower than the aircraft's Handling characteristic, however, the aircraft does not recover and continues to Spin, immediately reducing its Altitude by 1. If the aircraft's Altitude dial is reduced to 0, it crashes to the ground. All remaining Structure points are lost and the aircraft is immediately removed from play. Otherwise, the aircraft may attempt again to recover from the Spin in the next End phase.

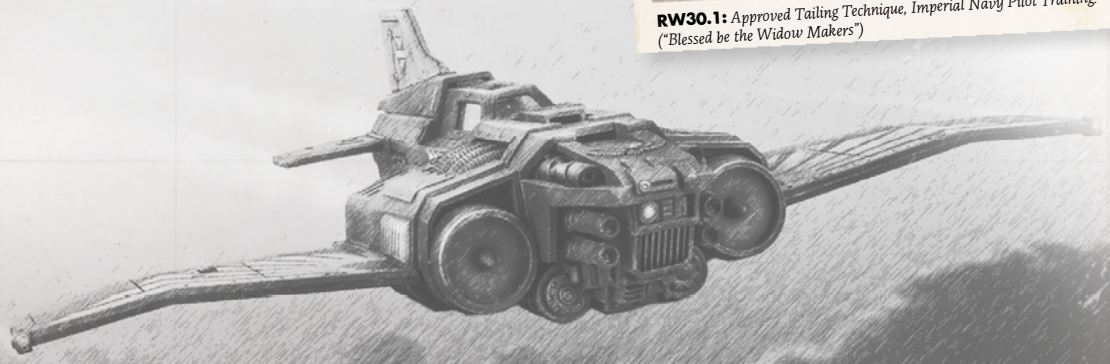
TAILING

During the final step of the End phase, players determine if any of their aircraft are in position to make use of the Tailing Fire phase of the next turn.

To be in a Tailing position, the Tailing aircraft must have its target within its Front Arc whilst simultaneously being wholly within the target's Rear Arc, must be within Short or Medium range of its target and must be at the same Altitude or at one Altitude level above or below it. If all of these criteria are met, the tailing aircraft may then fire at the tailed aircraft during the Tailing Fire phase of the next turn (**see page 13**).

Players may wish to place a Tailing token next to the Tailing aircraft as a reminder that it can fire during the Tailing Fire phase of the following turn.

RW30.1: *Approved Tailing Technique, Imperial Navy Pilot Training. ("Blessed be the Widow Makers")*



ENDING THE GAME

There are several ways to determine if the game ends, and several ways to determine the winner once the game has ended. These are as follows:

FUEL LIMIT

Aerial combat rarely lasts for prolonged periods of time due to the ammo limitations of the aircraft involved and how quickly they burn through fuel reserves when pushed to the limits of their performance. Consequently, turn 12 of any game is always the final turn, regardless of any other considerations detailed below, at which point both sides must disengage. Fuel limit will never make a game last longer than 12 turns, but may cause it to end on an earlier turn. At the end of turn 12, Victory points are worked out as described below.

LAST AIRCRAFT FLYING

Should it ever happen that only one player has any aircraft left in the Area of Engagement for any reason, the game automatically ends. Victory points are worked out as described below.

INSURMOUNTABLE LOSSES

If one force finds itself reduced to 25% of its starting numbers or below, rounding fractions down, only one more turn may be played, regardless of how many turns have been played. This is called the Disengagement turn.

Disengagement Turn

During the Disengagement turn, both players attempt to secure any mission objectives possible as described in the scenario they are playing, or attempt to Voluntarily Disengage by manoeuvring aircraft under their control so that they cross the edge of the Area of Engagement and Disengage, thus reducing the Victory points they may concede to their opponent.

Note that if an aircraft crosses the edge of the Area of Engagement during the Movement phase of any turn other than the Disengagement turn, it counts as having Accidentally Disengaged when calculating Victory points.

VICTORY POINTS

Victory points are used to determine how well each player has done and who has won the game. Players score Victory points by causing damage and reducing the Structure points of enemy aircraft, for destroying enemy aircraft and, in some scenarios, for safely delivering troops into a landing zone. Certain scenarios will award Victory points for completing specific mission objectives as well, such as damaging or destroying unique ground targets.

Victory Points for Aircraft

Victory points for aircraft are calculated as a percentage of the aircraft's total points cost, including extra points spent on additional weapons.

Enemy aircraft that are reduced to 0 Structure points and removed from play are worth 100% of their points cost, for example, whereas enemy aircraft that have Voluntarily Disengaged are worth 0% of their cost – see the Victory Points chart below:

AIRCRAFT DESTROYED	
100%	
AIRCRAFT STILL OPERATING WITHIN AREA OF ENGAGEMENT	
UNDAMAGED 0%	DAMAGED 50%
AIRCRAFT VOLUNTARILY DISENGAGED	
UNDAMAGED 0%	DAMAGED 25%
AIRCRAFT ACCIDENTALLY DISENGAGED	
UNDAMAGED 100%	DAMAGED 100%

All fractions are rounded up when calculating the Victory points for a single aircraft. For example, 50% of 25 Victory points equals 13 Victory points.

Points Difference

If one force is of a lower points value than its opponent, the difference is awarded to the player with the higher points value as Victory points at the end of the game. For example, if, at the start of the game, one player's force is worth 150 points, but their opponent's force is only worth 146 points, the player with the 150 point force is awarded 4 Victory points in addition to any won by other means.

WINNING

The player that scores the most Victory points wins the game. The greater the difference in Victory points, the greater the victory!

SCENARIOS

This section provides rules and guidance for fighting different types of game. Many games will be straight forward affairs that use the Dogfight scenario, pitting two patrols against each other in a simple aerial battle. Other games may use more complex scenarios, requiring the positioning of ground targets and landing zones, or may involve more complex victory conditions, such as the escorting of a civilian aircraft across hostile skies.

SCENARIOS

A small dogfight between one or two aircraft per player can be played within a small Area of Engagement, roughly 3'x3' square. As the size of the force increases so does the size of the Area of Engagement, with the average size of an Area of Engagement being 4'x4' and particularly large battles or complex scenarios requiring an Area of Engagement of 8'x4'.

CHOOSING A SCENARIO

For ease, most games using two simple forces of an equal points value can be played using the Dogfight scenario. This scenario handles an aerial clash between two rival forces and can include the Night Fighting and Bad Weather rules for an extra degree of tension. Should both players wish, and if they have access to a more comprehensive range of miniatures and terrain, the other scenarios detailed in this section will offer greater challenges.

The simplest way to decide which scenario to play is for both players to mutually agree on the size of force they wish to use, but if they cannot decide upon a scenario, simply roll a D6 and look up the result on the table below:

D6 Result	Scenario
1	Bandits over the River
2	The Straggler
3	Search and Rescue
4	Garrison Relief
5	Troop Landing
6	Bombing Mission

SCENARIO FORMAT

All scenarios are presented in the following format:

Background
A brief overview of the action and each force's mission objectives.

Forces
Recommended forces for the scenario. If there are any restrictions or requirements placed on forces or weaponry, these will be detailed here.

Set-up
How to set up the Area of Engagement, including any ground targets and landing zones, and where each player deploys their forces.

Special Rules
Any special rules that may apply to this scenario, such as Night Fighting and Bad Weather, or Reserves, will be listed here. If there are any additional special rules that apply to this scenario, they will be detailed here also.

For example, if one player's force is smaller than the other's by a significant margin the scenario may offer them an underdog bonus, or one player may be required to complete a specific mission objective in order to win.

Victory Conditions
This section describes how to determine who has won the game.

RESERVES

Some scenarios use the Reserves rule. Reserves are friendly aircraft that happen to be in the area and redirect to offer support, or are additional aircraft arriving after the first wave.

Whatever the case, aircraft held in reserve are not deployed at the start of the game, but will come on in later turns. To see if aircraft held in reserve arrive, roll a D6 for each aircraft at the start of each turn, before the Choose Manoeuvres phase, and consult the table below:

Turn Number	D6 Roll Required
Turn 1	N/A
Turn 2-4	5+
Turn 5-8	4+
Turn 9+	3+

When an aircraft held in reserve becomes available, place it within a full hex touching the edge of the Area of Engagement, anywhere within the area in which its side deployed. The reserve aircraft automatically enters play with its Speed dial set to its Max Speed. Its Altitude dial may be set as the controlling player wishes.

