

AERONAUTICA IMPERIALIS™



RYNN'S WORLD AIR WAR CAMPAIGN BOOK

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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.

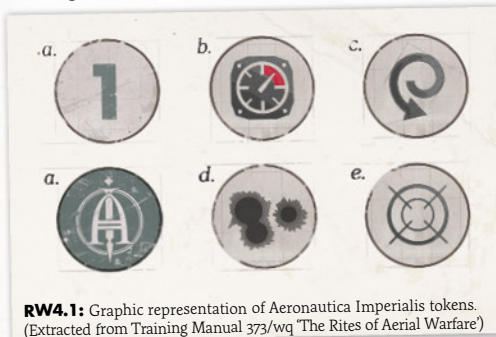
Rivalries develop between opposing Aces active in the same theatre of war, long games of cat and mouse between them played out in a series of aerial duels and close-run firefights. Some Aces will view their enemies simply as villainous scum to be eradicated. Others develop a grudging respect for a hated 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.

WHAT YOU WILL NEED

[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

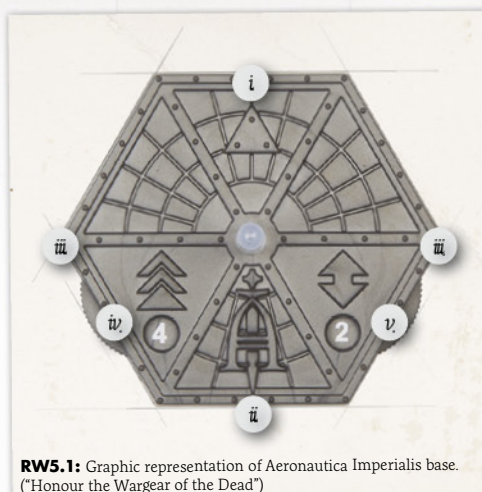
This is 120 degrees to either side of the aircraft's base.

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.

1 MARAUDER DESTROYER
2 CLASS: Bomber SPECIAL RULES: JUMP TROOPS 4

3 27 POINTS

20 Aircraft Upgrades

23 Additional Weapons

STRUCTURE 5 5
TRANSPORT 1 12
FUEL - 8

THROTTLE 1 6
ACE MANOEUVRES 1-3 7
HANDLING 5+ 11

MIN SPEED 2 8
MAX SPEED 5 9
MAX ALTITUDE 5 10

WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
14 Autocannon	5 Front	16 6-9-0	4+ 17	UL 18	- 19
Dorsal Turret	All Round, Up	3-2-0	5+	UL	Aerial Attack
Rear Turret	Rear	6-3-0	5+	UL	Tail Gunner, Aerial Attack
Bomb Bay	Rear	4-0-0	2+	3	Ground Attack, Extra Damage (5+)

21 Pilot

22 Crew

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.

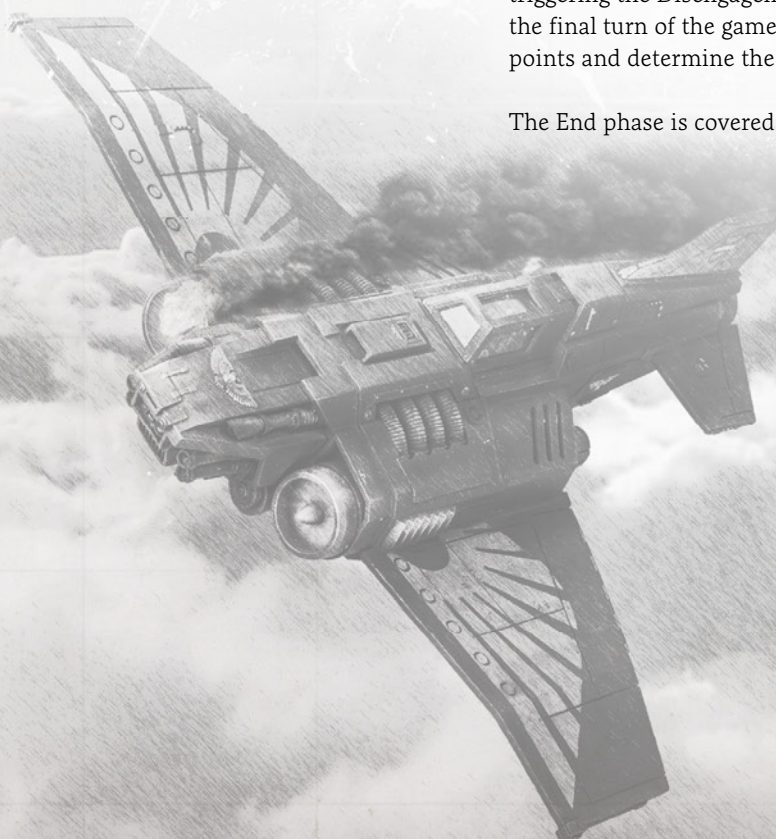
The Firing phase is covered in greater detail [on pages 20-28](#).

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:

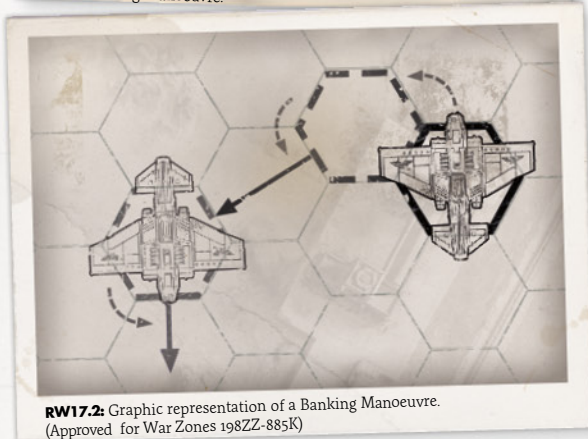
1. Choose Direction: Several Ace Manoeuvres show the aircraft moving to its left or right from its starting position. The controlling player is free to choose in which direction the aircraft will move. If the chosen Ace Manoeuvre only shows the aircraft moving forward from its starting position, the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



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.

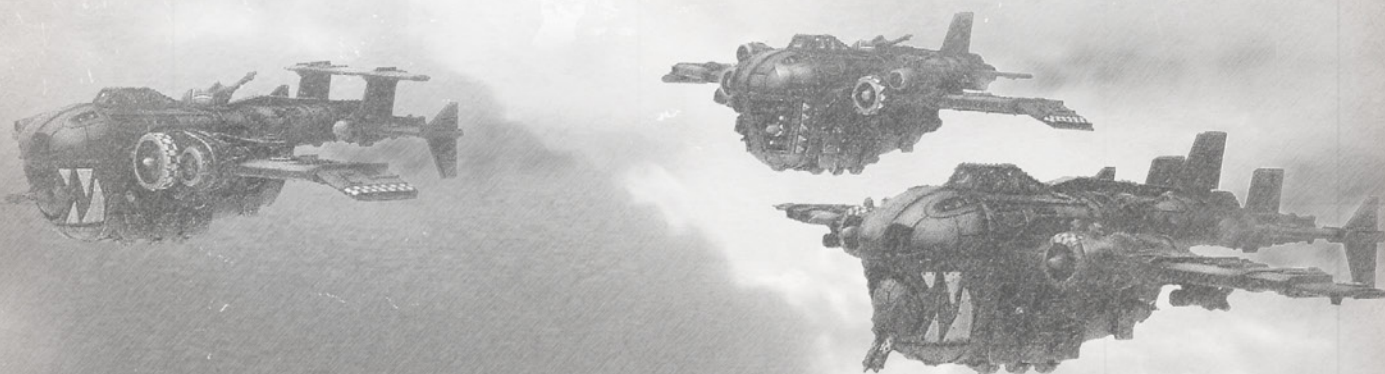
TAXIING

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 die, 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.

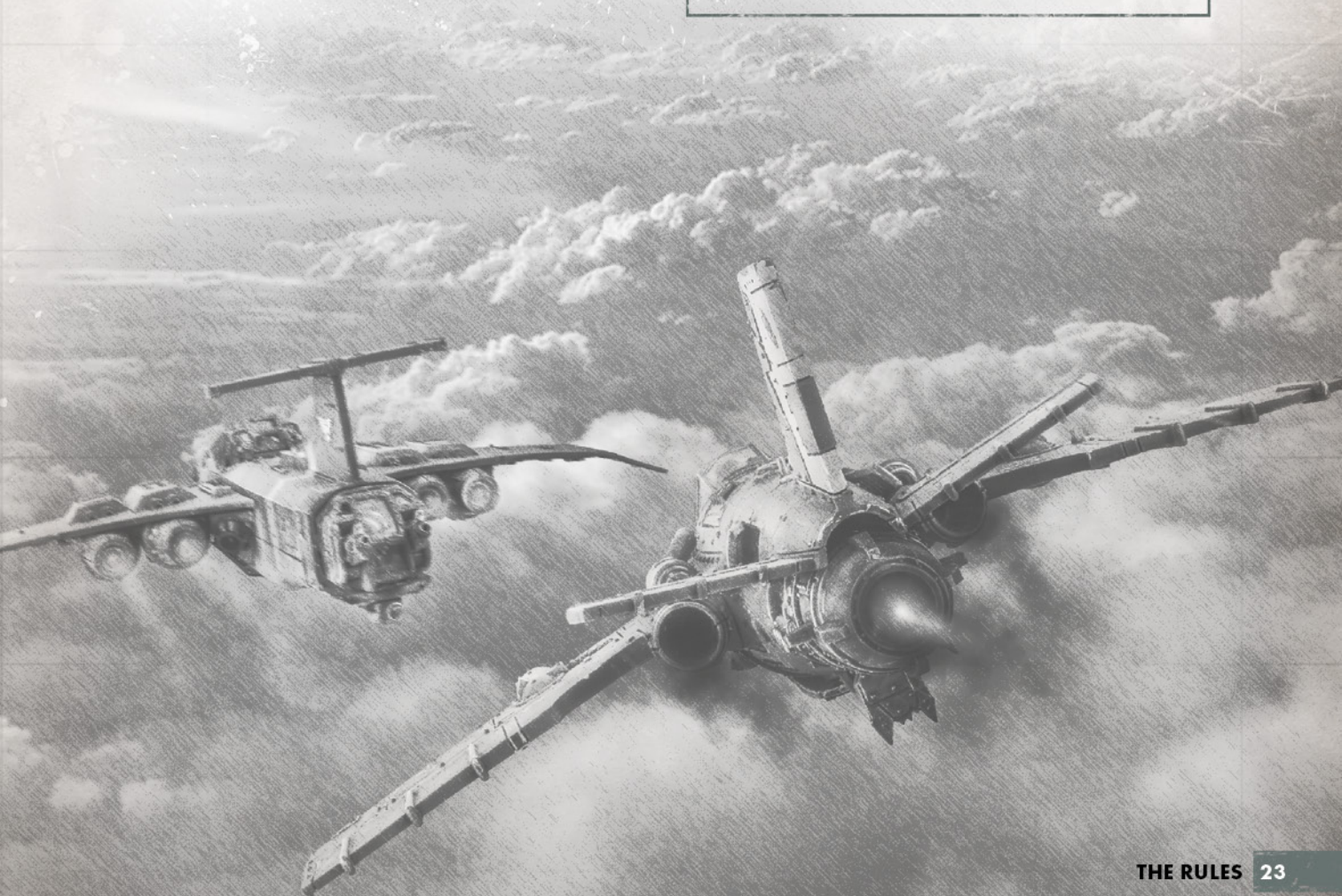
Each successful Damage dice roll causes one damaging hit to the target, reducing its Structure points accordingly. When an aircraft has 0 Structure points remaining, it has been shot down and falls to the ground. Remove the aircraft from play.

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](#)).

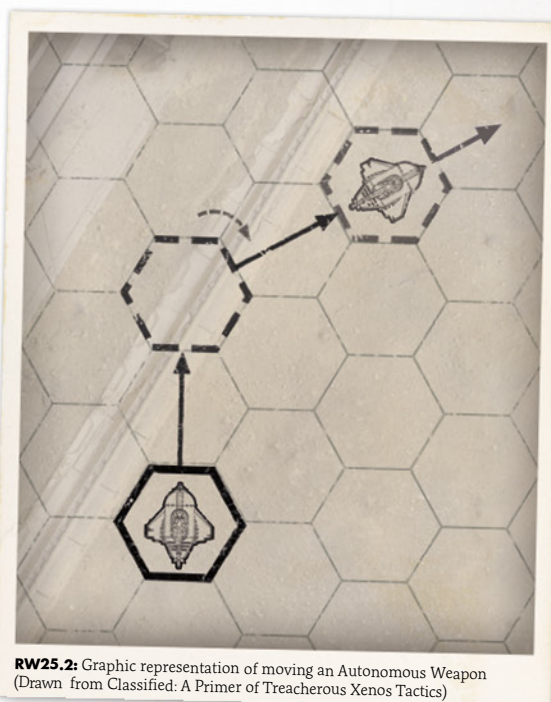


Autonomous Weapons

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.



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.



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.

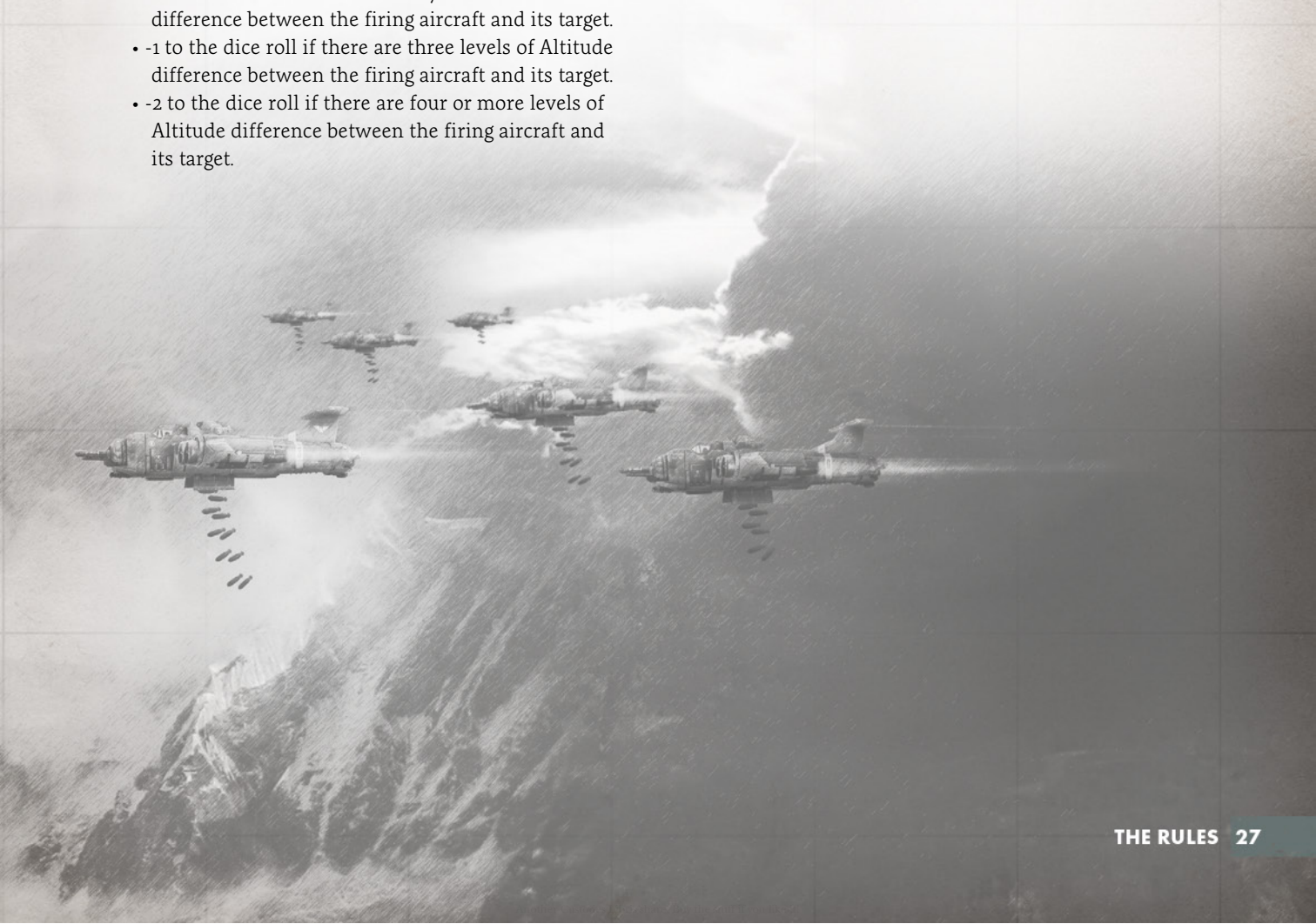
Bomb Creep

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.