In the Choose Manoeuvres phase, choose an Ace Manoeuvre for reserve aircraft that have arrived in this way. The aircraft follows all of the normal rules.

Any aircraft held in reserve that have not entered the Area of Engagement when the game ends count as having Accidentally Disengaged for the purposes of calculating Victory points.

NIGHT FIGHTING & BAD WEATHER

Not all aerial combat takes place in daylight or in perfect weather conditions – aircraft often have to operate at night or under heavy clouds and in mist or fog.

At the start of a game in which the Night Fighting and Bad Weather rules are used, roll a D6 and consult the table below. The player that wins the roll to deploy first should also roll to determine the weather conditions, before either player sets up any of their force:

D6 Result	Conditions
1-3	Exceptional visibility (all of the normal rules apply)
4-5	Bad Weather
6	Night Fighting

Bad Weather

For Bad Weather, roll a D3 after deploying forces but before the Choose Manoeuvres phase of the first turn. The result of this roll determines the Altitude level of the cloud cover. Above this Altitude level, all of the normal rules apply. At this Altitude level or below, aircraft follow the Night Fighting rules as follows:

Night Fighting

Finding and hitting targets at night is a lot harder than it is in the daylight. During Night Fighting, aircraft may only fire at targets at Short and Medium range. Additionally, the number of Firepower dice rolled at Medium range is halved, rounding fractions up. The number of Firepower dice rolled at Short range remains the same.

TERRAIN HEIGHT

Terrain generally does not play a part in aerial combat. However, some hills, mountains and other terrain features such as hive spires and high altitude landing platforms may be tall enough to encroach into the battlegrounds of aircraft.

Players may choose to use Terrain Height. In this case, any terrain may be designated an Altitude level. A hill for example may be Altitude 1 or 2, whilst a mountain or other terrain feature may be as high as Altitude 3 or 4.

Aircraft must be travelling at an Altitude level higher than the terrain in order to pass over it; otherwise they will crash into it if any part of their base touches any part of the terrain during the Movement phase. If this happens, all remaining Structure is lost and the aircraft is immediately removed from play.

Any Ground Defences sited upon terrain with an Altitude level add that level to their Effective Altitude (X). Any ground targets sited upon terrain with an Altitude level are still classed as being at Altitude 0 for the purposes of targeting with Air-to-Ground fire, whilst the Altitude of the terrain is used for the purposes of modifiers on the Firepower dice.

GROUND TARGETS

Ground targets is the collective name given to any ground-based objective. A ground target can be almost anything, from an enemy bunker that may house crucial radar and air control apparatus to the last line of defence protecting an important enemy leader from harm. Alternatively, a ground target may represent a friendly squad that has been operating deep behind enemy lines gathering intelligence that requires extraction, or the stranded crew of another aircraft awaiting rescue.

Whatever the individual ground target may represent, their use depends upon the scenario being played. The scenario rules will explain how many ground targets feature, where they should be placed within the Area of Engagement and, most importantly, how they can be destroyed or rescued as required!

LANDING ZONES

In some scenarios, players are required to land aircraft within a designated landing zone before taking off again, in order to fulfil scenario objectives. Such scenarios will give details of where to place one or more landing zone markers, and will specify a distance in inches from this marker within which aircraft must land. This distance is measured from the edge of marker itself. It is important to note that aircraft can land outside designated landing zones, but in order to fulfil the scenario objective, an aircraft must end its movement at Altitude 0 within the landing zone. Aircraft may take off in the following turn – it does not take long to load or unload in an active warzone!

THE DOGFIGHT

BACKGROUND

Two air combat patrols meet unexpectedly in the skies. The encounter is fast and deadly.

FORCES

Players should mutually agree a points value between 25 points and 250 points, and choose their forces accordingly.

Only Scouts, Fighters and Bombers are recommended for the Dogfight scenario.

SET-UP

Players set up on opposite sides of the Area of Engagement. Starting with the winner of a roll-off, players take turns to place an aircraft within three hexes of the edge of the Area of Engagement. If Ground Defences are in use, they may be set up within six hexes of the owning player's edge of the Area of Engagement.

Both players may choose the Speed and Altitude of each aircraft before setting it up.

SPECIAL RULES

Reserves

If both players agree, each player may keep a maximum of two aircraft in reserve. The combined cost of these may be no more than 25% of the total points value of the force.

Night Fighting and Bad Weather

If both players agree, the rules for Night Fighting and/or Bad Weather may be used during this game.

Underdog

If one player's force is smaller than their opponent's by 5 points or more, they will automatically have the initiative in the first turn. If there is no difference in points, initiative is rolled for as normal.

VICTORY CONDITIONS

The game last for 12 turns, until one side is forced to disengage, or until only one player has aircraft left operating in the Area of Engagement.

When the game ends, calculate Victory points to determine the winner.

SQUADRON LISTS

This section details all of the aircraft currently available to use in Aeronautica Imperialis, providing details of their characteristics, weapon options and special rules. Each entry describes how fast, manoeuvrable and well-armed an aircraft is, as well as detailing any special rules they or their weapons may have and any alternative weapon options available to them.

SQUADRON LISTS

FORCE LIST

When selecting a force for a game, players should write a list of all of the aircraft they are using, along with any additional weaponry and upgrades taken for each aircraft, including the total points cost for each aircraft, and for the force as a whole.

Alternatively, players can create their force using the Aircraft and Upgrade cards which are available from Games Workshop. These have the added bonus of allowing players to see each aircraft's profile at a glance and to keep track of upgrades and additional weapons purchased for each.

AIRCRAFT UPGRADES

These represent special equipment given to certain aircraft or modifications made to aircraft by their pilots, individualising them to suit their own preferences and unique style. Each race has its own selection of aircraft upgrades to choose from. Most upgrades are available to all aircraft belonging to that race. If however a certain aircraft type may not take a certain upgrade, this will be noted in that aircraft's entry over the following pages (and on its card if you are using the optional Aircraft cards). No aircraft may take more than two upgrades unless stated in that aircraft's profile and no upgrade can be taken twice on the same aircraft unless stated otherwise. Each upgrade costs additional points, increasing the total cost of the aircraft accordingly.

SPECIAL RULES

The following special rules are common to several different types of aircraft:

ROCKET BOOSTERS

In the 41st Millennium, some aircraft are capable of operating beyond a planet's atmosphere in the void of space. Such aircraft are noted in the Squadron Lists section as having the Rocket Boosters special rule. An aircraft with Rocket Boosters can choose to disengage from the Area of Engagement from any point, rather than just the table edge (see page 17). To do so the aircraft must be travelling at Altitude 5. Once it has completed its Ace Manoeuvre during the Move and Manoeuvre step of the Movement phase, declare that the aircraft is using its Rocket Boosters to climb once more and disengage.

TRANSPORT AIRCRAFT

Some aircraft have a Transport characteristic shown as a number rather than '-'. This represents the cargo of troops, vehicles, etc., the aircraft can deliver into a landing zone. To deliver this cargo, a transport aircraft must land (see page 19). Landing zones will be designated by the scenario, which will also state how many Victory points are won for delivering this cargo into a landing zone. For example, an aircraft with a Transport characteristic of 2 may earn 2 Victory points for landing safely in a landing zone. A player whose mission involves landing troops into a landing zone should keep a tally of Victory points scored in this way.

JUMP TROOPS

Some transport aircraft can deliver their cargoes of troops without landing. The troops inside can leap from the aircraft and drop to the ground on jump packs, grav-chutes or jet packs. In the Squadron Lists some aircraft with transport capacity will have the option to upgrade their cargoes of troops to Jump Troops.

Instead of landing in a landing zone, a transport aircraft with Jump Troops can drop them from altitude as it passes over. To drop its Jump Troops, the aircraft must pass directly over the landing zone during the Move and Manoeuvre step of the Movement phase. Once the aircraft has completed its movement, before adjusting Altitude roll a D6 for each point of transport capacity being dropped. If the result of the roll is higher than the aircraft's current Altitude and Speed added together, the Jump Troops land safely within the landing zone and Victory points are scored. If however the result of the roll is equal to or lower than the aircraft's current Speed and Altitude added together, the troops are scattered, injured or killed and no Victory points are scored.

For example, an aircraft travelling at Altitude 2 and Speed 2 will need to roll a 5 or a 6 to land its cargo of Jump Troops safely, whereas a hovering aircraft at Altitude 1 will only fail to land them safely on the roll of a 1.

IMPERIAL NAVY

The Imperial Navy is huge, far beyond the comprehension of most of the subjects it protects, a vast armada of ships spread out across the distant stars. It is the mighty void ships that form the battle fleets of the Imperial Navy that are most renowned, but it is more often the humble atmosphere-bound aircraft that are called upon to defend the Emperor's dominion. Able to engage the enemies of Mankind without obliterating the worlds they defend, these aircraft form an essential part of the Imperium's war efforts, and the brave men and women that pilot these craft are lauded as heroes.

IMPERIAL NAVY AIRCRAFT UPGRADES

Ejector Seats +2 points
The aircraft has improved safety mechanisms, allowing the crew to make a quick escape in an emergency. If the aircraft is reduced to 0 Structure points and destroyed for any reason, roll a D6. On a 5+, the crew safely escape and the aircraft is only worth 75% of its total points cost in Victory points, rather than the usual 100%.

Flares or Chaff Launchers +1 point
The aircraft is fitted with decoy flares and chaff launchers, designed to interfere with the guidance systems of incoming missiles. Once per game, if the aircraft is hit by a weapon with an Ammo characteristic of 1, 2 or 3, roll a D6. On a 6, the hit becomes a miss.

Infra-red Targeting +2 points
The aircraft's targeters and sensors are improved for operating in darkness or poor visibility. If the Night Fighting or Bad Weather rules are in use, this aircraft may fire at Medium range without reducing the number of Firepower dice rolled.

Imperial Ace +5 points
The aircraft is piloted by a renowned Ace pilot. This upgrade may only be taken by one aircraft within a force. Once per game, this aircraft may choose to re-roll a dice roll. However, all of the dice rolled must be re-rolled and the player must accept the result of the second roll, even if it is worse.

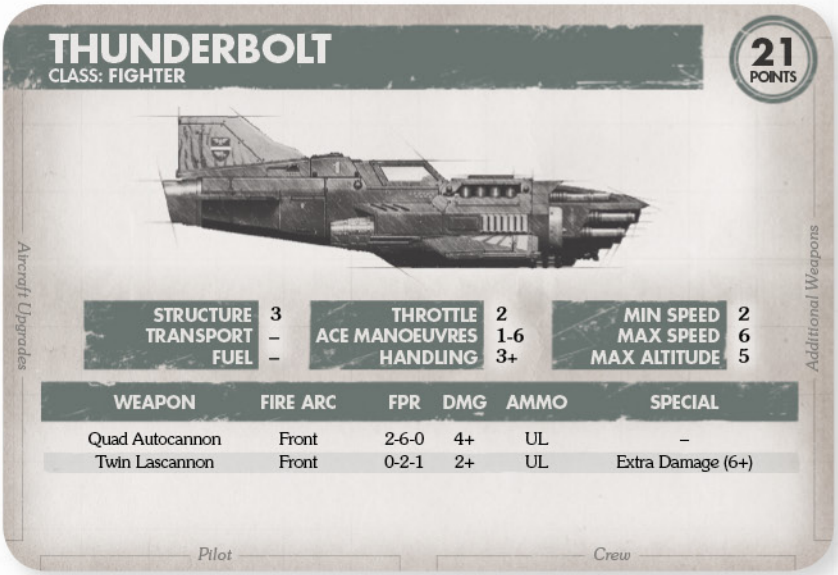
Armoured Cockpit +3 points
The aircraft has been fitted with additional armour to protect the crew. When this aircraft suffers a damaging hit from enemy fire, roll a D6. On a 6, the damage is ignored and the Structure point(s) that would have been lost as a result of the Damage dice are not lost.

IMPERIAL NAVY THUNDERBOLT

THUNDERBOLT FIGHTER

A heavy fighter that combines devastating strike potential with a deceiving grace and manoeuvrability, the Thunderbolt fighter forms the bulk of the Imperial Navy's intra-atmosphere fleets. A true workhorse, rugged and reliable in design, the Thunderbolt's versatile array of armaments enables it to tackle all manner of missions, such as Titan hunting and ground strikes. The Thunderbolt's main role, however, is that of an aerial dogfighter, viciously battling the enemies of Mankind in the skies above a hundred thousand war zones.

Thunderbolt squadrons vary in size, ranging from two aircraft assigned to fly in support of larger bombers, up to full squadrons of thirty scrambled en masse to battle larger enemy formations. Attrition amongst Thunderbolt pilots is incredibly high, with few pilots within a squadron surviving for very long once deployed to a theatre of war. Those who do survive may become deadly fighter aces, terrors of the open sky, with the very best of their number being remembered as great heroes of the Imperium.



THUNDERBOLT
CLASS: FIGHTER

21 POINTS

Aircraft Upgrades

STRUCTURE	3	THROTTLE	2	MIN SPEED	2
TRANSPORT	–	ACE MANOEUVRES	1-6	MAX SPEED	6
FUEL	–	HANDLING	3+	MAX ALTITUDE	5

WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
Quad Autocannon	Front	2-6-0	4+	UL	–
Twin Lascannon	Front	0-2-1	2+	UL	Extra Damage (6+)

Additional Weapons

Pilot

Crew

ADDITIONAL WEAPONRY

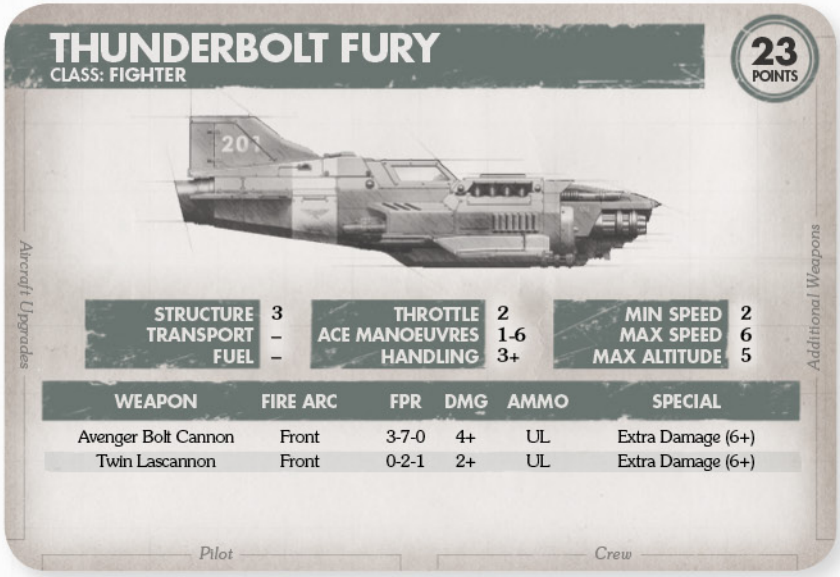
Thunderbolt Fighters may be equipped with two additional weapons, which are chosen from the following list at 2 points each.

	WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
	**Pair of Hellstrike Missiles**	Front	2-2-2	3+	1	Ground Attack, Extra Damage (6+)
	**Pair of Skystrike Missiles**	Front	0-2-2	3+	1	Aerial Attack, Extra Damage (6+)
	**Pair of Wing Bombs**	Rear	4-0-0	2+	1	Ground Attack, Extra Damage (5+)

IMPERIAL NAVY THUNDERBOLT

THUNDERBOLT FURY FIGHTER

Variant weapon loadouts on Imperial fighter aircraft are not uncommon. One of the more widely seen Thunderbolt fighter variants is the Fury, sporting a pair of twin-linked Avenger bolt cannon in place of the more usual autocannon. The combination of mass-reactive heavy calibre bolt ammunition and the inconceivably high cycling rate of the gatling style Avenger barrels makes for a dogfighting aircraft of punishing repute. Many squadrons feature a Fury or two amongst their ranks, though few consist of Furies alone, their rate of fire being their only weakness as well as their biggest strength; ammo hoppers run dry very quickly, forcing the Fury to often rely on the protection of other craft.