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!

THE RYNN'S WORLD AIR WAR

In 989.M41 Waaagh! Snagrod fell upon Rynn's World, bringing with it an Ork invasion on an unprecedented scale. While the Imperium's ground forces struggled to defend the planet's cities, the Imperial Navy fought for the skies in an air war that spanned months of bitter conflict and countless warzones.



WAR FOR RYNN'S WORLD

The planet Rynn's World was primarily noted in Imperium records as the home world of the Crimson Fists Space Marine Chapter, their fortress monastery the Arx Tyrannus dominating the highest peaks of the Hellblade Mountains east of the planetary capital of New Rynn City. The presence of the powerful Adeptus Astartes perhaps gave the peaceful people of Rynn's World, a largely agricultural world of jadeberry farms, island continents and sweeping oceans, a false sense of safety from the perils on their doorstep. In reality, Rynn's World existed in the shadow of the Ork Empire of Charadon, domain of the Arch-Arsonist Snagrod, and it was from here their doom descended.

When the neighbouring system of Badlanding fell to Waaagh! Snagrod, the Crimson Fists swiftly prepared for invasion, their strike cruisers joining with the Rynn's World system fleet, their battle companies mustering for war and their Thunderhawk Gunship squadrons taking to the skies. By contrast the Planetary Defence Forces of Rynn's World mobilised slowly, many of the upper echelons of Rynnite society refusing to believe Waaagh! Snagrod would reach them, and even if it did that the might of the Crimson Fists and their extensive orbital and surface-to-space defence network would be enough to throw the xenos back into the void.

When it came, the greenskin invasion was shockingly fast and utterly devastating, far swifter than even the Space Marines could have anticipated. A vast Ork armada swept away the planet's orbital defences and warships in a matter of hours, with a single damaged Crimson Fists craft escaping into the Warp to summon aid. On the ground things were even worse. The Arx Tyrannus, along with the greater measure of the Chapter's strength, was obliterated by a catastrophically misfiring orbital defence missile and in less than a day the planet was brought to the brink of annihilation, its fate resting in the hands of a small number of surviving Space Marines and the vastly outnumbered Rynnite Planetary Defence Force.

For the next 18 months Rynn's World stood alone, the valiant Rynnsguard Airwing fighting a constant tide of Ork air assaults. With support from the Crimson Fists' surviving Thunderhawk Gunship squadrons, it fell to the Airwing to defend the skies over New Rynn City, attack the Ork landing zones, and protect the vital shipping lanes between the planet's scattered islands. It was to be a long and gruelling campaign filled with countless daring sorties by aces on both sides, and one that raged on even after Imperium reinforcements reached the beleaguered world.



RYNN'S WORLD STANDS ALONE

Reeling from the destruction of the Arx Tyrannus, the people of Rynn's World looked upwards in shock as the skies darkened with Ork landing craft. Planetary Governor Lady Maia Cagliestra, surrounded by panicked generals and nobles, desperately tried to contact the surviving Space Marines, or establish if Pedro Kantor, Chapter Master of the Crimson Fists still lived, but to no avail. With the system fleet broken, the greenskins began a full-scale planetary landing. Ground-to-orbit defences concentrated their efforts on protecting the planet's single spaceport and nearby New Rynn City. Macro cannon arrays, turbo-laser towers and missile batteries turned the sky crimson with their fury as they vainly tried to stem the flow of xenos landing craft, but it was like throwing pebbles onto a collapsing dam. One by one the defensive guns were silenced and all that remained between Imperium soil and Ork boots were scattered squadrons of the Rynnsguard Airwing.

THE WAAAGH! DESCENDS

The main strength of Snagrod's Waaagh! fell upon the island continent of Sorocco, home to the planetary capital of New Rynn City, the world's spaceport and the Arx Tyrannus. Here much of Rynn's World's population dwelt, within the capital's walls or the island's many villages, towns and jadeberry farms. It was also here that the cool headed and pragmatic Lady Cagliestra chose to concentrate her limited forces, leaving the island continents of Magalan and Calliona to fend for themselves with little more than a prayer to the Emperor for their fates. Hopeful of reinforcement, defence force regiments scrambled to set up defences around the spaceport, tanks and infantry bolstering gun emplacements and trenchworks. In those first hours when there could no longer be any doubt or denial that the Orks were about to launch a planet-wide assault, panic gripped the populace of Rynn's World. Lines of refugees snaked toward New Rynn City, its streets packed with those who believed what little hope remained could be found behind the capital's walls or beneath its flak towers.

Elsewhere, the first real battle for Rynn's World was beginning. Far to the south of the capital at Scar Lake Airfield, the Rynnsguard Airwing prepared to take to the skies. While Lady Cagliestra and her nobles had placed their faith in the Crimson Fists, General Elonia Keel, commander of the Airwing, had prepared for the worst. Before the war in the void over Rynn's World,

Keel had stripped the carrier fleet of its atmosphere-capable aircraft and skilled pilots. Second line fighters, retired personnel and stockpiled weaponry were all called up and transported to Scar Lake, while remote island and archipelago airfields were brought back to readiness. From her command bunker beneath Scar Lake, Keel watched her first squadrons take to the skies against the Ork heavy landers, taking little satisfaction in knowing she had been right.

Tearing down from the firmament, hundreds of Ork landing craft plummeted toward the spaceport, Dakkajets and fighta-bommers swarming around their rusting flanks like embers cast forth from the fire. Below, defence force troopers gazed upwards, helplessly awaiting their fate with white-knuckle grips on their lasguns. When the Airwing squadrons appeared, their perfectly-spaced formations in stark contrast to the smoke-belching chaos of the Ork craft, a ragged cheer went up across the airfield, though the veterans among the defenders knew better than to think their own part in the coming carnage was done.

High over the spaceport, Thunderbolts broke formation and dived toward the Ork landing craft. In a roaring swarm, the Ork jets and bombers rose to meet them, the cold air suddenly torn apart by blazing tracer fire and twisting missile contrails. In those first few moments dozens of craft were blasted from the sky, flaming wreckage spinning off to crash far below. For almost an hour, the furious dogfight unfolded above the spaceport. In places, Thunderbolts were able to break through the swarms of Dakkajets and blast at Ork transports, the huge craft coming apart in showers of burning wreckage and torn xenos bodies, but for each one downed dozens more reached the ground unscathed. Even so, every craft destroyed and every Ork fighter drawn away from the spaceport was one less to rain death down upon the defenders below.

Low on fuel and running out of ammo, the surviving Thunderbolts were eventually forced to turn back toward Scar Lake, hoping they had done enough to slow the xenos landing and buy time for the defence forces below to hold on to the spaceport. However, no sooner had the first pilots touched down at Scar Lake than the warning sirens began to wail and flight crews scrambled to get their planes and pilots back in the air.



THE NEW RYNN CITY BLITZ BEGINS

During the first days of the war, the Rynnsguard Airwing flew sortie after sortie against the invaders. General Keel did what she could for the refugees making for New Rynn City or the outlying settlements, while obeying Cagliestra's demands to defend the spaceport at all costs. In the skies over Porto Kalis, Vardua and outposts across the Arcalan Basin defence regiments fought desperately to hold their ground, all the while watching the sky in the hope of catching a glimpse of an Imperial aircraft.

While the Rynnsguard were desperately understrength and forced to choose their fights with care, the Orks had no such restrictions. Ahead of the Arch-Arsonist himself, Warboss Urzog led the assault against the spaceport, his mobs having landed in and around the sprawling structure. Urzog's flybosses and their skwadrons ranged out around these landing sites, terrorising the countryside and strafing anything that moved. Retreating defence force units, displaced homesteaders and the citizens from nearby cities and settlements all converged on New Rynn City, seeking the safety of its walls. The city quickly became the focal point of the planet's resistance and drew ever greater numbers of Orks.

Lady Cagliestra and her most senior general Saedus Mir reassessed their defences hourly, quickly accepting that the spaceport, the defence force HQ at Targris Fields and other outlying locations could not be held. Even the arrival of Pedro Kantor and the surviving Crimson Fists at the city gates did little to change the situation – though it gave Cagliestra hope that perhaps the city itself might be held.

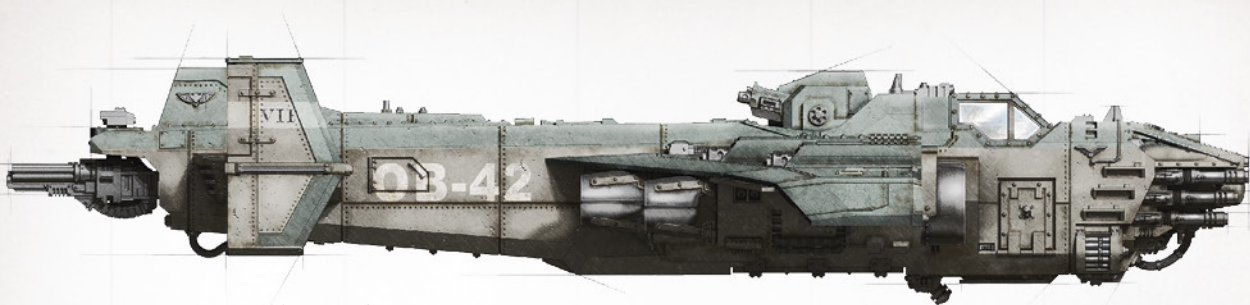
As the outlying regions fell one by one, the noose tightened around New Rynn City and the Ork blitz began. By day Ork warbands hurled themselves against the trenchlines and redoubts, while by night the skies overhead were filled with the screams of Dakkajets and fighta-bombers and the thunder of flak cannons. In each of the city's Zona, massive flak towers protected the citizens below, their ramparts home to Manticore missile racks and Hydra autocannon batteries. In the Zona Regis, in the heart of the city, the Silver Citadel was a fortress within a fortress city, its Icarus arrays adding their firepower to the city's formidable air defences. As effective as the air defences were, the Imperium's pilots grew to curse them as the gun crews indiscriminately filled the sky with a storm of flame and shrapnel just as lethal to friend as to foe; nonetheless the Airwing flew round the clock to keep the skies over the city clear and the citizens below safe from Ork bombs.

LAST SORTIE AND THE LONG FLIGHT

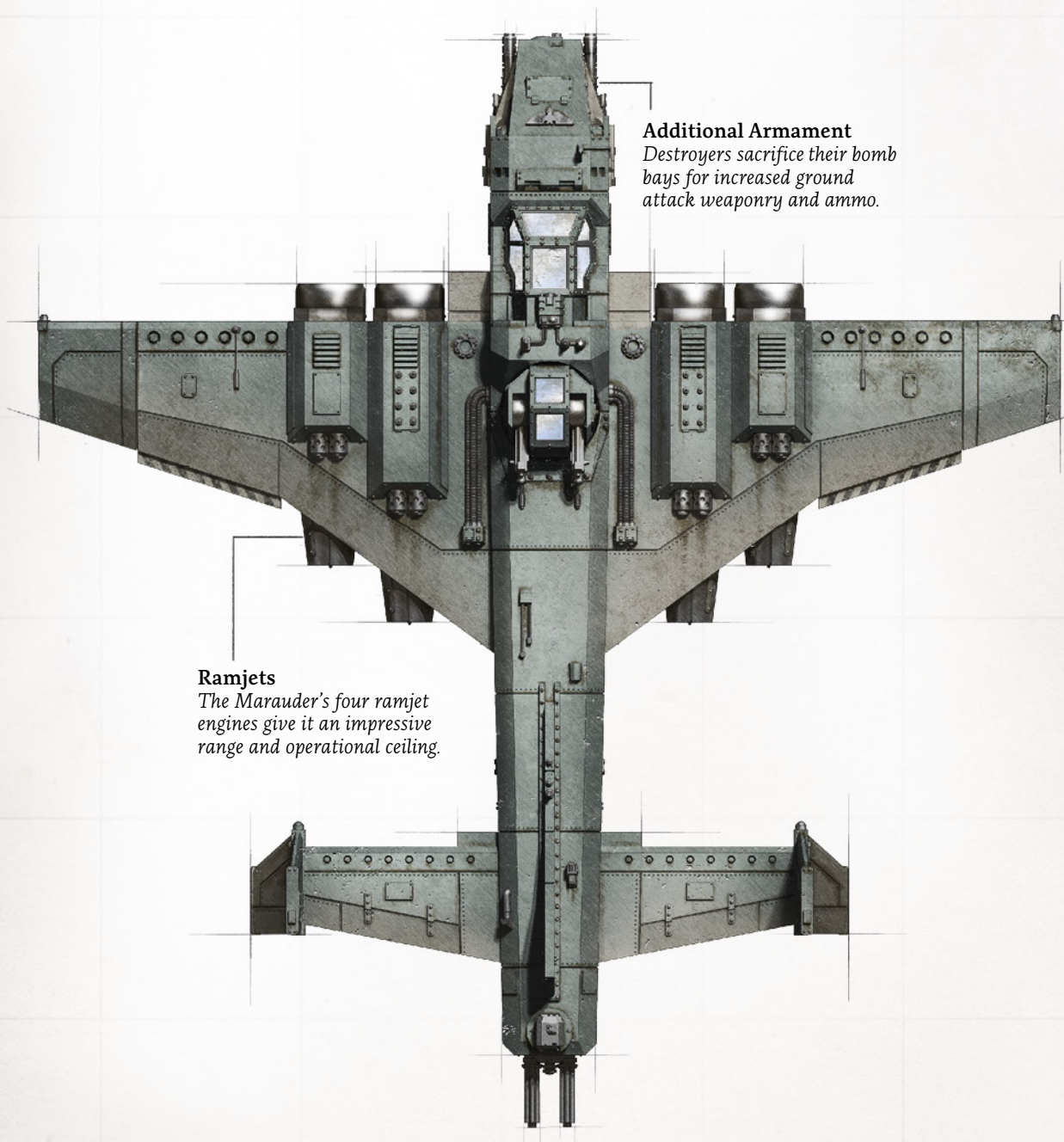
After holding out against numerous assaults from both the ground and air, Scar Lake Airfield finally fell during a dawn raid by Ork Kommandos. Heroically, the airfield defence regiment elected to stay behind and hold out for as long as possible, giving the surviving pilots time to reach their fighters and take to the skies. Among the last to flee the airfield was General Keel, who watched from the side door of a Valkyrie transport as her base burned and the last Thunderbolts screamed into the sky. Before heading for the safety of hidden airfields, Keel ordered the Airwing to make a final run against the Ork forces surrounding New Rynn City. Appearing out of the rising sun, Thunderbolts and Marauder Bombers hammered the xenos lines in a display of Imperial firepower not seen since the first hours of the war. Though it had little tactical effect on the final outcome of the siege it lifted the moral of the city, reminding the defenders and citizens alike that Rynn's World was not done yet. In the wake of this last sortie the Airwing scattered, retreating to hidden airfields in the Sariba archipelago and other remote islands. With a final dip of their wings, the fighters and bombers flew over the Silver Citadel and made for the north.

Their escape was not to be an easy one however. In what would later become known as the 'Long Flight', the Ork Air Waaagh! harried the Imperium's forces across the ocean and coastlines of northern Sorocco. During this gruelling running battle, several Imperial aces earned their place in history by breaking formation to engage and draw away pursuers. By the valiant sacrifice of these pilots, the bulk of the Airwing made a safe landing on remote islands and in wilderness airfields, where waiting crews were ready to haul the craft into bunkers or cover them in camo netting, concealing them from the predatory gaze of roving Ork flyboyz.





SGO18-MAD/212BW-'Ambull'
 212nd Bomber Wing, Ground Glider Squadron,
 Desolation Valley Campaign.



Additional Armament
 Destroyers sacrifice their bomb
 bays for increased ground
 attack weaponry and ammo.

Ramjets
 The Marauder's four ramjet
 engines give it an impressive
 range and operational ceiling.

HIT AND RUN

Over the following months, Thunderbolt and Lightning flights, often only consisting of two or three aircraft, conducted scores of daring raids against the invaders. Ranging out from their hidden airbases in the northern archipelagos of Sariba and tiny islands in the Dantine Straits, these remnants of the Rynnsguard Airwing proved their worth by tipping the scales in key battles. Like avenging angels, their aircraft appeared from the sky to obliterate Ork targets before just as swiftly vanishing back into the clouds. In this time, acts of bravery and daring were witnessed by both sides and new heroes of the Rynn's World War were forged.