THUNDERBOLT FURY
CLASS: FIGHTER
23 POINTS

Aircraft Upgrades

STRUCTURE	3	THROTTLE	2	MIN SPEED	2
TRANSPORT	–	ACE MANOEUVRES	1-6	MAX SPEED	6
FUEL	–	HANDLING	3+	MAX ALTITUDE	5

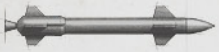
Additional Weapons

WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
Avenger Bolt Cannon	Front	3-7-0	4+	UL	Extra Damage (6+)
Twin Lascannon	Front	0-2-1	2+	UL	Extra Damage (6+)

Pilot | Crew

ADDITIONAL WEAPONRY

Thunderbolt Fury Fighters may be equipped with two additional weapons, which are chosen from the following list at 2 points each.

	WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
	**Pair of Hellstrike Missiles**	Front	2-2-2	3+	1	Ground Attack, Extra Damage (6+)
	**Pair of Skystrike Missiles**	Front	0-2-2	3+	1	Aerial Attack, Extra Damage (6+)
	**Pair of Wing Bombs**	Rear	4-0-0	2+	1	Ground Attack, Extra Damage (5+)

VZH09-THB/43FW-'Angel of Terror'
43rd Fighter Wing, Veil Squadron, New Rynn City Defence
Previously designated as the 1019th Fighter Squadron of the 5th Sheering Reach Fighter Group during deployment upon Typha-IV. The famed 'Veil' Squadron, with its distinctive tail markings, has seen action in numerous warzones.

Ace Markings
Aquila 'wings' are common ace markings among squadron commanders.

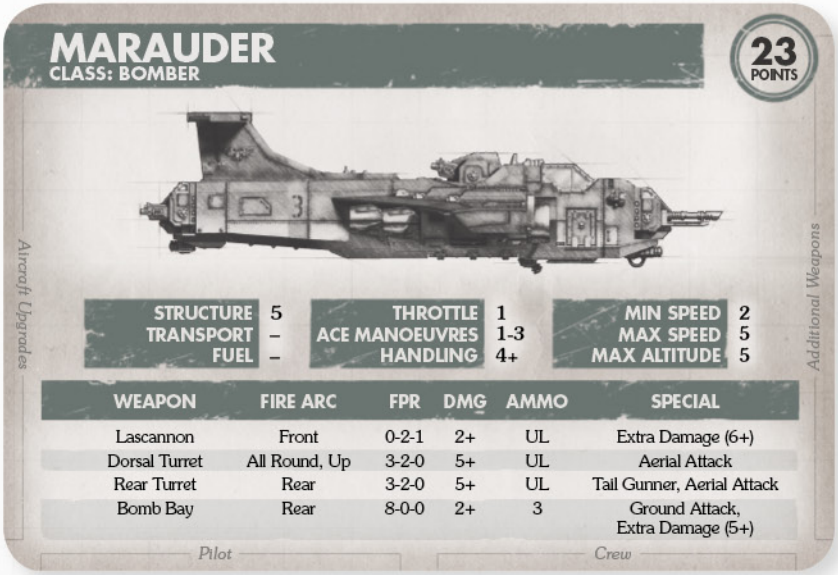
Armoured Cockpit
Armourglass provides excellent protection against both air and ground fire.

IMPERIAL NAVY MARAUDER

MARAUDER BOMBER

Sturdily built and boasting a colossal payload in relation to its size, the Marauder is the archetypal heavy bomber of the Imperial Navy. Rugged engines and capacious fuel tanks give the Marauder substantial operational reach and allow Marauder squadrons to operate effectively in times of sporadic resupply, enabling the Imperial Navy to continue operations when other craft might be grounded. Often based upon orbital spacecraft as they are able to operate in the vacuum of space, in prolonged campaigns the Imperial Navy will establish ground bases, far from the frontlines from which Marauders can strike at a foe.

Whilst a Marauder is considered capable for all manner of strike sorties, it is most commonly deployed to demolish strategic targets. Squadrons of Marauders regularly fly deep into enemy territory, tasked with destroying anything and everything from supply dumps to troop convoys. Such squadrons are often accompanied by fighter aircraft to offer a degree of protection from nimble enemy fighters.



MARAUDER
CLASS: BOMBER

23 POINTS

Aircraft Upgrades

STRUCTURE	5	THROTTLE	1	MIN SPEED	2
TRANSPORT	–	ACE MANOEUVRES	1-3	MAX SPEED	5
FUEL	–	HANDLING	4+	MAX ALTITUDE	5

Additional Weapons

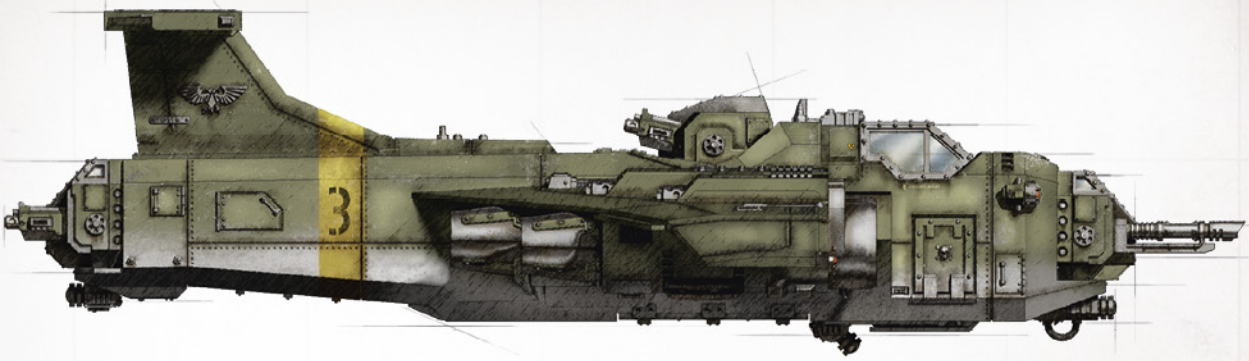
WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
Lascannon	Front	0-2-1	2+	UL	Extra Damage (6+)
Dorsal Turret	All Round, Up	3-2-0	5+	UL	Aerial Attack
Rear Turret	Rear	3-2-0	5+	UL	Tail Gunner, Aerial Attack
Bomb Bay	Rear	8-0-0	2+	3	Ground Attack, Extra Damage (5+)

Pilot | Crew

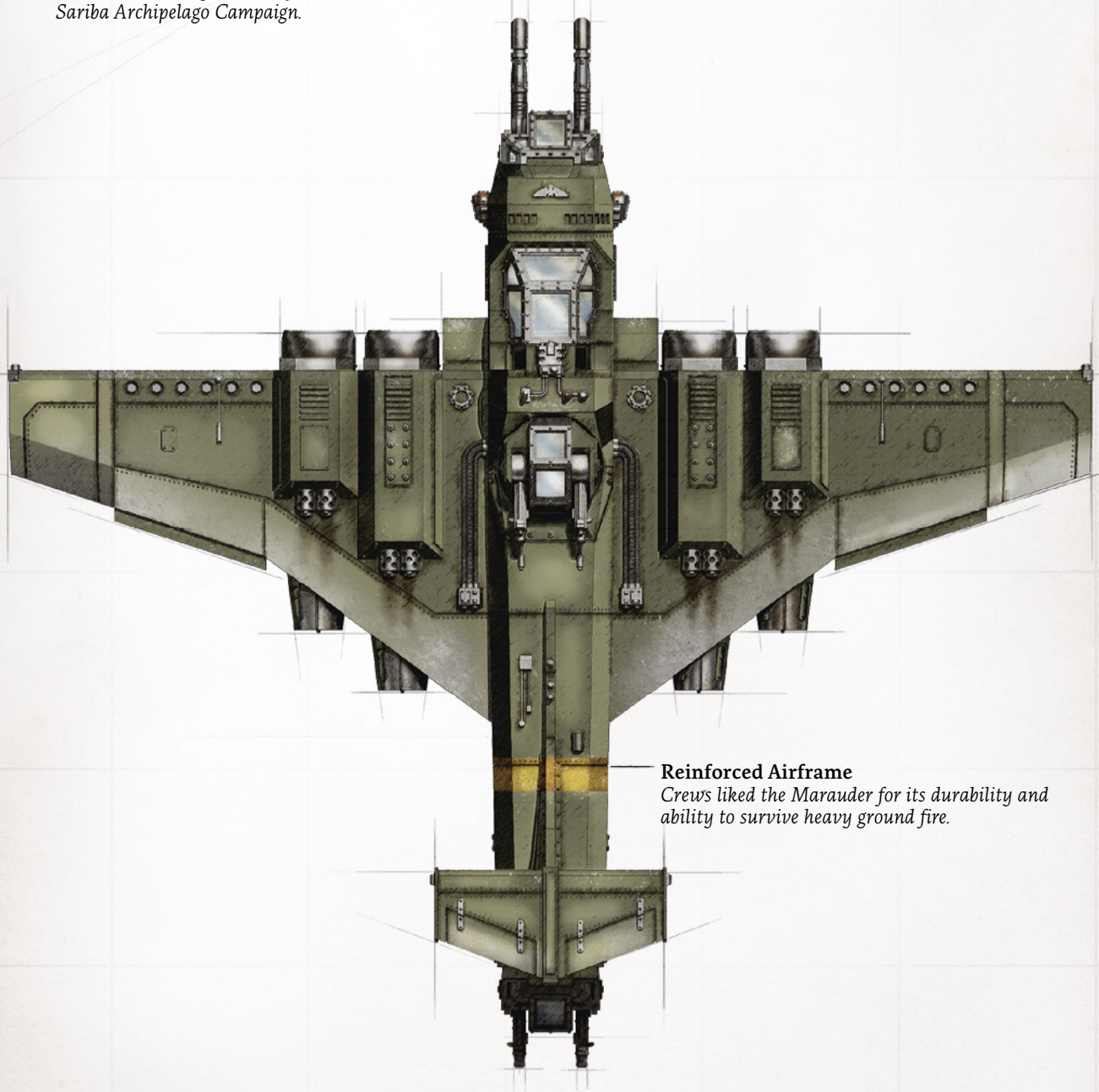
ADDITIONAL WEAPONRY

A Marauder Bomber may be equipped with four additional weapons, chosen from the following list at 2 points each.

	WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
	**Pair of Hellstrike Missiles**	Front	2-2-2	3+	1	Ground Attack, Extra Damage (6+)
	**Pair of Skystrike Missiles**	Front	0-2-2	3+	1	Aerial Attack, Extra Damage (6+)
	**Pair of Wing Bombs**	Rear	4-0-0	2+	1	Ground Attack, Extra Damage (5+)



CMA85-MAB/814BW-Theta 7
814th Bomber Wing, Theta Squadron, Sariba Archipelago Campaign.



Reinforced Airframe
Crews liked the Marauder for its durability and ability to survive heavy ground fire.

ORK AIR WAAAGH!

The savage green-skinned aliens known as Orks are a plague upon the galaxy, each one a brutal warrior that lives solely to fight and kill. As plundering warbands, they maraud from planetary system to planetary system, and although outwardly crude and primitive, Ork technology is surprisingly effective, enabling them to threaten every world they encounter. Their aircraft are no exception, with Orks fielding a staggering array of fighters and bombers somehow capable of remaining airborne against all the accepted rules of aerodynamics, proving a scourge upon their foes in seemingly infinite numbers. Once united under a strong and ambitious warlord, an Ork Waaagh! (as their mass invasions are known) can become an unstoppable tide of destruction.

ORK AIRCRAFT UPGRADES

Belching Smoke +1 point
The aircraft billows and belches thick clouds of black oily smoke, making it very difficult to target. Once per game, if the aircraft is hit by a weapon with an Ammo characteristic of 1, 2 or 3, roll a D6. On a 6, the hit becomes a miss.

Fly Boss +5 points
The best of the best, the big boss of the squadron! This upgrade may only be taken by one aircraft within a force. Once per game, this aircraft may choose to re-roll a dice roll. However, all of the dice rolled must be re-rolled and the player must accept the result of the second roll, even if it is worse.

Wazmek Speshul +2 points
Wazmek is reportedly the greatest Ork Mek alive, and his jet engines demand a high price! Increase both the Max Speed and Min Speed characteristics of this aircraft by 1, up to a maximum of 9.

Extra Armour +2 points
Extra armour plates have been welded onto this aircraft. When this aircraft suffers a damaging hit from enemy fire, roll a D6. On a 6, the damage is ignored and the Structure points that would have been lost as a result of the Damage dice are not lost. However, as a result of the extra armour bolted on, the aircraft's Max Speed characteristic is reduced by 1.

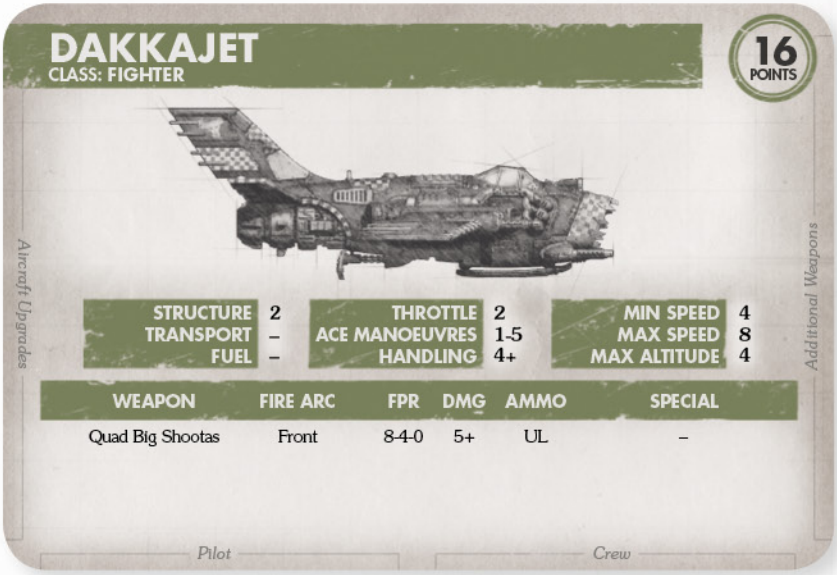
Kustom Big Shootas +3 points
This aircraft has had extra Big Shootas bolted beneath its wings. Any Ork aircraft with this upgrade gains the following Primary weapon, but the number of additional weapons the aircraft can take is reduced by one:

WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
Kustom Big Shootas	Front	2-2-0	5+	UL	–

DAKKAJET

Among the smallest and most numerous of Ork aircraft, Dakkajets are built for speed and firepower above all else, fulfilling two of the primitive Orks' most basic needs. Such small aircraft can carry only a small payload of missiles and bombs beneath their wings, but this is of little concern to their flyboyz (as Ork pilots are known), who universally prefer the simple and direct approach of firing their aircraft's guns and unleashing a devastating hail of bullets upon their foes.

The engines of Dakkajets are crude and simple affairs, yet powerful and remarkably effective, capable of producing an alarming amount of thrust (and often an equally alarming amount of thick, black smoke!). In a straight line, they are more than a match for almost any other aircraft in the galaxy. Their manoeuvrability, however, leaves much to be desired. The majority of Dakkajets are equipped with angled thrust nozzles, used to change trajectory with extreme violence. Consequently, and to the untrained eye, Ork Dakkajets appear to be dangerously out of control and milliseconds away from disaster. This may in fact be true, but the flyboy at the controls would have it no other way!