Over Jadeberry Hill, two Rynnsguard Airwing Thunderbolts covered the ground forces' retreat to the city's fortified viaducts, the aircrafts' bullet-scarred hulls appearing over the battlefield again and again to rain autocannon shells into the Ork lines. Even when one of the fighters took a fatal hit to its engines, the pilot guided his crippled aircraft into the heart of a massive Ork mob, immolating scores of enemies in an incandescent fireball. By their efforts the ground units held the slopes of Jadeberry Hill long enough for the Emperor's forces to pull back to the walls of New Rynn City.

Deep in the Hellblade Mountains, Lightnings came to the rescue of an isolated group of Crimson Fists Scouts. Cut off from the rest of the Chapter by the destruction of their fortress-monastery, the Scouts had been surrounded and pinned down by hundreds of Orks. The pilots strafed the Ork positions relentlessly, buying the Scouts a chance to escape, pointing them in the best direction with a tip of their wings.

His Thunderbolt covered in garish red and yellow paint with its jets configured to belch thick black smoke, Lt. Damoclidus Pale dealt a savage blow to the Ork-occupied spaceport. Coming in out of the dawn, Pale fooled the Ork flakk trucks and circling flybosses long enough to rupture the reactor of a massive greenskin lander, the resulting mushroom cloud visible from the Silver Citadel over 60 kilometres away.

As the Orks spread out across Rynn's World, they separated into smaller and smaller mobs as they hunted for enemies to fight or ground targets to smash. Taking advantage of these splinter groups of invaders, the Airwing ranged out from its bases in search of isolated prey. Thunderbolts flew search and destroy missions seeking out targets of opportunity, descending to take out enemy jets on the ground, convoys of Ork trucks and mobs on the march when spied from on-high. These hit-and-run tactics proved effective, but also drew a response from the Orks in the form of roaming Dakkajet skwadrons. Soon, small groups of fighters from both sides roamed the length and breadth of the world, taking turns as hunter and prey.

THE FATE OF HARVEST-TANKER EPSILON ARGENTA 17

Despite months of bombing by the Ork Air Waaagh! New Rynn City endured the Arch-Arsonist's blitz. Huddled in the basements of buildings, zoomway tunnels and hastily-converted jadeberry siloes, its people survived even as the city above them burned. By day, thick black smoke hung heavy over the streets, Dakkajets and fighta-bommers glimpsed briefly through the swirling clouds; by night, the skies were lit up with the constant anti-aircraft fire of the flak towers and the flash of Ork ordnance.

While the walls held by the exhausted Rynnite defence forces and unflagging Crimson Fists Space Marines remained unbroken by ground assault, a new and equally deadly foe came upon the city – starvation. Cut off from the rest of Sorocco and Rynn's World's other island continents, the inhabitants were forced to subsist on slowly-diminishing stockpiles of food and, by the winter of 990.M41, even these were almost spent.

When scout aircraft discovered a harvest-tanker drifting in the Dantine Straits, only a few hundred kilometres off the Arcalan coast, it seemed a boon from the Emperor Himself. Abandoned during the invasion, Harvest-Tanker 17 had been enroute to Blackreef City laden with foodstuffs. General Saedus Mir quickly put a plan into motion, calling upon the skill of the Crimson Fists to take the tanker while he turned to Keel's Rynnsguard Airwing to fly top cover. In the predawn darkness, a trio of Space Marine Thunderhawks (the last in the Chapter's possession) took to the skies and headed out over the ocean, heavily armed Tactical squads in their holds. At the same time, Thunderbolts took off from their hidden island airbases in the north and made for the tanker's position.

Neither General Saedus nor his counterparts among the Crimson Fists harboured any illusions that the Orks would simply let them take the tanker without a fight and so it came as no surprise when skwadrons of fighta-bommers and Dakkajets appeared on long-range auspexes. Landing on the deserted tanker, the Space Marines swiftly consolidated their prize, the Thunderhawks forming up around the vessel for close air support. All too soon Ork aircraft came tearing in, intent on sending both ship and defenders to the bottom of the Dantine Straits. At the same time the Rynnsguard Airwing struck, their Thunderbolts falling from the heavens to hit the fighta-bommers from above, and within moments the airspace over the tanker was filled with duelling fighters.

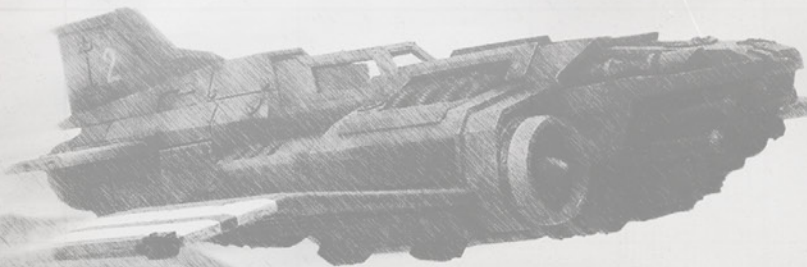
The Orks would make the Imperium's forces fight every step of the way, but eventually Harvest-Tanker 17 limped into New Rynn City port, the continued survival of its populace bought with the lives of Imperial pilots.

RYNN'S WORLD BURNS

As Rynn's World's winter yielded to summer and the year wore on, the Orks redoubled their efforts to crush New Rynn City and its survivors. Elsewhere, pockets of Imperium resistance held out in remote Rynnsguard outposts. Hidden within highland bunker complexes, oceanic waystations and jungle firebases, the defence force fought back as best it could, always outnumbered by the greenskins and ever under attack from the skies. Over the Straits of Adarie, the 111th 'Striking Crotalid' Lightning squadron kept the sea lanes open between Calliona and Magalan, their fighters operating from a fleet of submarine carriers. Meanwhile, the armouries at Nycario in East Sariba became the focus of daring raids, elite Rynnsguard assault teams brought in by Valkyrie to plunder their wealth before the Orks had the opportunity. For each victory, however, the Imperium's forces faced an equal measure of defeats. Months of raiding by the Ventura 29th Thunderbolt 'Venator Squadron' was brought to an end by Vulcha Skwadron and the brutal skills of the Da Black Barun after Ork Kommandos uncovered their hidden base.

With almost complete air superiority, the Orks struck at will across the island continents. Macro agri-combines were reduced to ashes, zoomway lines were smashed apart and ports pounded into wreckage-choked ruins. Not content to just destroy the Imperium world's infrastructure, the Arch-Arsonist lived up to his name by systematically firebombing vast swathes of the planet. At its height, Rynn's World's gleaming blue-green orb was transformed into a polluted grey, its continents hidden beneath layers of ash.

And still the air war raged on, fighters facing off between roiling grey clouds, the ground a blazing orange carpet beneath them. For the defenders, it was as if the Orks had unleashed hell itself upon Rynn's World. All they could do was hold out day-by-day, trusting to the Emperor that aid was on its way.



TACTICAL CARTOGRAPH

ARCALAN BASIN/NRC AOE 989276.M41

*No hope of reinforcement from NRC -
Advise breakout toward JEH 212*

THE ANSHAR
MOUNTAINS

TARGIS FIELDS
(PIT HQ)

MOUNT
MACETA

MIRROR LAKE

RYNN RIVER

AZCALAN

ANSHAR
MINORIS

NEW RYNN
CITY

JADEBERG
HILL

THE SPIRE

NEW RYNN
SOUTHPORT

PORTO KALIS

THE ARCALAN BASIN

VARDUA

*The Adeptus Astartes are
the only thing holding this
place together, but they
need aid cover -*

*We must have more Scar Lake
sophies and reinforcement
of Zonia Flak Towers.*

*The city is lost
resistance here is wasteful
we must save as many RG companies as we can.*

#552.142

#672.466

#004.738

#004.459

#004.454

#004.454

#004.454

#004.454

#004.454

#004.454

#004.454

#004.454

#004.454

#412.981



THE HELLBLADE MOUNTAINS

This place is a crater, no hope of survivors. Adeptus Astartes or otherwise - scout craft report orks converging on the area -

TYRANNUS

what are they after?

SOROCCO MAP KEY

- ORBITAL DEFENCE
- VOX-MAST STATION
- FLAK TOWER
- VOID FIELD ARRAY
- RYNNSGUARD OUTPOST
- RYNNSGUARD GARRISON
- RAILWAY
- ROADS
- URBAN, INDUSTRIAL AND AGRI-SETTLEMENTS
- FORESTED AREAS
- MARSHLAND
- HILLS AND MOUNTAINS

Hold at all costs - perhaps if we ferried troops from Vardua via Valkyrie squadrons

SCAR LAKE AIRBASE

RECONQUEST OF RYNN'S WORLD

Salvation came for Rynn's World in 991.M41 with the arrival of Lord Admiral Galtair's relief fleet. By then the bulk of Waaagh! Snagrod had broken upon the world and moved on, its clans moving out across the Loki Sector to attack other planets and outposts. Supported by Adeptus Astartes strike cruisers of the Imperial Fists, White Scars and Dark Angels Chapters, the Imperium's ships smashed a path through the handful of Ork vessels left in orbit, the salvation fleet spreading out over Rynn's World's continents and seas to disgorge drop pod assaults and Astra Militarum landing craft. Among these were fresh squadrons of Imperial Navy fighters, released from their launch cradles to hurtle down into the battle below.

Urzog, forewarned of the Imperium's coming by his freebooter allies, mustered his forces to meet them. At the same time a final assault against New Rynn City began, revealing several newly constructed Gargants, scraped together by the Waaagh!'s Big Meks from the ruins of the spaceport. Even as the first Imperial reinforcements began their descent, the Gargants strode out towards the city walls.

THE SPACEPORT RECLAIMED

Key to the reconquest of Rynn's World was the retaking of the spaceport, which would allow the Imperium to bring down its heavy equipment and support for its ground and air forces. Principal among these were the Titan Legions, the only true counter to the Orks' Gargants. Upon receiving the hails of his brother Space Marines, Chapter Master Pedro Kantor led the remaining elite of the Crimson Fists in a ground assault against the spaceport, their Thunderhawk Gunships crossing the Ork lines with support from the Rynnsguard Airwing. Braving a storm of ground fire, the Space Marines made their landing in the heart of the spaceport, the Chapter Master bellowing out a challenge to Warboss Urzog. As the ground battle unfolded, the Thunderbolts of the Airwing fought to clear the skies for the incoming reinforcements.

In those first perilous moments of battle the veteran pilots of the Airwing were outnumbered many times over, their handful of fighters lost among a sea of screaming, smoke-wreathed Ork jets. Men and women who had survived countless sorties and impossible missions over the long siege of Rynn's World sold their lives amid howling engines and hammering guns so that their planet might know its salvation.

Like the angels of the Emperor descending from the heavens, the first reinforcement craft reached the furious air war over the spaceport. Thunderbolt and Lightning fighters plunged down through the Ork formations, scattering them amid clouds of burning scrap and broken xenos aircraft. Slowly the battle turned, and the tight formations and superior numbers of the Imperial Navy began to take their toll. By the time the final Ork jets were making their ragged retreat, the first heavy landers were touching down, escorted by flights of Thunderbolts. The Crimson Fists too had finally had their vengeance. Now Pedro Kantor's Space Marines held the spaceport command towers, Urzog having been defeated by the Chapter Master and then driven off along with the savaged remains of his warriors, vowing vengeance even as they went.

AGAINST THE GARGANTS

While the battle for the spaceport played out, Snagrod's Gargants marched relentlessly toward New Rynn City. With the aces of the Rynnsguard Airwing committed to retaking the landing zones for the relief forces, it fell to the remnants of the Rynnsguard bomber wing to slow down the massive xenos war machines. A half dozen Marauder Bombers, loaded with the heaviest ordnance they could carry, set out on what was perhaps to be their final run. A couple of Thunderbolts escorted them, flying top cover to protect the lumbering Marauders from enemy fighters.



***Fly Boss Gubnez Skystomper
Big-Dakka Skwadron***

Gubnez has claimed more kills than any other Ork Air Waaagh! pilot during the taking of New Rynn Spaceport, earning his skwadron the title of Big-Dakka. In fact, Gubnez liked dakka so much, it often took his Fighta-bommer several tries to get off the ground under the weight of all its guns!

As the bombers closed in from the north, the Gargants smashed into the Imperium's defensive lines around the city. Roaring cannon fire and massive shells tore holes in the city walls, the defence force emplacements and their weapons largely useless against the thick pitted hulls and sparking energy shields of the Ork mega walkers. One by one the Gargants breached the walls, their ponderous stride taking them into the outer districts. The guns of the flak towers turned upon them, but these too proved ineffective, Hydra batteries unloading thousands of rounds against crackling force fields and heavy armour plate.

In the Silver Citadel, at the heart of the Zona Regis, Lady Cagliestra and her generals watched the Gargants approach, hoping the fortress' void shields would hold; then, from out of the billowing smoke of the burning city the first Marauder screamed into view, its quad turbines roaring over the sound of the fighting below. Shooting past the bomber a pair of Thunderbolts led the run against the lead Gargant. Even though their weapons were too light to threaten the walker, they drew its fire, the overzealous Ork crew lighting up the sky in an effort to bring down the fighters. With thunderclap force the Marauder unleashed its payload, obliterating buildings for blocks in all directions and causing the void shields of the Silver Citadel to shiver darkly. As the dust cleared it revealed the first Gargant toppling forward, a ragged wound in its side. Even before it crashed to the street, the remaining bombers were beginning their attack runs, while the Thunderbolts were rising to meet swarms of incoming Ork jets.

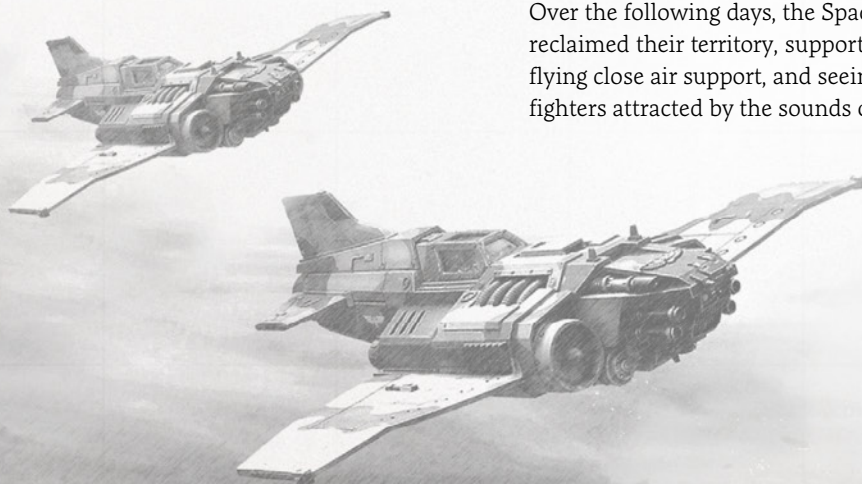
In the end, though it cost the Rynnsguard Airwing their bomber wing, the Gargant advance was slowed, the Orks unable to reach the Silver Citadel before the first Imperium Titans crested the horizon, following the trail of destruction from spaceport to city left by the Gargants. By the time the last Ork war machine fell, carnage had been wrought upon the ruined city. However, the Silver Citadel still stood and after 563 days of hell, the siege was at last lifted.

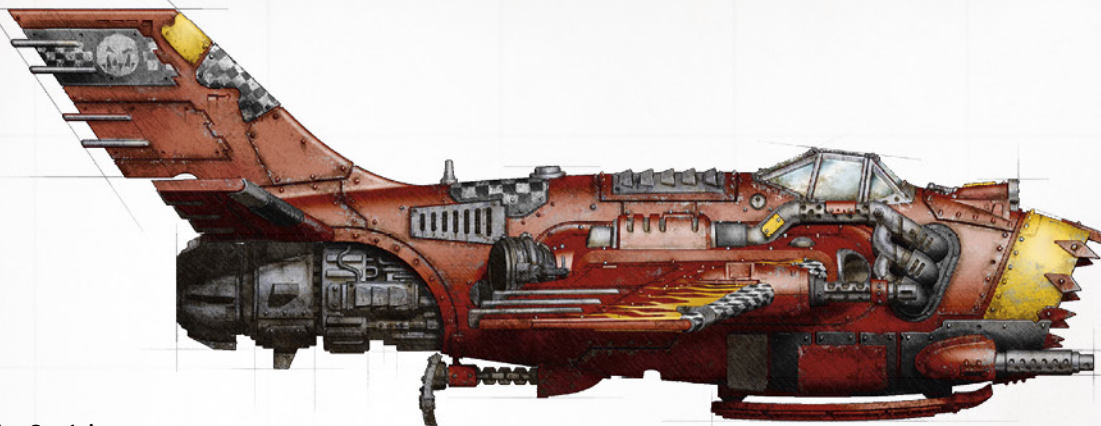
OVER THE ARX TYRANNUS

Over the following months, the Imperium secured its hold upon the Arcalan Basin. Heavy fortifications were added and hasty repairs were made to the spaceport and New Rynn City. Scar Lake Airbase was reclaimed and a cordon of firebases pushed the Orks back into the wilds of Sorocco. In other parts of the planet, the Space Marines and vanguard Imperial Guard forces reclaimed cities and settlements, bringing relief to populations who had been in hiding for over a year. Everywhere, the Orks were driven back, though the size of the forces arrayed against them nor the string of defeats did little to diminish the aliens' hunger for battle.

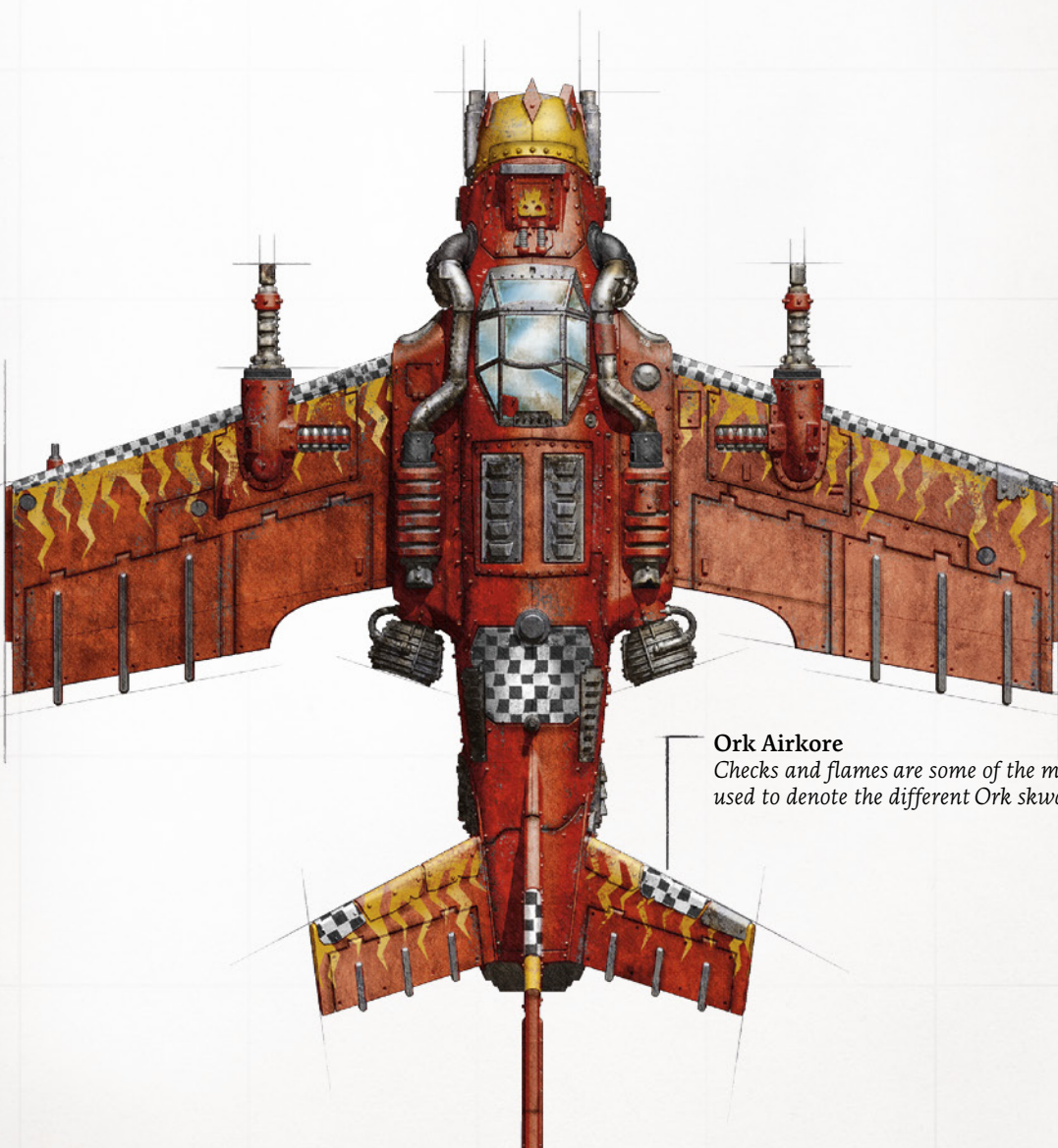
Among the first missions to range out from New Rynn City were the Crimson Fists' efforts to reclaim the ruins of their fortress-monastery. The difficult terrain of the Hellblade Mountains prevented any assistance from the ground, and so the task of covering the Space Marine incursion fell to the newly arrived 554th Fighter Wing. Amid the tangled wreckage, the Imperium's forces expected to find little save death and radioactive dust, so it was a surprise when the first Thunderbolts to do a low pass drew withering hails of ground fire. Amongst the detritus, Ork lootas had constructed a scrap fortress, plundering the rubble for anything to trade to the other clans or to turn into a weapon.

Over the following days, the Space Marines savagely reclaimed their territory, supported by Thunderbolts flying close air support, and seeing off attacks from Ork fighters attracted by the sounds of battle.





'Sky Squig'
Waaagh! Deffdeala, Assault on New Rynn Spaceport.



Ork Airkore
Checks and flames are some of the markings used to denote the different Ork skwadrons.

DESOLATION VALLEY

Province by province the Imperium's forces strove to reclaim Rynn's World. By the close of 991.M41 much of Sorocco was back in the hands of the Imperium, with Ork resistance restricted to the inland wilderness and remote offshore islands. Only in the highlands of East Sariba did serious resistance remain. Here, based in the ruins of a devastated settlement, Snagrod's Big Mek Votzug Scrapkrumper worked relentlessly on a new superweapon. Commissar-general Mordrid Van Horcic was given the task of breaking through the Ork defences and reaching Votzug's mek-yards. Repeated attempts by the Astra Militarum to punch past the Ork defences failed and such was the devastation wrought upon the landscape by months of fighting, the troops nicknamed the region Desolation Valley. Eventually, General Mordrid was forced to call upon the Space Marines to clear the Orks out. The superhuman warriors did in days what the Imperial Guard had failed to do in months, and they were able to secure vital bridges over the Sulphur River, the winding waterway that ran the length of Desolation Valley.

To press the advantage, Mordrid ordered a massive air assault on the mek-yards. High above the Ork trenchworks and force field domes, Thunderbolts duelled with Votzug's Dakkajet wings. Most feared of the Ork defenders were Vulcha Skwadron, and their ruthless flyboss Da Black Barun. The faded black Dakkajet with its grinning skull markings proved the doom of many an Imperium pilot, appearing suddenly out of the sun to the sound of roaring big shootas. A rivalry soon arose between Da Black Barun and the Imperial Ace Flight Commander Dagor-Jarni, the two pilots seeking each other out but unable to score a definitive victory in the air. Dagor-Jarni and his Dragon Squadron of the 672nd Fighter Wing led dozens of reconnaissance missions to find weaknesses in the Ork defences and the nature of Big Mek Votzug's secret project, each time facing the prospect of the Da Black Barun descending upon them.

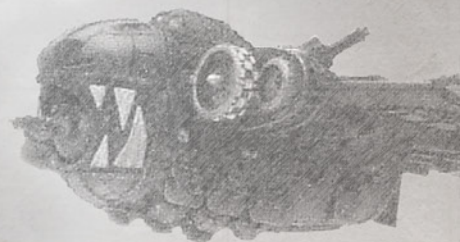
Finally, in a dawn sortie against Votzug's mek-yards, Dragon Squadron fell prey to a Tractator Web, its invisible energy net tearing half their aircraft from the sky. Through the smoke and flame, Da Black Barun appeared, guns blazing, to finish off Dagor-Jarni. The two pilots quickly became entangled in a running dogfight over the mek-yards and the scores of zealous Ork anti-air gunners below. Only a daring chase through the gutted remains of a downed Imperium system ship allowed Dagor-Jarni to escape. However, he returned to his own lines with more than his life, having secured invaluable reconnaissance on Votzug's secret construction, and a means to destroy it.

BOMMERZ OVER DA SULPHUR RIVER

While the Imperium's fighters duelled with the Orks over the mek-yards, scores of greenskin fightas descended on the Sulphur River. Led by the cunnin' flyboss Grubnatz, the Ork skwadrons wove their way up the length of Desolation Valley, using the steep walls of the canyon to conceal their advance. Only when they suddenly appeared around a bend in the river did the Emperor's forces realise they were under attack. Grubnatz led his skwadron on a mad dash for the bridges, his fighta hugging the ground, the dark waters of the river mere metres below. Despite the protection provided by the high valley walls, flak batteries along the river filled the sky with fire. Far from being dissuaded, the Orks threw themselves into the attack, their pilots lighting up everything in range. Tanks and gun emplacements were blown apart as Ork jets screamed overhead, though more than a few of the greenskin aircraft were torn down in turn.

Leaning out of his cockpit, a grin splitting his scarred face, Grubnatz dive-bombed the first bridge. Hurtling down from the sky, the Ork flyboss miraculously survived dozens of thundering Hydra batteries and ground fire from Space Marine Stalkers. Grubnatz released his bombs at the last second, close enough to see the startled faces of the troops manning the flak cannon, before wrenching back on his jet's controls. A satisfying boom reached the flyboss' ears over the scream of aircraft engines, and the bridge fell away in flames.

Now the race was on. Not to be outdone, Grubnatz' second, Wazak, throttled his fighter into overdrive toward the second bridge, a half-dozen other aircraft close on his tail all eager to be the one to smash apart the humans. The defenders were determined not to let another span fall and the storm of flak increased in density. Meanwhile, the first Imperial Navy fighters had reached the battle and now predatory Thunderbolts struck from above like hunting hawks, picking off the low-flying Orks.



Dogfights raged only metres over the heads of those below; close enough for jet engines to send up plumes of toxic water from the river or for planes to clip the tops of the towers standing sentinel over the remaining two bridges. Despite the renewed efforts of the Imperium's forces, the second bridge quickly fell, sending the better part of a tank regiment with it down into the river. Above the final bridge, Grubnatz and Wazak jostled for position, their wingtips banging into each other as they tried to be the first to make a bombing run. Only as they both plunged into a dive did Grubnatz realise he was out of bombs. Thinking quickly, he opened up with his shootas into Wazak's tail, setting the other flyboy's craft alight. Wazak's plane crashed into the bridge, blowing it apart in a single massive explosion. Grinning, Grubnatz turned back toward the mek-yards, deciding he was definitely going to count that kill as one of his!

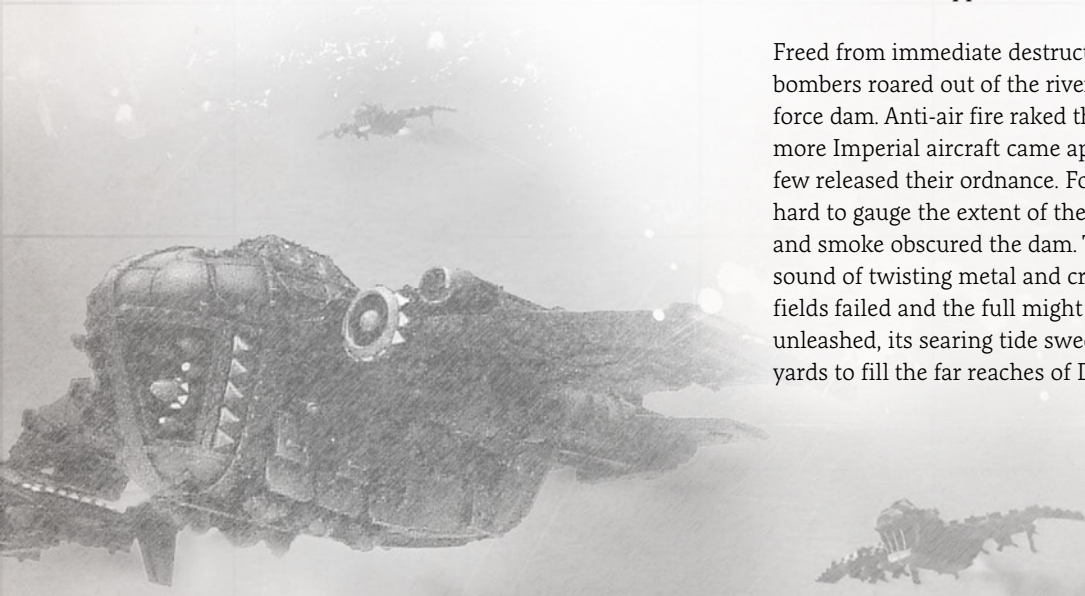
OVER THE MEK-YARDS

With the vital bridges over Sulphur River destroyed, it fell once again to the Imperial Navy to carry the day. This time, though, they had Dagor-Jarni's information on Votzug's massive force field array and how the Ork Big Mek had used it to dam the river to power his infernal creations. Flying out of the Castor 242 Airbase, Lt. Barret led the 17th Bomber Wing of the 672nd, its 12 Marauder Bombers weighed down with shield-buster bombs, across the lines. Flying top cover were Dagor and the reinforced Thunderbolts and Lightnings of Dragon Squadron. In the dawn haze, Barret's bombers came in low over the Sulphur River to foil the Ork big gunz covering the air over the force dams. Though the steep walls of the river canyon protected the bombers from the worst of the greenskin flak, the air overhead was soon swarming with

Dakkajets. Mere metres above the toxic water and the river's rocky banks, the aircraft screamed through the sky, Marauder turrets filling the air with a constant stream of tracer fire even as the bombers' armoured flanks were peppered by big shoota fire. Dagor and his wingmen drew away as many of the Orks as they could, though for every xenos craft sent spiralling down into the river, three more seemed to appear on the horizon, their grinning flyboyz eager to get into the fray.

Despite the storm of Ork weapons fire, the bomber wing made it to within a few kilometres of its target having sustained relatively light damage. Then disaster struck. Bearing down on the Marauders from the direction of the force dam, Da Black Barun hit the Imperial aircraft head-on. In the Ork fly boss' first pass two bombers were sent crashing into the ground, their engines torn apart by thundering greenskin guns. Barret's own Marauder was forced to fall back in formation, its side riddled with bullet holes and half his crew killed. Twice more Da Black Barun swept through the Imperium's formation, each time more bombers breaking apart or nose-diving down into the river to vanish in an explosion of flame and water. Their target still a few vital turns in the river ahead, Barret took control of his Marauder and nosed back into the lead position. With a final blessing to his flight, he turned his aircraft toward the rapidly-closing Black Barun. At the last moment, the Ork ace saw Barret's plan, and twisted away, but not fast enough to avoid clipping the wingtip of the Marauder. Both planes spun away, Barret's stricken craft hitting the ground and rolling down the river bank in a shower of burning wreckage and Da Black Barun's fighter making a hard landing nearby as the Ork cursed and thumped at the controls of his crippled aircraft.

Freed from immediate destruction, the remaining bombers roared out of the river valley and up over the force dam. Anti-air fire raked their hulls and several more Imperial aircraft came apart in flames, but the final few released their ordnance. For a few moments it was hard to gauge the extent of the damage as clouds of fire and smoke obscured the dam. Then, to the tormented sound of twisting metal and crackling energy barriers the fields failed and the full might of the Sulphur River was unleashed, its searing tide sweeping out across the mek-yards to fill the far reaches of Desolation Valley.



SNAGROD RETURNS!

The victory at Desolation Valley was hailed as a turning point for the Emperor's forces on Rynn's World. Ork resistance in Sorocco was reduced to scattered warbands and lone Ork aircraft prowling the skies looking for trouble. Whatever Votzug had been building in Desolation Valley was seemingly in ruins, lost among the sea of wreckage left behind when the force dam fell. Unknown to the defenders of Rynn's World, Votzug had escaped Desolation Valley before the end, teleporting away to a hidden base in the hinterlands of Calliona, taking his great work with him. In the Deoz wilderness north of Blackreef City, Votzug added the final touch to his machine before giving it a hard kick and bringing it to life. At once a powerful beacon shot up from the planet's surface, reaching out into the depths of the void. Light years away the beacon reached Snagrod – the Warboss having lost interest in Rynn's World and gone on to savage fresh planets. Votzug's message of a war rekindled and an Imperium relief force was enough to draw the Arch-Arsonist's attention and the Waaagh! turned back toward Rynn's World.