ADDITIONAL WEAPONRY

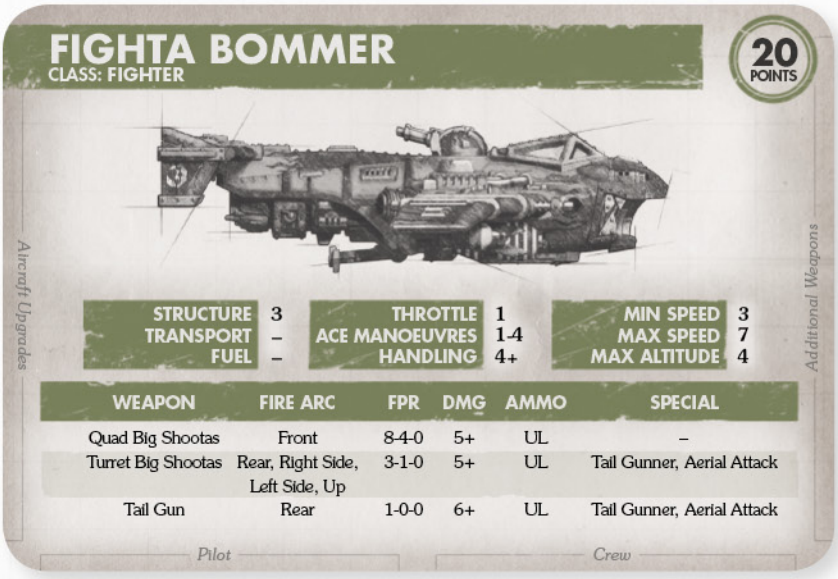
A Dakkajet may be equipped with two additional weapons, chosen from the following list at 2 points each.

	WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
	**Pair of Rokkits**	Front	3-2-1	3+	1	–
	**Pair of Wing Bombs**	Rear	4-0-0	2+	1	Ground Attack, Extra Damage (5+)

FIGHTA BOMMER

Larger and sturdier examples of Ork engineering prowess, Fighta Bommers are typical of all Ork aircraft in that they are built for speed and firepower first over safety and reliability. Where Fighta Bommers differ from smaller Dakkajets, however, is that they are built to satisfy another universal truth known by all Orks; might makes right! Fighta Bommers often outweigh more lightweight Ork aircraft by several tonnes, and are commonly laden down with quite heavy armour and a much increased payload of guns, rokkits and bombs.

The flyboyz that pilot such craft tend to be much larger and more dominant members of Ork society, often having started out as humble Dakkajet pilots and progressed to become Fighta Bommer flyboyz through numerous victories over their enemies, and endless tinkering with and adaptation of their aircraft. Where in other Ork clans such seasoned veterans would become Nobz, leading underlings into battle or forming the retinues of those Bosses more powerful still, among the ranks of the flyboyz, the bravest and most notorious pilots become Fly Bosses and Ace Boyz, scourges of the open skies.



FIGHTA BOMMER
CLASS: FIGHTER

20 POINTS

STRUCTURE	3	THROTTLE	1	MIN SPEED	3
TRANSPORT	–	ACE MANOEUVRES	1-4	MAX SPEED	7
FUEL	–	HANDLING	4+	MAX ALTITUDE	4

WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
Quad Big Shootas	Front	8-4-0	5+	UL	–
Turret Big Shootas	Rear, Right Side, Left Side, Up	3-1-0	5+	UL	Tail Gunner, Aerial Attack
Tail Gun	Rear	1-0-0	6+	UL	Tail Gunner, Aerial Attack

Aircraft Upgrades

Additional Weapons

Pilot

Crew

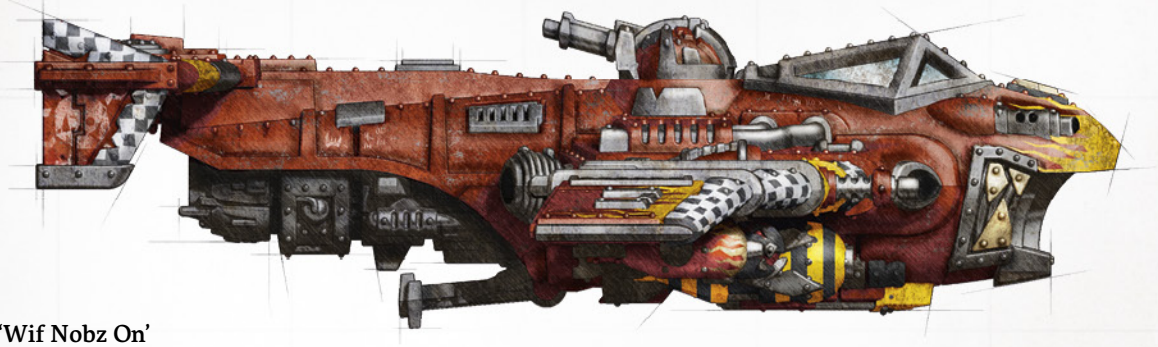
ADDITIONAL WEAPONRY

A Fighta Bommer may be equipped with three additional weapons, chosen from the following list at 2 points each.

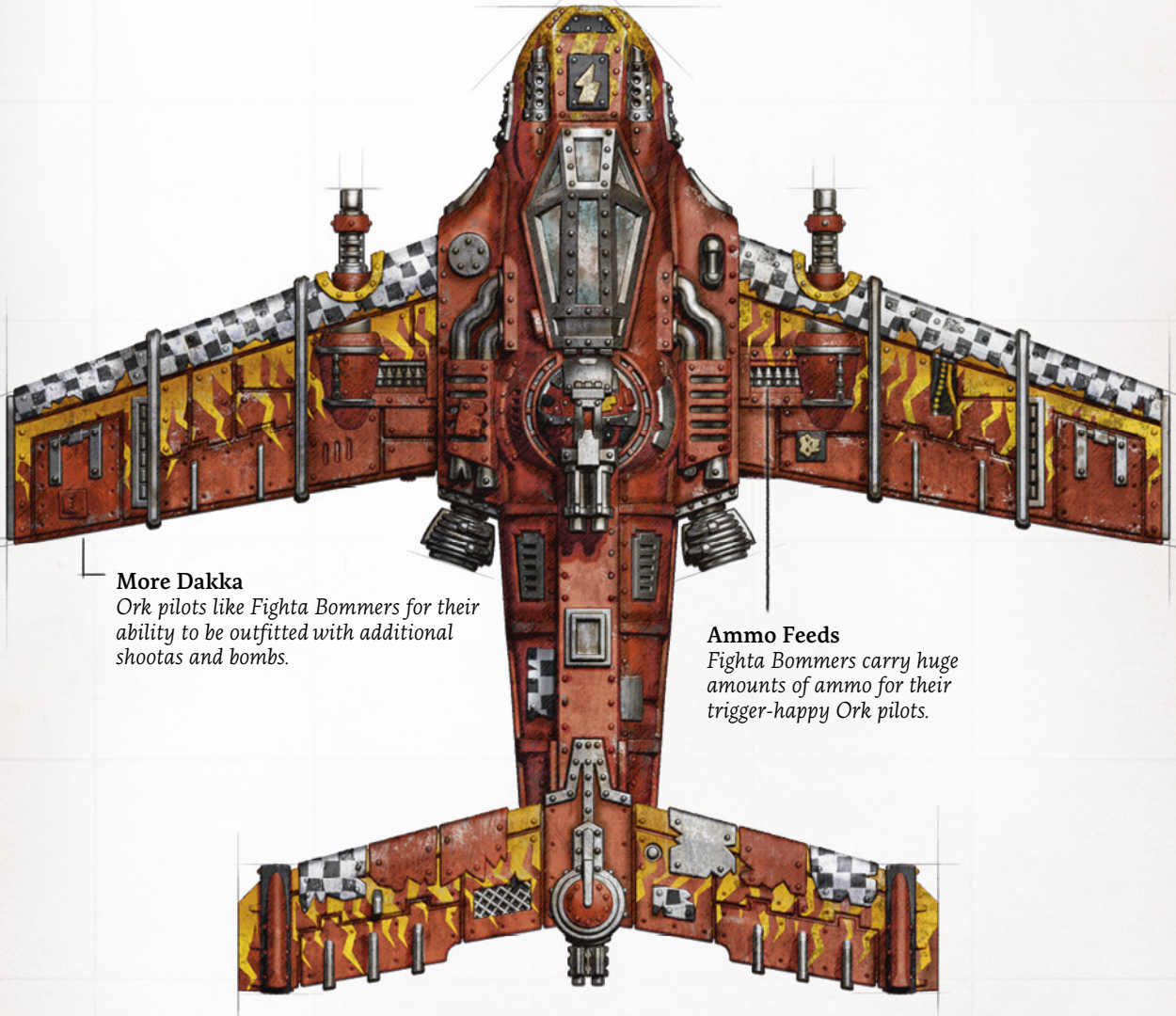
	WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
	**Pair of Rokkits**	Front	3-2-1	3+	1	–
	**Pair of Wing Bombs**	Rear	4-0-0	2+	1	Ground Attack, Extra Damage (5+)

Alternatively, a Fighta Bommer may be equipped with two additional weapons, chosen from the following list at 4 points each.