For crucial days the defenders did not recognise the importance of the beacon. Consumed with the task of hunting down scattered Ork forces, it was at first glance merely another report to cross Lord Admiral Galtair's desk among a mountain of dispatches. It was Chapter Master Pedro Cantor who saw it for what it was, knowing full well that Snagrod was not done with his world. Space Marine and Astra Militarum forces were quickly mustered to find and destroy the source of the beacon, while the Imperial Navy organised sorties to knock it out from the air. Even as their plans were put in place, The Imperium's patrol vessels reported xenos ships arriving at the edge of the system. The Orks on the planet's surface were responding to the beacon as well and thousands stormed into Blackreef City and the surrounding countryside.

While jets were dogfighting over Votzug's hidden fortress and open warfare engulfed Blackreef City, an armada of Ork roks smashed through the fleet defending the planet. The largest, almost the size of a small moon, loomed over Rynn's World before plunging down into its atmosphere. In low orbit, the ships of the Imperial Navy desperately tried to stem the tide of roks. Some roks were blasted from the void, while others were rammed off-course so they missed the planet altogether and tumbled off into space.

While many were diverted or destroyed, many more rained down on Rynn's World, along with the massive asteroid dubbed by the defenders as 'Snagrod's Rok'. In an effort to shoot the roks down or destroy the beacon that was guiding them, every available fighter on Rynn's World was scrambled.

Wing Commander El Oran, a veteran of the New Rynn City blitz, led her Lightning squadron on a desperate mission to destroy the beacon. With nothing powerful enough to destroy Snagrod's Rok, the Imperial Navy hoped to guide it into the East Helar Ocean where its occupants would drown – or at the very least be far from the safety of land. El Oran and her squadron flew over the jungles of Deoz, dodging ground fire and Dakkajets with equal skill. As they neared Votzug's beacon, more esoteric weapons assailed them – traktor cannon punching them from the sky or bubblechukkas enveloping entire aircraft in crushing force fields. From crude airfields more Ork fighters rose up to meet the Imperium's forces or draw them away into spiralling combats. All throughout the fight El Oran's focus remained fixed on the beacon, her wingmen sacrificing themselves in blazing fireballs to keep the greenskins off her tail. At last the Wing Commander saw the crackling spire of Votzug's beacon thrusting up from the landscape, the sky around it filled with a storm of green and red lightning. Twisting through the arcs of energy and the barrage of flak, El Oran fired all four of her Hellstrike missiles right into the heart of the Ork device. The resulting green mushroom cloud consumed the jungle for kilometres in all directions and though trailing emerald flame from her Lightning's wings, El Oran managed to rise free of the destruction she had wrought.

As soon as the beacon was obliterated, its effect on the roks could be seen. The smaller roks fell at random, many of those still in space skipping off the planet's atmosphere to be sent tumbling off into the void. Only kilometres above its target, Snagrod's Rok spiralled off-course, crashing down into the southern seas and sinking beneath the waves. Not content to leave the rok's destruction to chance, the Imperial Navy were now able to close into low orbit, where they could pound the crash site with lances and cannon batteries, creating a plume of steam hundreds of kilometres across. Aircraft sent to investigate found no sign of survivors and the question of whether or not Snagrod was aboard remained unanswered. With the destruction of the main rok, the Emperor's forces once more gathered their strength and returned to the task of ridding Rynn's World of the Ork menace.

EPILOGUE: THE AIR WAR RAGES ON

By the reckoning of the Adeptus Terra, the destruction of Snagrod's Rok and the disappearance of the Arch-Arsonist marked the official end of the war for Rynn's World. In reality, much of the planet lay in ruins with millions of Orks still on its surface, abandoned by their fleet, though no less dangerous as a result. Over the following years battles were fought on almost every continent, with major campaigns to reclaim cities and re-establish vital trade routes and shipping lanes. During this time, the Rynnsguard Airwing was reformed and reinforced, the losses of two years of war made good. With their Space Marine and Imperial Navy allies they led the air war against the Orks, coordinating with ground forces and ships in orbit to scour the invaders from Rynn's World. Over the Straits of Adaire, Thunderbolts and Lightnings duelled with Ork submersibles and their Dakkajets, while in the freezing skies of the northern polar icecap, the Imperial Navy led airstrikes against mek bunkers hidden among the snow. On the continent of Magalan, a long and bloody campaign to reclaim the heartlands from the greenskins saw Ork raiding skwadrons ranging out from secret airbases to strike at coastal cities. Even the rebuilding of New Rynn City was not without interference by the Orks, a crazed Kult of Speed attack descending upon the battered capital months after the destruction of Snagrod's Rok.

These, and countless other battles, marked Rynn's World's reconquest, though some scars – like the crater where the Arx Tyrannus once stood – remained as a reminder of dark days and the brutal war that had consumed a world.

IMPERIAL PLANETARY SURVEY

Name: Rynn's World [Agri-world] Imperium record 0034.567.87 ref. 1632.73	
Cross ref. The Galaxy: Imperium Files 302-5530 0034.567.87 ref 1632.73	
Location: Rynnstar System/Loki Sector/ Segmentum Tempestus	
Cluster: Peryton163	Attitude: VH-745/HS+15
Distance from Terra: 29,380 k-1	
Primary Type: Binary A7/M2 comb	
Orbital Bodies: 8 Major Celestial Bodies – 2: A-class 1: F1-class, 2: D-class, 3: Secondaries	
Graviometrics: 1*D58/>3	
Population: 200,000,000	
Planetary Governor: Lady Maia Cagliestra	
Tithe Grade: Aptus Non	Aestimare: D100
Principal Export: Foodstuffs (cf 'Jadeberry' Cross ref. Culinary/exotic 94847839.6902ki) [REDACTED].	



Principal Imports: Armaments (cross ref. Ad.mech 937.294.048 ref 271-639.). [REDACTED]. Munitions (cross ref. Ad.mech 854.429.204 ref 027-331.). Precast Adamantine plates. Ceramite polymers. Gravitic motors. [REDACTED]

Notes: Home world of the Crimson Fists Space Marine Chapter (Second Founding, Imperial Fists acted as primogenitors). Re-discovered by Rogue Trader Uzieth Pallandaro 8539222.M34 (Cross ref. Explorer Fleet/ Saturnalia 98373834.21490mj). Granted as home world to Crimson Fists at the termination of the Vortigern Crusade on 0336745.M40 by the will of the Emperor. One major conurbation (New Rynn City) and eight smaller cities plus small farms and agricultural centres (1,468 facilities according to most recent census). Space Marine fortress-monastery located in the inhospitable Hellblade Mountains on southern continental coast. Space Marine initiates recruited from Feral world of Blackwater during yearly 'Festival of the Bloodied Fist'.

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.



1. BANDITS OVER THE RIVER

BACKGROUND

Flying a routine patrol along the banks of a major river, a squadron of fighters comes under unexpected attack.

FORCES

Players should mutually agree a points value between 25 points and 100 points, and choose their forces accordingly.

Only Scouts and Fighters are allowed for this scenario.

SET-UP

In this scenario, one player is the attacker and the other is the defender. The winner of a roll-off decides which they will be.

The defender deploys first, placing all of their aircraft within six hexes of the centre-most hex on the Area of Engagement, and all facing the same direction. The defender may choose the Speed and Altitude of each aircraft before setting it up.

The attacker's aircraft are set up behind the defenders, with each of their aircraft in a hex at the edge of the Area of Engagement. The attacker may choose the altitude of each aircraft before setting it up, but all aircraft must be travelling at Max Speed.

SPECIAL RULES

Surprise Attack

The attackers will automatically have the initiative in the first turn. From the second turn, initiative is rolled for as normal.

VICTORY CONDITIONS

The game lasts for either 12 turns, or 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.

DESOLATION VALLEY

During the reconquest of Rynn's World, the battle for Desolation Valley and, crucially, the Sulphur River that divided it, became one of the conflict's bloodiest warzones. The skies over the river valley, and the vast mek-yards built by the invaders, saw daily aerial engagements with both sides launching repeated assaults to break the deadlock. Players can refight one of the engagements over the Desolation Valley mek-yards with the Bandits over the River scenario by adding the optional special rule presented below. In this scenario, the Imperial Navy are the attackers and the Ork Air Waaagh! are the defenders.

Optional Special Rule: Mek-yards

Many strange Orky contraptions littered the mek-yards, among them some of the more esoteric weapons used by the greenskin invaders. Bubblechukkas and traktor kannon created gravity nets that could snare unwary pilots, while the invisible walls of the force dams used by Big Mek Votzug made flying close to the ground especially deadly. When an aircraft attempts to adjust altitude by either climbing or diving ([see page 18](#)), roll a D6. On an even result, it climbs or dives as normal. On an odd result, it climbs if it was attempting a dive or dives if it was attempting to climb. In addition, aircraft flying at Altitude 1 must make a Handling check at the end of their movement or suffer 1 point of Structure damage.



2. THE STRAGGLER

BACKGROUND

Returning from a mission, a damaged bomber has fallen behind the rest of its squadron. Vulnerable to enemy patrols, a fighter wing is sent to escort it back.

FORCES

Players should mutually agree a points value between 50 points and 150 points, and choose their forces accordingly.

The defender may take any aircraft but must include one Bomber class aircraft. The attacker may only include Scouts and Fighters. Neither player may take Ground Defences.

SET-UP

In this scenario, one player is the attacker and the other the defender. The winner of a roll-off decides which they will be.

The defender deploys first, choosing one edge of the Area of Engagement and placing their Bomber in a hex touching that edge. Their remaining aircraft are set up within six hexes of the Bomber.

The attacker's aircraft are set up in hexes touching the edge of the Area of Engagement opposite the defender's edge.

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

SPECIAL RULES

Straggler

The defender's Bomber has been damaged. As a result, its Max Speed is reduced to 2.

Night Fighting and Bad Weather

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

VICTORY CONDITIONS

The defender's Bomber is trying to escape. It may Voluntarily Disengage at any time from any edge of the Area of Engagement without conceding any Victory points. Instead, the defender earns Victory points equal to the aircraft's points cost.

The game lasts for either 12 turns, or 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.



THE LONG FLIGHT

After the destruction of Scar Lake, the Rynnsguard Airwing were forced to retreat to hidden airfields and bases throughout the northern archipelagos of Sorocco. To reach this safe haven, however, the Imperium's squadrons were forced to make a long flight under constant attack from the enemy, with many of their aircraft having already been damaged in previous engagements. Players can refight part of the Long Flight with the Straggler scenario by adding the optional special rule presented below. In this scenario, the Ork Air Waaagh! are the attackers and the Imperial Navy are the defenders.

Optional Special Rule: Low Fuel

One of the greatest concerns of the Imperium's pilots during the long flight was not the enemy but the limited fuel reserves they had to reach their destination. That the Orks faced similar problems operating so far from their bases as they chased their enemies across the vast stretches of open ocean was of little consolation to the Imperial Navy pilots. At the start of the game, each player rolls 2D6 for each of their aircraft with a Fuel characteristic of '-'. The result of this dice roll is the amount of Fuel the aircraft has for the battle ([see page 11](#)). The Straggler counts as having Fuel 12 unless it would have less than this. In this scenario, aircraft may Voluntarily Disengage on the turn they would run out of Fuel.

3. SEARCH AND RESCUE

BACKGROUND

Air forces have been dropping incendiary bombs to defoliate a large region of enemy-held territory. During the attacks, a bomber was shot down and its downed crew are in need of rescue.

FORCES

Players should mutually agree a points value between 50 points and 150 points, and choose their forces accordingly.

The attacker may take any aircraft but must include one or more aircraft with a Transport characteristic of 1 or higher, and may not take any Ground Defences. The defenders may take any force they wish but must include at least one Fighter.

SET-UP

In this scenario, one player is the attacker and the other the defender. The winner of a roll-off decides which they will be.

Before deploying forces, the defender places six numbered ground target markers within the Area of Engagement. No ground target marker can be within three hexes of another, or within three hexes of any edge of the Area of Engagement. The defender secretly writes down the number of the ground target marker that conceals the downed crew and will reveal this when that ground target marker is observed by an attacking aircraft. To observe the ground target markers, an attacking aircraft must end its movement within three hexes of the marker. Once the location of the crew is discovered, replace the ground target with a landing zone marker and remove the remaining ground targets. The area within three hexes of this landing zone marker is the landing zone. The attacker may now attempt to land and recover the downed crew.

Players set up on opposite sides of the Area of Engagement. Starting with the defender, players take turns to place an aircraft within three hexes of their edge of the Area of Engagement. Ground Defences may be set up within six hexes of the defender's edge of the Area of Engagement.

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

SPECIAL RULES

Heavy Smoke

The attackers have been decimating the area with incendiary bombs and, consequently, the air hangs heavy with thick smoke. The rules for Bad Weather must be used during this game and the Altitude level of the clouds of smoke is Altitude 2.

VICTORY CONDITIONS

Once the ground location of the downed crew has been observed and revealed, and the ground target marker replaced with a landing zone marker, if the attacker can land an aircraft with a Transport characteristic of 1 or higher within the landing zone before taking off again, that aircraft may Voluntarily Disengage at any time from any edge of the Area of Engagement without conceding any Victory points. Instead, the defender earns Victory points equal to the aircraft's points cost.

The game lasts for either 12 turns, or until one side is forced to disengage, or until only one player has aircraft left operating in the Area of Engagement (Ground Defences do not count).

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

RUINS OF ARX TYRANNUS

Despite its destruction, the Arx Tyrannus became a focal point for many of the invaders; the Orks drawn to the rubble in search of scrap and loot. Players can refight the reconquest of the ruined Arx Tyrannus with the Search and Rescue scenario by adding the optional special rule presented below. In this scenario, the Imperial Navy are the attackers and the Ork Air Waaagh! are the defenders.

Optional Special Rule: Hard Radiation

The amount of heavy ordnance detonated during the destruction of the Arx Tyrannus left much of the surrounding mountain side irradiated. While the Space Marine forces on the ground endured this danger with minimal effect, The Imperium's pilots were still vulnerable. If an aircraft remains at Altitude 0-1 for more than a turn, it must make a Handling check or suffer 1 point of Structure damage.

4. GARRISON RELIEF

BACKGROUND

A friendly garrison is besieged and cut off by enemy troops, yet bravely fighting on and slowing enemy advances. In grave need of resupply, a convoy of transport aircraft is hurriedly arranged.

FORCES

Players should mutually agree a points value between 100 points and 200 points, and choose their forces accordingly.

The defender may take any force they wish but must include one or more aircraft with a Transport characteristic of 1 or higher. The attackers may take any force they wish, but must include at least one Fighter and one Bomber.

SET-UP

In this scenario, one player is attacking the garrison and the other is rushing to relieve the defenders. The winner of a roll-off decides which they will be.

Place two landing zone markers 12 hexes from one edge of the Area of Engagement and three hexes away from each other. This is the attacker's edge. The area within two hexes of each of these is a landing zone. Additionally, place one ground target marker with Structure 4 in a hex between these two landing zones to represent the besieged garrison.

The defender deploys first, placing all of their aircraft in hexes touching the edge of the Area of Engagement opposite the attacker's edge. The attacker's aircraft are set up in hexes touching their edge of the Area of Engagement. Ground Defences 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

Night Fighting and Bad Weather

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

VICTORY CONDITIONS

The defender scores 5 Victory points for each point of Transport capacity they can land in a landing zone. If, however, the defender fails to land any troops in the landing zone, the best they can achieve is a draw.

The attacker scores 5 Victory points for each point of Structure removed from the ground target.

The game lasts for either 12 turns, or until one side is forced to disengage, or until only one player has aircraft left operating in the Area of Engagement (Ground Defences do not count).

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

ASSAULT ON SCAR LAKE

The destruction of the Scar Lake Airfield was one of the great Ork triumphs of the war. After surviving for months against repeated attacks, it was a dawn assault by Ork Kommandos that finally broke the base's defences, forcing the Imperium's defenders to hastily escape with as many of their functional aircraft as possible. Players can refight the bloody assault on Scar Lake with the Garrison Relief scenario by adding the optional special rule presented below. In this scenario, the Ork Air Waaagh! are the attackers and the Imperial Navy are the defenders.