	**Pair of Big Bombs**	Rear	6-0-0	2+	1	Ground Attack, Extra Damage (4+)



'Wif Nobz On'
Waaagh! Nafgurz, Desolation Valley, Sulphur River



More Dakka
Ork pilots like Fighta Bommers for their ability to be outfitted with additional shootas and bombs.

Ammo Feeds
Fighta Bommers carry huge amounts of ammo for their trigger-happy Ork pilots.

QUICK REFERENCE

TURN SUMMARY

A turn is split into phases. Each separate phase is completed before moving on to the next phase. Once all of the phases are complete, the turn ends and a new turn begins. A single turn plays as follows:

1. Choose Manoeuvres
2. Initiative
3. Tailing Fire
4. Movement
5. Firing
6. End Phase

1. Choose Manoeuvres: Choose an Ace Manoeuvre for each eligible aircraft and place a Manoeuvre token face-down next to the model's base. Every aircraft needs an Ace Manoeuvre unless it is in a Spin.

2. Initiative: Both players roll a D6. The player with the highest score wins the initiative this turn.

3. Tailing Fire: Aircraft that are Tailing another aircraft may fire at the tailed aircraft. The player with the initiative chooses an aircraft and fires first.

4. Movement: The player with the initiative chooses who goes first. Players then alternate choosing and moving aircraft until all aircraft have moved.

5. Firing: The player that moved first fires first. Players then alternate, choosing an aircraft and firing all of its available weapons until all aircraft that the players wish to fire have done so.

6. End Phase: Starting with the player with the initiative, both players attempt to recover aircraft that are Stalled or in a Spin. Tailing is also determined now. If this is the last turn of the game, determine Victory points.

THE MOVEMENT PHASE

The Movement phase is split into a sequence of steps. Each player follows this sequence as they move an aircraft. Players then alternate choosing and moving aircraft until all aircraft have moved. If one player has more aircraft to move, their remaining aircraft are moved one after another after their opponent has moved their last aircraft. When every aircraft on the tabletop has been moved, the Movement phase ends.

The player with the initiative will decide which player goes first in the Movement phase, opting to move one of their own aircraft or making their opponent move an aircraft first.

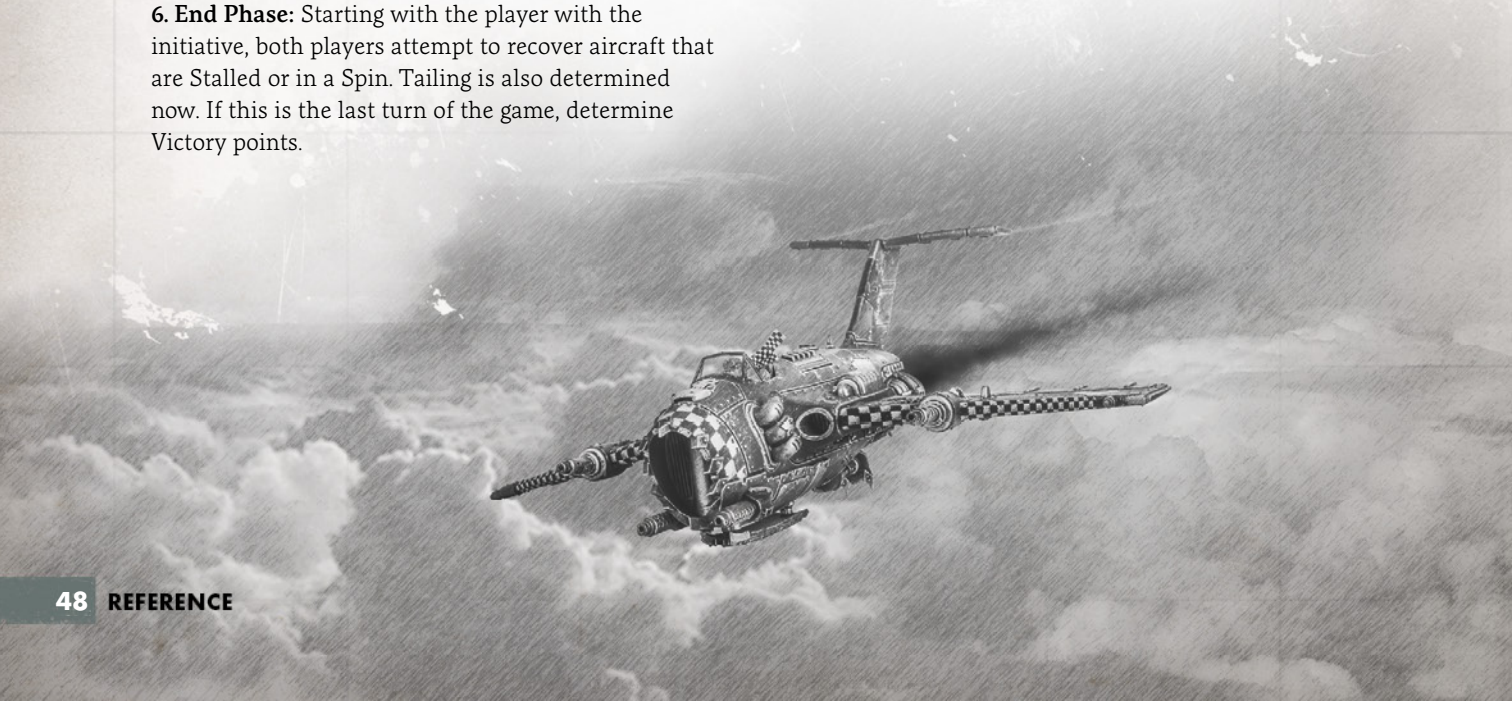
Each aircraft follows the same sequence:

1. Throttle
2. Move & Manoeuvre
3. Adjust Altitude

1. Throttle: Use the aircraft's Throttle characteristic to adjust its Speed.

2. Move & Manoeuvre: Move the aircraft using the Ace Manoeuvres diagrams as a guide – the distance between each stage of the Manoeuvre can vary depending upon the Speed at which the aircraft is travelling. Move & Manoeuvre is covered in more detail **on page 16**.

3. Adjust Altitude: After an aircraft has completed its movement, it can adjust its Altitude to represent the aircraft climbing or diving as it Manoeuvres.



THE FIRING PHASE

The Firing phase is split into a sequence of steps. Each player follows this sequence, with the player that moved first firing first. Players then alternate choosing and firing with aircraft until all aircraft have fired. If one player has more aircraft to fire, remaining aircraft fire one after another after their opponent has fired their last aircraft. When every aircraft on the tabletop has fired, the Firing phase ends.

All aircraft follow the same sequence of steps when firing:

1. Targeting
2. Firepower
3. Ammo
4. Damage

1. Targeting: Aircraft select targets to fire upon and determine if they are able to do so, checking Fire Arcs and Range, as described in more detail **on pages 21-22**.

2. Firepower: Players determine how many Firepower dice are rolled and the score required to hit on each, then roll to hit. A weapon's Firepower characteristic is the number of D6s rolled when that weapon fires at that range. To determine how many hits are scored, roll the Firepower dice.

The D6 roll required to hit a target with Air-to-Air fire is always 5+.

The following modifiers may also apply to the dice roll:

- -1 to the dice roll if the target has a Stall or Spin token on it.
- -1 to the dice roll per level of Altitude difference between the firing aircraft and its target.