Optional Special Rule: Airfield Evacuation

To save the garrison at Scar Lake, its defenders scrambled every available transport to airlift them to safety. While the transports made their landing, the Imperium's fighters kept the skies open for as long as they could, however, it would be but a matter of hours until the airfield was completely overrun. For this scenario the Imperium's player has 20 additional points that must be spent on Ground Defences. In turn 7, and in each turn thereafter, randomly nominate a Ground Defence. This defence is now controlled by the Ork player. From turn 9, any Imperium's aircraft at Altitude 0 must make a Handling check or suffer 1 point of Structural damage.

5. TROOP LANDING

BACKGROUND

A big push into enemy territory requires large-scale landings in hostile territory. Braving the enemy anti-aircraft guns, columns of bombers and transport craft attempt to deliver their cargoes.

FORCES

Players should mutually agree a points value between 100 points and 250 points, and choose their forces accordingly.

The attacker must include one or more aircraft with a Transport characteristic of 1 or higher, and may not take any Scouts or Ground Defences. The defenders may take any force they wish but must include at least one Fighter and one Ground Defence.

SET-UP

In this scenario, one player is the attacker and the other the defender. The winner of a roll-off decides which they will be.

Place two landing zone markers six hexes from one edge of the Area of Engagement and three hexes away from each other. The area within two hexes of each of these is a landing zone. This is the defender's edge.

The attacker deploys first, placing all of their aircraft within three hexes of the edge of the Area of Engagement opposite the defender's edge. The defender's aircraft are set up in hexes touching their edge of the Area of Engagement. Ground Defences 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

Each player may keep a maximum of two aircraft in reserve. The combined cost of these may be no more than 50% of the total points value of the force.

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 attacker scores 5 Victory points for each point of Transport capacity they can land in a landing zone. If the defender destroys or forces any attacking aircraft to disengage, they gain 5 additional Victory points for every point of Transport capacity that aircraft has. If, however, the attacker fails to land any troops in the landing zone, the best they can achieve is a draw.

The game lasts for either 12 turns, or until one side is forced to disengage, or until only one player has aircraft left operating in the Area of Engagement (Ground Defences do not count).

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

CAPTURE THE SPACEPORT

When the reconquest fleet arrived in the skies over Rynn's World, its first task was to recapture the planet's primary spaceport to facilitate the mass landings of troops. The Orks understood the importance of holding the landing zones and put up a fierce resistance, engaging the invaders as soon as they entered the atmosphere and attempting to keep the fight high above the ground. Players can refight the arrival of the reconquest fleet with the Troop Landing scenario by adding the optional special rule presented below. In this scenario, the Imperial Navy are the attackers and the Ork Air Waaagh! are the defenders.

Optional Special Rule: Pushing the Envelope

Combat at high altitude comes with its own dangers: the thin air and freezing temperatures making manoeuvres harder and engines more likely to fail. All aircraft begin the game at Altitude 5. To dive to a lower Altitude, aircraft must pass a Handling check. If they fail, their Altitude remains the same but their speed is decreased by 1.

6. BOMBING MISSION

BACKGROUND

A high-value enemy installation has been identified and a bombing mission planned. Resistance in the form of ground and air defences will be heavy.

FORCES

Players should mutually agree a points value between 100 points and 200 points, and choose their forces accordingly.

The attacker must include one or more aircraft with Air-to-Ground weapons, and may not take any Scouts. The defender may take any force they wish but must include at least one Fighter and one Ground Defence.

SET-UP

In this scenario, one player is the attacker and the other the defender. The winner of a roll-off decides which they will be.

Three ground targets with Structure 4 are placed nine hexes away from one edge of the Area of Engagement and three hexes away from each other. This is the defender's edge.

The attacker deploys first, placing all of their aircraft in hexes touching their edge of the Area of Engagement opposite the defender's edge.

The defender's aircraft are set up behind the ground targets in hexes touching their edge of the Area of Engagement.

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

SPECIAL RULES

Reserves

The defender may keep a maximum of three aircraft in reserve. The combined cost of these may be no more than 50% of the total points value of the force.

VICTORY CONDITIONS

The attacker scores 5 Victory points for each point of Structure removed from the ground target. The defender gains 5 additional Victory points for each Structure point remaining on damaged, but not destroyed, ground targets at the end of the game. If, however, the attacker fails to remove any Structure from any of the ground targets, the best they can achieve is a draw.

The game lasts for either 12 turns, or until one side is forced to disengage, or until only one player has aircraft left operating in the Area of Engagement (Ground Defences do not count).

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



NEW RYNN CITY BLITZ

Snagrod's efforts to burn New Rynn City to the ground dominated the first phase of the war and it was only through the efforts of the Rynnsguard Airwing that it survived. Nonetheless, the relentless blitz took its toll and vast sections of the city were reduced to ashes during the months of bombing. Players can recreate the New Rynn City blitz with the Bombing Mission scenario by adding the optional special rule presented below. In this scenario, the Ork Air Waaagh! are the attackers and the Imperial Navy are the defenders.

Optional Special Rule: Shielded Targets

New Rynn City was protected not just by its air force but also potent void shields over its most important structures. These shields were powerful enough to defend against high altitude bombing, but could be defeated with daring low-level strafing runs. When a ground target suffers damage inflicted by an aircraft more than 1 level of Altitude above it, roll a D6. On a result of 4 or more, the damage is ignored.

AERONAUTICA IMPERIALIS CAMPAIGNS

The following section contains rules for linking your games of Aeronautica Imperialis together into a simple campaign, be it recreating the events of the Rynn's World air war or one of a hundred thousand other long and protracted aerial campaigns of the 41st Millennium. During the course of a short campaign, pilots can rise quickly through the ranks and in notoriety as they become feared and famous Aces, only to fall just as fast in combat!



CAMPAIGN PLAY

One of the most enjoyable and exciting ways to play Aeronautica Imperialis is to link games together into a campaign. Future supplements will contain rules for recreating famous military campaigns from the 41st Millennium, detailing specific theatres of war, providing maps and information on the forces involved, along with scenarios that allow players to recreate infamous aerial engagements.

Campaigns, however, need not be quite so involved; there is huge fun to be derived from simply playing a series of linked games with friends. The following rules provide a framework to enable players to do just that – tracking the progress of a squadron of rookie pilots through a series of games, with the luckiest of pilots becoming famous and highly-skilled Aces.

SETTING UP THE CAMPAIGN

Setting the campaign up is easy. All that is required are two or more willing players and a desire to play some games of Aeronautica Imperialis. How long the campaign runs for is up to the players, but shorter campaigns lasting only a few weeks are recommended – the longer a campaign of this type runs, the greater the risk of participants burning out.

CAMPAIGN SQUADRONS

Each player taking part in the campaign should write out a squadron list. This should be a list of all the aircraft they are using along with any additional weaponry and any upgrades taken for each aircraft, including the total points cost for each aircraft and for the force as a whole.

It is recommended that a campaign squadron be between 200 points and 250 points, however the full force need not be used for every game – players should decide the points limit to be played ahead of the game and select aircraft from their campaign squadron accordingly.

ATTRITION

During a campaign, players will lose a great many aircraft and pilots as they are shot down and lost in action. For every aircraft lost, a replacement is brought in. Replacement aircraft must be of the same value and be selected from the same Squadron list, but need not be the same type or carry the exact same upgrades or additional weapons. For example, if a player loses an Imperial Marauder Bomber with two additional Hellstrike missile upgrades (27 points), they may replace it with an Imperial Thunderbolt Fighter Avenger with two additional Skystrike missile upgrades (also 27 points).

Replacement aircraft brought in in this way are always rookie pilots.

EXPERIENCED ACES

All aircraft in a campaign squadron start the campaign as rookies, yet to fly their first mission. One aircraft may take the Imperial Ace (see page 66) or Ork Fly Boss (see page 76) upgrade, representing the squadron leader – a particularly skilled, but still very inexperienced, pilot.

Pilots gain experience and develop Ace Abilities based on how many games they survive, and gain Kill points to spend on Ace Abilities based on how many enemy aircraft they have shot down during their career.

Experience Level

The greater the number of aerial engagements a pilot survives without being shot down, the more skilled they will become:

Two Games Survived: The pilot becomes an Imperial Ace (see page 66) or an Ork Fly Boss (see page 76) free of charge, ignoring the usual restriction of only one aircraft being able to take this upgrade and gaining a re-roll as described. If this upgrade has already been purchased, the pilot gains a second re-roll.

Six or more Games Survived: The pilot gains a second re-roll (or third, in the case of an aircraft that has purchased the Imperial Ace or Ork Fly Boss upgrades).

Kill Points and Ace Abilities

For every enemy aircraft shot down, the pilot of an aircraft gains 1 Kill point. When a pilot has sufficient Kill points, they may roll on the relevant Ace Abilities table below:

5 Kill Points: First Ace Ability.

10 Kill Points: Second Ace Ability.

Ace Abilities

When a pilot has sufficient Kill points to gain an Ace Ability, roll a D6 on the appropriate table below, re-rolling any duplicated results.

LUCKY ACES

If an Ace pilot is shot down, there is a chance they will survive to fly again another day.

Roll a D6 for any pilot that has the Imperial Ace or Ork Fly Boss upgrade, or that has survived two or more games, or that has earned one or more Ace Abilities, that is shot down during a game. If the result is a 6, the pilot is able to land their aircraft safely. The pilot and aircraft are not lost and will remain a part of the Campaign Squadron.

Imperial Pilot Ace Abilities

D6	Ace Ability
1	Eagle-eyed: This aircraft may roll one extra dice when firing at Long range.
2	Out of the Sun: Add 1 to the Initiative roll if this aircraft is at a higher Altitude level than all enemy aircraft during the Initiative phase.
3	Precision Bombing: When making a Bombing Run, this aircraft adds +2 to the hit roll if there is only one level of Altitude difference between it and its target, rather than the usual +1.
4	Cool-headed: Add 1 to the dice roll when testing to recover from a Stall with this aircraft.
5	Hunter: This aircraft may roll one extra dice when resolving Tailing Fire.
6	Aerial Predator: Add +1 to all hit rolls made by this aircraft when targeting enemy aircraft at one Altitude level below it.

Ork Pilot Ace Abilities

D6	Ace Ability
1	More Dakka: This aircraft may roll one extra dice when firing at Short range.
2	'Eavy Foot: This aircraft may add +1 to its Throttle characteristic when increasing Speed during the Throttle step of the Movement phase.
3	Erratic Flyer: Once per turn, one enemy aircraft must discard one successful hit dice roll when targeting this aircraft.
4	Natural Pilot: Add 1 to the dice roll when testing to recover from a Spin with this aircraft.
5	Large Calibre: Once per game, this aircraft may treat its Quad Big Shootas' Damage characteristic as 4+.
6	Speed Freak: Add +1 to all Short range hit rolls made by this aircraft when targeting enemy aircraft travelling at a lower Speed than it.



**Wing-Sergeant Olic Koroman,
83rd Imperial Navy Flight Wing**

A veteran of the Balle Prime campaign, Koroman's star continued to rise during the defence of Rynn's World. The ace was among one of the few to survive the early battles over New Rynn City, his ace-marked Thunderbolt becoming a much-sought after prize by the greenskins.

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

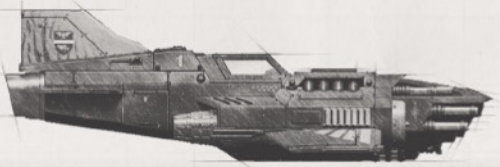
THUNDERBOLT FIGHTER

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



STRUCTURE 3
TRANSPORT -
FUEL -

THROTTLE 2
ACE MANOEUVRES 1-6
HANDLING 3+

MIN SPEED 2
MAX SPEED 6
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+)

Aircraft Upgrades
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

STRUCTURE 3
TRANSPORT -
FUEL -

THROTTLE 2
ACE MANOEUVRES 1-6
HANDLING 3+

MIN SPEED 2
MAX SPEED 6
MAX ALTITUDE 5

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+)

Aircraft Upgrades
Additional Weapons

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

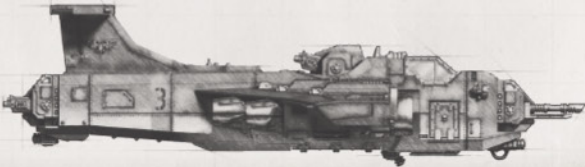
MARAUDER BOMBER

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
TRANSPORT	—
FUEL	—

THROTTLE	1
ACE MANOEUVRES	1-3
HANDLING	4+

MIN SPEED	2
MAX SPEED	5
MAX ALTITUDE	5




Additional Weapons

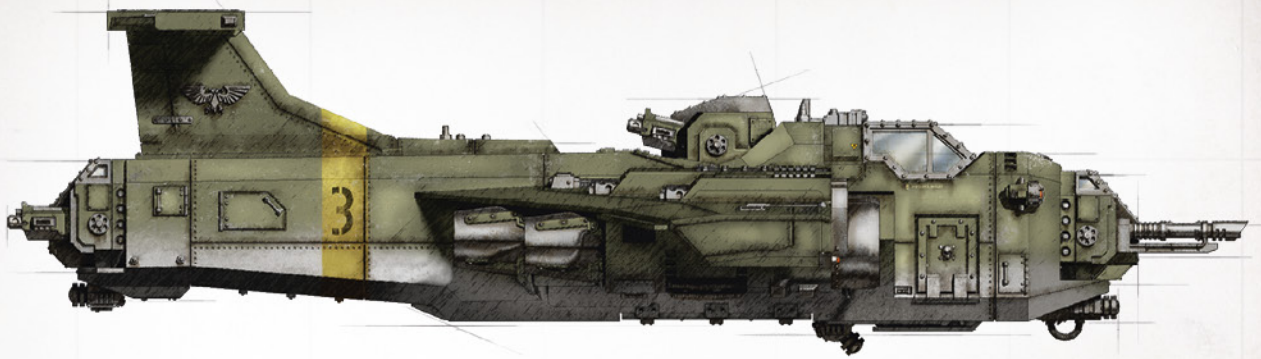
WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
Lascannon	Front	0-2-1	2+	UL	Extra Damage (6+)
Dorsal Turret	All Round, Up	3-2-0	5+	UL	Aerial Attack
Rear Turret	Rear	3-2-0	5+	UL	Tail Gunner, Aerial Attack
Bomb Bay	Rear	8-0-0	2+	3	Ground Attack, Extra Damage (5+)

Pilot
Crew

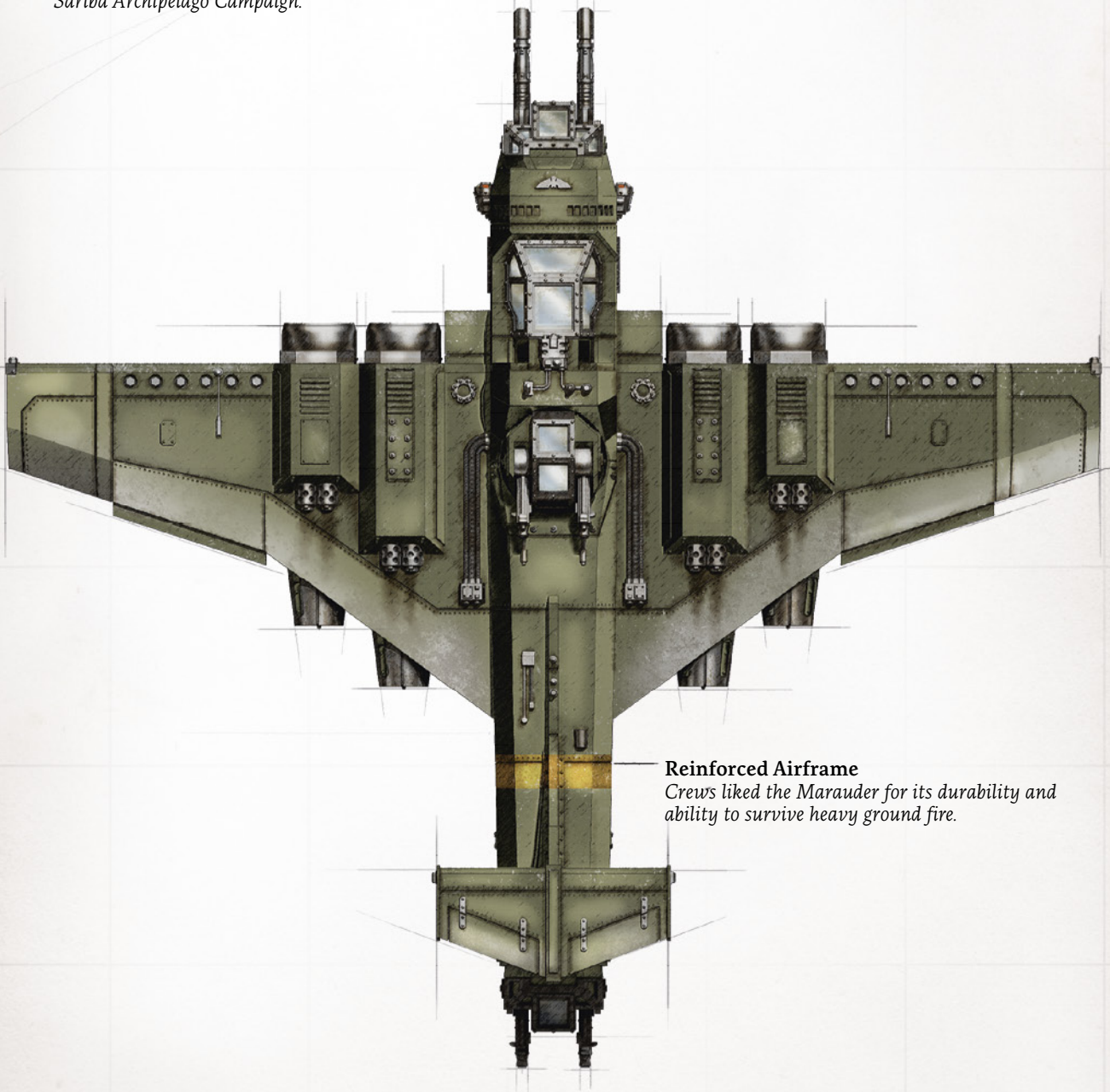
ADDITIONAL WEAPONRY

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.*

IMPERIAL NAVY MARAUDER

MARAUDER DESTROYER

The Marauder Destroyer is the ground attack variant of the Marauder Bomber, sharing the same potent engines and long range operational reach of its sibling, but specialising in low-level attacks. The Destroyer sacrifices much of its bomb bay payload in favour of extremely heavy firepower – six autocannon mounted in the nose replace the precision of twin lascannon with a terrifyingly high rate of fire. Combined with devastating banks of Hellstrike missiles mounted beneath each wing, and the ability to drop troops and supplies directly into a landing zone moments after cleansing the area with withering firepower, a squadron of Destroyers can raze a key target in moments.

MARAUDER DESTROYER
 CLASS: BOMBER SPECIAL RULES: JUMP TROOPS

27 POINTS

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

WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
Autocannon	Front	6-9-0	4+	UL	-
Dorsal Turret	All Round, Up	3-2-0	5+	UL	Aerial Attack
Rear Turret	Rear	6-3-0	5+	UL	Tail Gunner, Aerial Attack
Bomb Bay	Rear	4-0-0	2+	3	Ground Attack, Extra Damage (5+)

Aircraft Upgrades

Pilot

Crew

Additional Weapons

ADDITIONAL WEAPONRY

A Marauder Destroyer 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+)

GROUND DEFENCES

HYDRA FLAK BATTERY

Imperium support weapon platforms are usually deployed as static defences, though many can be seen mounted on armoured carrier chassis, enabling quick redeployment. Used to protect important command posts or forward staging points and supply dumps from hostile aircraft, reinforcing such important battlefield strong points with extra firepower, the most common armaments for such platforms are Hydra flak cannon and Manticore missile launchers. Hydra flak cannon are usually quad-mounted on a weapon platform so that a single such installation becomes a battery of devastating anti-air firepower, capable of filling the low altitude skies above with a storm of lethal shrapnel, creating conditions through which all but the most heavily armoured of aircraft are unable to safely pass.



MANTICORE MISSILE BATTERY

The Manticore missile launcher, deployed either as a static weapons platform or track-mounted for ease of manoeuvrability, is a venerable but advanced design. It can mount a variety of long range heavy rockets and missiles allowing it to fulfil many battlefield roles, from heavy bombardment of troops and fortifications, to air defence. The Manticore's sophisticated but often temperamental systems, including radar-guided targeting augurs, predictive logic-engines and gyroscopic stabilisers, are difficult to manufacture and make the Manticore a less common sight than other forms of Imperium ordnance. Demand always outstrips supply, and a regiment fortunate enough to receive new Manticores from the Departmento Munitorum is often seen as favoured by High Command.



IMPERIAL ACES

FLIGHT COMMANDER DAGOR-JARNI

Dagor-Jarni was one of the most decorated pilots of the Rynn's World war. By the time the flight commander arrived in-theatre as part of Lord Admiral Galtair's relief fleet, Dagor's Dragon Squadron had seen action in a dozen Imperium warzones across the Loki Sector. Held in high regard by his peers, Dagor was both a talented leader and exceptional fighter pilot, the number of aerial kills he had racked up in his Custom XXI Thunderbolt earning him the nickname 'the Executioner'. Dagor's first action of the war was the defence of New Rynn City as part of the deployment of the 672nd Fighter Wing. It was here in the last days of the city's siege that Dagor won his first medal of the conflict, the Crimson Aquila, for his efforts in slowing the Gargant advance. Though wounded in the action, Dagor was soon back in action and flew sortie after sortie against the xenos invaders as the Imperium cleared the planet of greenskins.

It was over Desolation Valley, however, that Dagor made his lasting mark upon the conflict. Duelling with Dakkajets over the mek-yards, Dagor's distinctive fighter became the bane of the local Ork flybosses during the Imperium's advance across the Sulphur River. It was his dawn raids that scouted out the force dams and Ork sky-defences, and ultimately his Dragon Squadron who would defend the bombers during the dangerous Sulphur River run to destroy Big Mek Votzug's creations. By the end of the war, Dagor would have flown over 300 missions all across Rynn's World. Impressed with his leadership and knowledge of air combat, Admiral Galtair offered Dagor a place in the Air Marshal's command staff, though ultimately the pilot refused, unwilling to give up the cockpit.



**FLIGHT COMMANDER
DAGOR-JARNI**

Aerial Hunter: Once per game, when targeting an enemy aircraft that is at a lower level of Altitude than this aircraft with Air-to-Air fire, you may add a +1 modifier to each of the Firepower dice when rolling to hit.

'EXECUTIONER'
AIRCRAFT: THUNDERBOLT CLASS: FIGHTER



**23
POINTS**

Additional Weapons

STRUCTURE	3	THROTTLE	2	MIN SPEED	2
TRANSPORT	—	ACE MANOEUVRES	1-6	MAX SPEED	7
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+)

Pilot

The Executioner may take additional weaponry as described on page 67, but may not take any other crew or aircraft upgrades.

Your force may include one Executioner piloted by Flight Commander Dagor-Jarni (in other words, your force cannot include one without the other). Flight Commander Dagor-Jarni's points cost is included in the points cost of Executioner.

FLIGHT LIEUTENANT GALLUS BARRET

A graduate of the Aeronautica Primus Academy on Bakka, Flight Lieutenant Gallus Barret was among the top of his class. This pedigree ensured him a place with the famous Bakka Blue Devils, one of the most prestigious Marauder Bomber wings in the entire Segmentum Tempestus. Arrogant and distastefully self-assured, Barret joined the Sigilian Crusade into the Veiled Region. During the years of that Crusade, intended to quell a growing threat from the Necron tomb world of Tyr, Barret chased glory at the expense of all else. At first, his daring raids against xenos crypt-fortresses won him acclaim from his commanders. Even against a foe as deadly as the Necrons, Barret's command of the Blue Devils 47th Bomber Squadron won through time and again.

All this was to change over the tomb spires of Martex Grandis. A failure of Imperium intelligence saw Barret's Marauders flying directly into the waiting flak matrixes of Martex. In the space of 20 minutes, the Blue Devils were torn apart by arcing energy beams from below, the xenos weapons plucking them from the sky. Only by luck did Barret's bomber limp back to base, though his entire command had been destroyed. To cover up their own mistakes, Barret's commanders placed the entire mess at his feet.

For a time Barret was a broken man, finding solace in the bottle, and all but giving up his command rather than face another Martex Grandis. Fortunately for Barret, the Navy does not give up on its resources so easily. Command shipped Barret out for Rynn's World, where he joined the 17th Bomber Squadron of the 672nd Fighter Wing, and took part in the reconquest. Over Sulphur River the Flight Lieutenant would find salvation, walking the path to redemption with every Ork target smashed, and each successful sortie completed.



FLIGHT LIEUTENANT GALLUS BARRET

Ground Attack: When an aircraft with this pilot upgrade makes a Bombing Run, you may re-roll any rolls of a 1 when rolling to hit with wing bombs.

'BLUE DEVIL'

AIRCRAFT: MARAUDER CLASS: BOMBER

26

POINTS



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

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
Additional Weapons

Blue Devil may take additional weaponry as described [on page 70](#), but may not take any other crew or aircraft upgrades.

Your force may include one Blue Devil piloted by Flight Lieutenant Gallus Barret (in other words, your force cannot include one without the other). Flight Lieutenant Gallus Barret's points cost is included in the points cost of Blue Devil.



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!

DAKKAJET
CLASS: FIGHTER

16
POINTS



Aircraft Upgrades

STRUCTURE 2 TRANSPORT - FUEL -	THROTTLE 2 ACE MANOEUVRES 1-5 HANDLING 4+	MIN SPEED 4 MAX SPEED 8 MAX ALTITUDE 4
---	--	---

Additional Weapons

WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
Quad Big Shootas	Front	8-4-0	5+	UL	-

Pilot
Crew

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

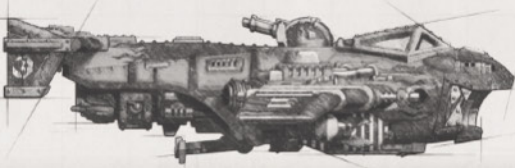
Larger and sturdier examples of Ork engineering prowess, Fighta Bombers are typical of all Ork aircraft in that they are built for speed and firepower first over safety and reliability. Where Fighta Bombers differ from smaller Dakkajets, however, is that they are built to satisfy another universal truth known by all Orks; might makes right! Fighta Bombers 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



Aircraft Upgrades

STRUCTURE	3
TRANSPORT	-
FUEL	-

THROTTLE	1
ACE MANOEUVRES	14
HANDLING	4+

MIN SPEED	3
MAX SPEED	7
MAX ALTITUDE	4


Additional Weapons

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


Pilot
Crew

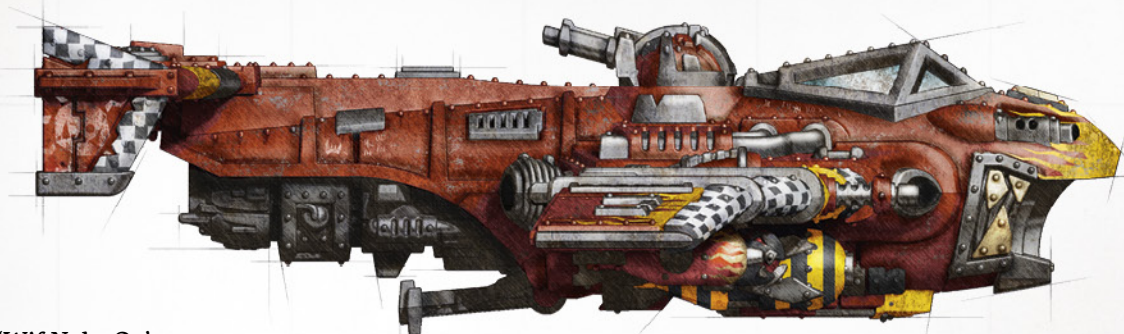
ADDITIONAL WEAPONRY

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

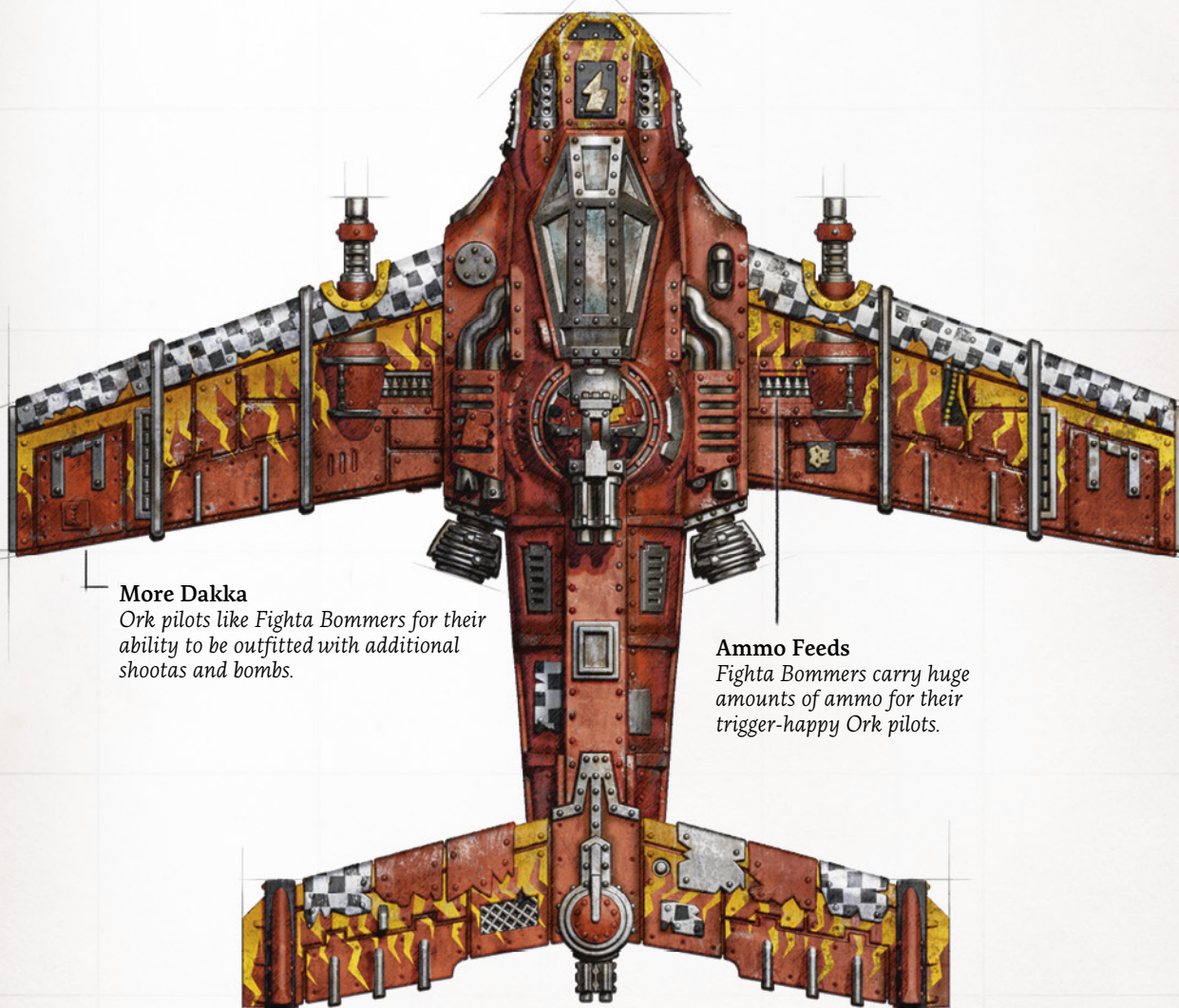
	WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
	Pair of Rokkits	Front	3-2-1	3+	1	-
	Pair of Wing Bombs	Rear	4-0-0	2+	1	Ground Attack, Extra Damage (5+)

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



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

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

EAVY BOMMER


Ork aircraft are the ultimate expression of a particular mania that can grip the mind of the pilot. The afflicted Ork seeks ever greater stimuli from their vehicle, be it ever more speed or ever more dakka. In many cases such manias prove contagious, with whole groups of Orks becoming obsessed with the same desires. The most common mania personified by Ork flyboyz is that of the Speed Freek, but there are other instincts at work within the Ork psyche, and one is a desire for size. All Orks believe that bigger is better, be it bigger, louder gunz, or ever more monstrous vehicles.