3. Ammo: If the weapon has an Ammo characteristic of 1, 2 or 3, reduce the Ammo characteristic by 1 every time the weapon is fired.

4. Damage: If any hits were scored, those dice are rolled again as Damage dice to determine if the target will lose any Structure points. Each weapon has a Damage characteristic – this is the score required on the Damage dice to cause Damage.

Range

For all weapons there are three range bands: Short, Medium and Long range. The range between an aircraft and its target is always measured by counting hexes from the Fire Arc of the weapon being used for the attack, to the hex the target is in.

Ranges are:

Hexes	Range
1-4	Short range
5-7	Medium range
8-10	Long range

THE END PHASE

The End phase is split into a sequence of steps. Both players, starting with the player who holds the initiative, run through this sequence for all of their aircraft:

1. Stalled Aircraft
2. Recovering from a Spin
3. Determine Tailing
4. Ending the Game

1. Stalled Aircraft: Roll a D6 for each Stalled aircraft. If the score is equal to or higher than the aircraft's Handling characteristic, it will recover. Otherwise, the aircraft will fall into a Spin.

2. Recovering from a Spin: Roll a D6 for each aircraft that has fallen into a Spin. If the score is equal to or higher than the aircraft's Handling characteristic, it will recover. Otherwise, the aircraft will continue to Spin.

3. Determine Tailing: Players determine if any of their aircraft are in a position to fire on enemy aircraft in the Tailing Fire phase of the following turn.

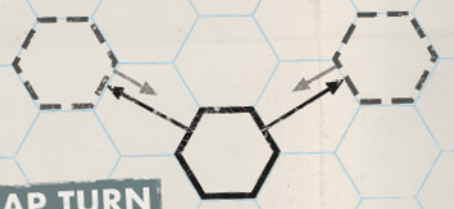
4. Ending the Game: If this is the End phase of the final turn, or if only one player has aircraft left in the Area of Engagement, the game ends and players work out Victory points.

MOVEMENT DIAGRAMS

1. LEVEL FLIGHT

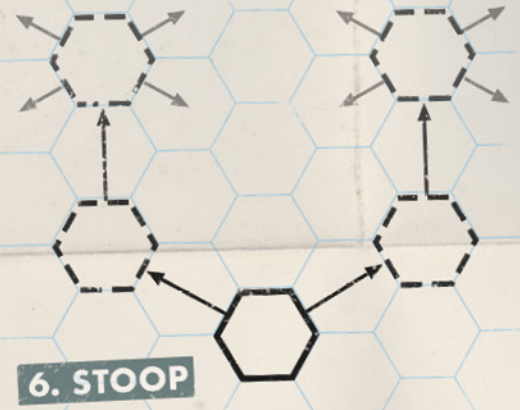
2. SWOOP

3. TURN

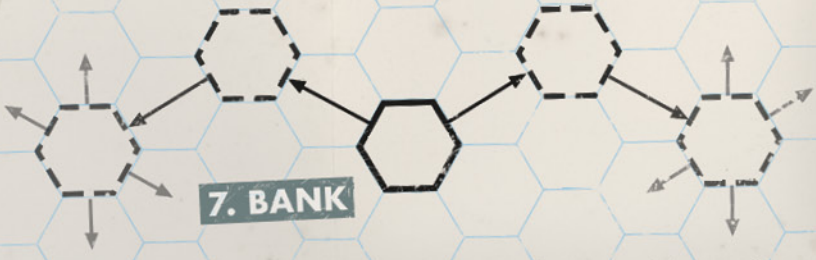


4. SNAP TURN

5. STALL TURN



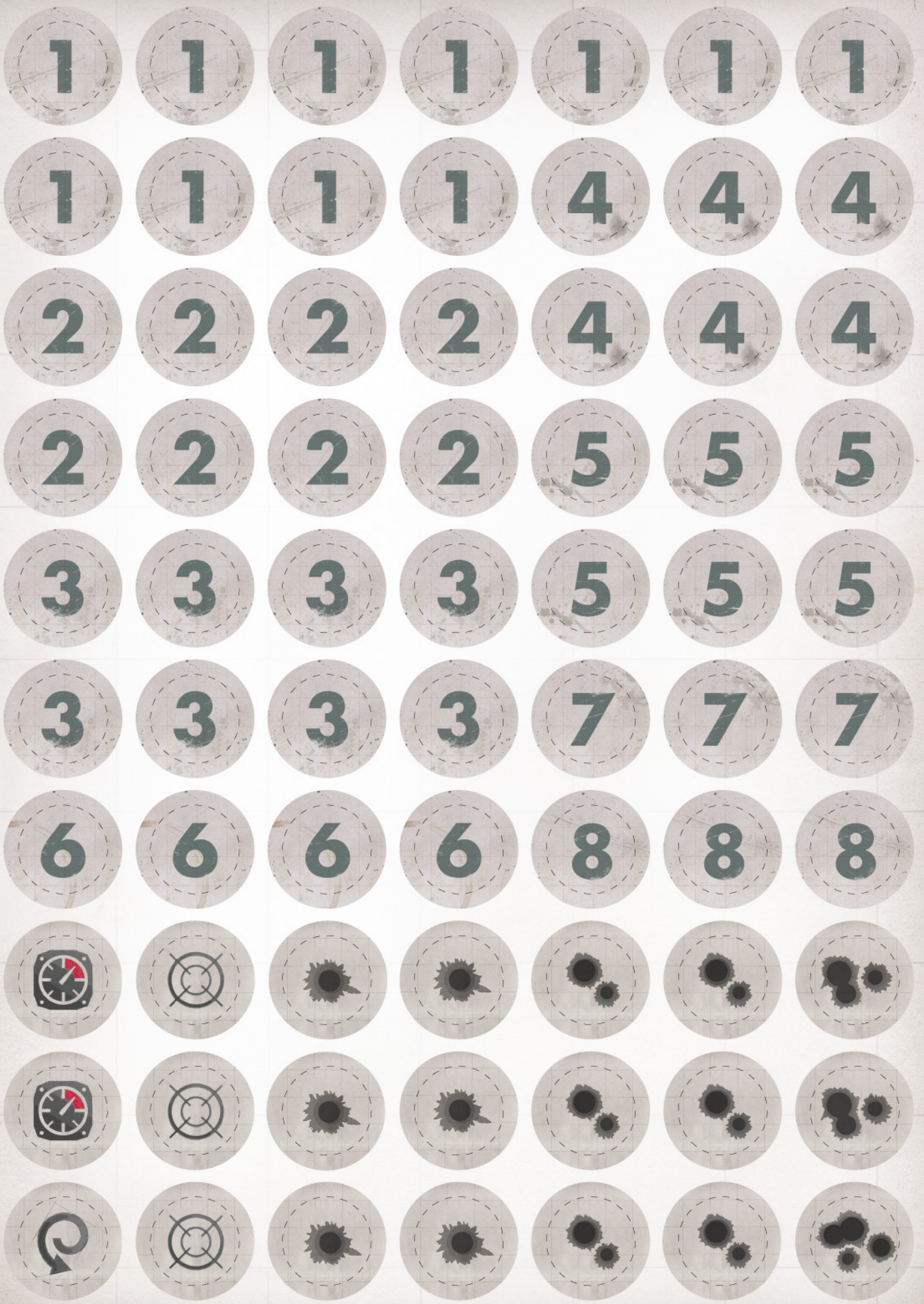
6. STOOP



7. BANK

8. WING OVER

Approved Aircraft Manoeuvres, Imperial Navy Pilot Training. (Failure to heed by these protocols will result in revocation of flight status and summary execution)



WINGS OF VENGEANCE

Welcome to Aeronautica Imperialis, the game of aerial combat in the 41st Millennium: a dark age of humanity where the Imperium of Mankind fights a constant battle for survival in a hostile galaxy. Aeronautica Imperialis allows players to command squadrons of aircraft in deadly battles, high amongst the clouds and vapour trails as fighters twist and turn in dogfights and bomber waves unleash devastation from the skies above through storms of flak.

This book details the core rules of the game – all of the information players need to move aircraft and engage the enemy in vicious skyborne dogfights, along with details of the forces available.

Pilots, prepare for take-off!

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