When an Ork pilot becomes gripped by the desire to fly an ever bigger aircraft, they find themselves attracting ever more crew members also possessed of a desire to be a part of it. Fighta Bommers get cut and shut with battlewagons and salvaged tanks, aircraft grow larger wingspans, bigger jet engines, and an ever greater bomb bay and transport capacity, complete with extra turrets and gun ports, all enabling the ever-increasing crew complement to get in on the action.

EAVY BOMMER

CLASS: BOMBER

28
POINTS



Aircraft Upgrades

STRUCTURE	6
TRANSPORT	2
FUEL	-

THROTTLE	1
ACE MANOEUVRES	1-3
HANDLING	5+

MIN SPEED	2
MAX SPEED	4
MAX ALTITUDE	4


Additional Weapons

WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
Nose Turret	Front	4-2-0	5+	UL	-
Dorsal Turret	All Round, Up	3-2-0	5+	UL	Aerial Attack
Port Big Shootas	Left Side, Down	6-3-0	5+	UL	-
Starboard Big Shootas	Right Side, Down	6-3-0	5+	UL	-
Bombs	Rear	4-0-0	2+	1	Ground Attack, Extra Damage (5+)

Pilot
Crew

ADDITIONAL WEAPONRY

An Eavy Bomber 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 Eavy Bomber may be equipped with two additional weapons, chosen from the following list at 4 points each.

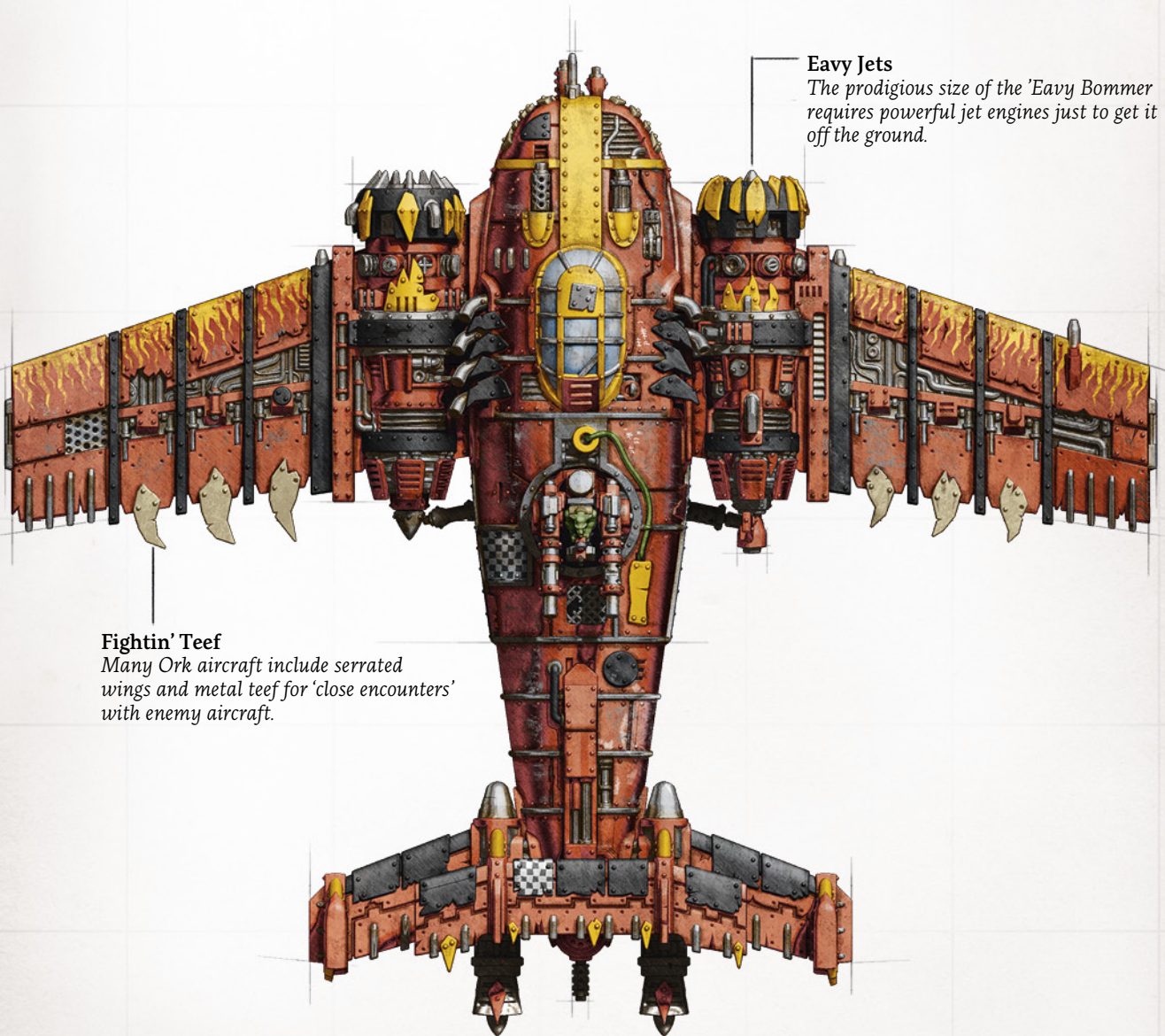
	Pair of Big Bombs	Rear	6-0-0	2+	1	Ground Attack, Extra Damage (4+)
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'Snarlin' Deff
Waaagh! Luggitz, Fall of Ventura City

Heavy Jets

The prodigious size of the 'Heavy Bomber requires powerful jet engines just to get it off the ground.



Fightin' Teef

Many Ork aircraft include serrated wings and metal teef for 'close encounters' with enemy aircraft.

GROT BOMMER

Pushing bomms from open doors at high speed and high altitude is dangerous work. Consequently, most of the Orks that crew Eavy Bommers quickly figure out that it is work best performed by Grots. As a result, it often happens that Grots soon come to display the same manias as their larger kin, demonstrating a desire to pilot their own fast and deadly aircraft. These small, lightweight craft are usually deployed by larger craft, their speed combining with the Grot's desperation to engage with the enemy to make them the perfect homing missile!


What's more, as many Orks seem to enjoy nothing more than flinging themselves from the open rear of low-flying aircraft to reach the action on the ground below, the internal capacity within the Grot Bommer is increased beyond that of Eavy Bommers to allow for the transport of rokket pack-equipped Stormboyz.

GROT BOMMER

CLASS: BOMBER

28

POINTS



STRUCTURE 6
TRANSPORT 3
FUEL -

THROTTLE 1
ACE MANOEUVRES 1-3
HANDLING 5+

MIN SPEED 2
MAX SPEED 4
MAX ALTITUDE 4

WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
Quad Big Shootas	Front	8-4-0	5+	UL	-
Port Turret	Left Side, Up	2-1-0	5+	UL	-
Starboard Turret	Right Side, Up	2-1-0	5+	UL	-
Grot Bomms	Left Side - Front, Front, Right Side - Front	-	2+	2	Autonomous Weapon, Extra Damage (4+)

Pilot
Crew

ADDITIONAL WEAPONRY

A Grot Bommer may double its payload of Grot Bomms (increasing AMMO from 2 to 4) for 8 points.

	WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
	Grot Bomms	Front, Left Side - Front, Right Side - Front	-	2+	1	Autonomous Weapon, Extra Damage (4+)

A Grot Bommm is a type of guided missile, taking the form of a heavy rocket with a short-burn rocket engine and a powerful, explosive warhead. Unlike more conventional guided missiles, a Grot Bommm is constructed using the finest Orky kno-wotz - where other races might utilise complex augur arrays or advanced machine spirits to enable a missile to self-target, adjust flight path and home in on its target, Orks simply strap in a Grot pilot! The Grot pilots the missile as if it were a small aircraft, revelling in the speed and freedom, even as they hurtle towards their inevitable doom. The majority of Grot Bomms fall from the sky far from their original objective, their fuel supply quickly spent, ultimately causing more damage to the ground below than to enemy aircraft. But those that do find their targets cause quite horrific damage!

GROUND DEFENCES

FLAK PLATFORM

Wherever there are Orks, there will be a proliferation of big barrelled, very loud and highly devastating gunz. As much as they require the constant thrill of combat or feel the desire for speed, Orks feel a deep, instinctual yearning to create and to use big gunz. Ork anti-aircraft weaponry in particular is a sight to behold; usually formed from a multitude of large Ork shootas, rokket launchers and more esoteric, energy-based weapons concocted by frenzied Mek Boyz, and all attached to a single, ramshackle frame. More often by chance than by deliberate design, and even then more often by sheer weight of numbers than by good fortune, Ork flak batteries have proven highly effective, if wholly indiscriminate, anti-aircraft weapons.



'EAVY FLAK KANNON

The roar of Ork big gunz has heralded the end of many a hapless foe. Hurling immense rokkets and missiles into the skies, swatting planes from the air or crushing victims in roiling earthquakes of destruction, Ork artillery is potent, deadly and extreme in both design and function. Huge kannon, crewed by swarming Gretchin and Grots, are the pinnacle of the Mek Boyz' art. Big to the point of utter ridiculousness, such weapons are dragged into position to bombard the enemy and fill the skies with destruction. Unfortunately for the crews, most Mek Boys are rarely sure what such weapons will do until they are actually fired, and many crews are lost to misfires. But for every Ork kannon that fails in spectacular style, a dozen more function with horrifying efficiency.



ORK ACES

DA BLACK BARUN

It takes a rare kind of savage recklessness to become a flyboss and an even rarer kind to live long enough to make a name for yourself. Of course, Ork legends such as Da Black Barun don't think about the odds, because thinking is for Grots and humies. The burnt black Dakkajet flown by the Barun first appeared during the New Rynn City blitz, the grinning white jaws painted on its nose the last thing many Imperium pilots saw before their aircraft was ripped apart by bullets. More than once the defenders of Rynn's World thought they had killed Da Black Barun, pilots or AA crews reporting they had brought down an aircraft with the hated flyboss' markings. However, it was soon discovered that the Barun was not the only greenskin pilot to fly a blackened aircraft adorned with a wide Orky grin. As it turned out, the Barun was the leader of his own Ork skymob – Vulture Skwadron.

The skymob and their bloodthirsty boss developed a reputation for turning up wherever the fighting was at its thickest. As a battle reached its zenith, black specks would appear on the horizon, the roar of poorly maintained jet engines cutting across the sky, followed within moments by the first Ork aircraft diving in for the kill. Da Black Barun had a special enthusiasm for seeking out the aircraft of the Adeptus Astartes and remains one of the few Dakkajet pilots credited with multiple Thunderhawk kills. Towards the end of the war several missions were organised with the sole objective of killing the Barun and wiping out Vulture Skwadron, though at best they found no trace of their adversary or at worst flew into aerial ambushes. Ultimately, Da Black Barun and Vulture Skwadron disappeared from Rynn's World after the Ork invasion was finally repelled, though those that had faced him knew better than to think the skyboss had been slain, and grimly awaited Vulture Skwadron's return.



"DA BLACK BARUN"

Target Ref. 2894.04

Fighter Ace: When targeting an enemy aircraft with Air-to-Air fire, this aircraft may re-roll any of the Firepower dice that roll a 1 to hit.

'VULTURE'
AIRCRAFT: DAKKAJET
CLASS: FIGHTER



STRUCTURE 2

TRANSPORT –

FUEL –

THROTTLE 2

ACE MANOEUVRES 1-5

HANDLING 3+

MIN SPEED 3

MAX SPEED 8

MAX ALTITUDE 4

WEAPON	FIRE ARC	FPR	DMG	AMMO	SPECIAL
Quad Big Shootas	Front	8-4-0	5+	UL	–

Pilot
Additional Weapons

23
POINTS

Vulture may take additional weaponry as described on page 77, but may not take any other crew or aircraft upgrades.

Your force may include one Vulture piloted by Da Black Barun (in other words, your force cannot include one without the other). Da Black Barun's points cost is included in the points cost of Vulture.

SKY BOSS TOOFKRAKER

Sky Boss Toofkraker loves to burn stuff, which is probably why he joined the Arch-Arsonist's Waaagh!. The chance to set a whole world aflame was just too good to pass up. Toofkraker joined the Waaagh! as a Burna Boy as part of a mob of like-minded Meks who had scraped together weapons with which to devastate and destroy. Together they torched whole cities during the first months of the war for Rynn's World. But despite wading through hab blocks and trench works ablaze with the results of his weapons, not to mention the panicked screams of his enemies as they ran to and fro on fire, it was not quite enough for Toofkraker.

When Toofkraker heard about the Arch-Arsonist's desire to burn New Rynn City to the ground, the Ork gathered together his boyz and started working on a means to join in the fun. The result was the Big Burna Skwadron, a mob of flame-decorated Fighter-Bombers, all groaning under the weight of the biggest fire bombs Toofkraker could devise. The first few times the Big Burna Skwadron tried to take to the skies, many of the aircraft simply failed to get off the ground, a few even crashing into the runway in massive fireballs after making it a few metres into the air. Undaunted, Toofkraker strapped bigger engines to the Bombers, and then more bombs just for good measure! In the end, the Big Burna Skwadron hauled itself into the sky over the Arcalan Basin and set off for New Rynn City. Every night of the New Rynn City blitz, Toofkraker's boyz rained fire on the city. Even when one of his fly bosses caught some flak and began to spiral down toward the ground, they'd steer their aircraft toward one of the city's AA towers or an Imperial strongpoint, bathing an entire city block in flame – much to the amusement of the sky boss.



TARGET REF. 4216.1V

"TOOFKRAKER"

Strategic Bomber: Once per game, when making a Bombing Run, you may add a +1 modifier to each of the Firepower dice when rolling to hit.

'BIG BURNA'
AIRCRAFT: FIGHTER BOMBER CLASS: FIGHTER



STRUCTURE 3
TRANSPORT –
FUEL –

THROTTLE 2
ACE MANOEUVRES 1.4
HANDLING 4+

MIN SPEED 3
MAX SPEED 7
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

Pilot

22
POINTS

Additional Weapons

The Big Burna may take additional weaponry as described [on page 78](#), but may not take any other crew or aircraft upgrades.

Your force may include one Big Burna piloted by Sky Boss Toofkraker (in other words, your force cannot include one without the other). Sky Boss Toofkraker's points cost is included in the points cost of Big Burna.

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.

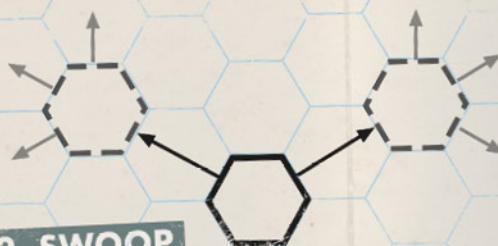
3. Determine Tailing: Players determine if any of their aircraft are in a position to fire on enemy aircraft in the Tailing Fire phase of the following turn.

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.

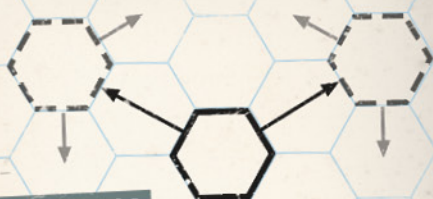
1. LEVEL FLIGHT



2. SWOOP



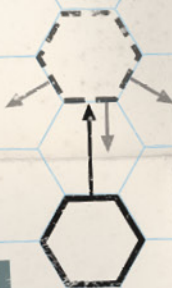
3. TURN



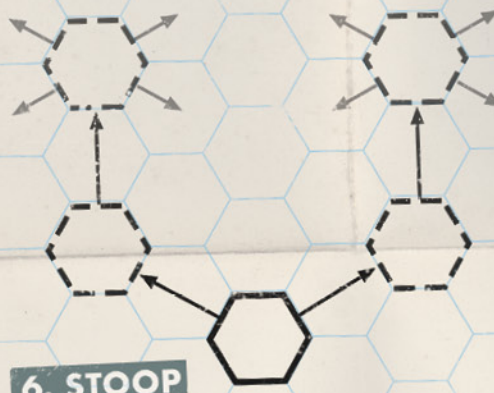
4. SNAP TURN



5. STALL TURN



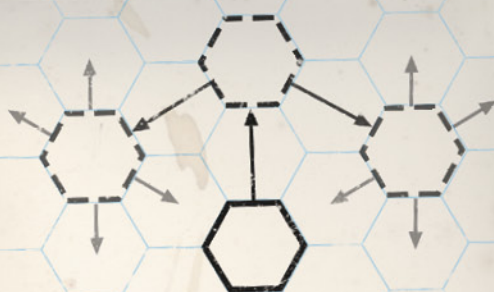
6. STOOP



7. BANK

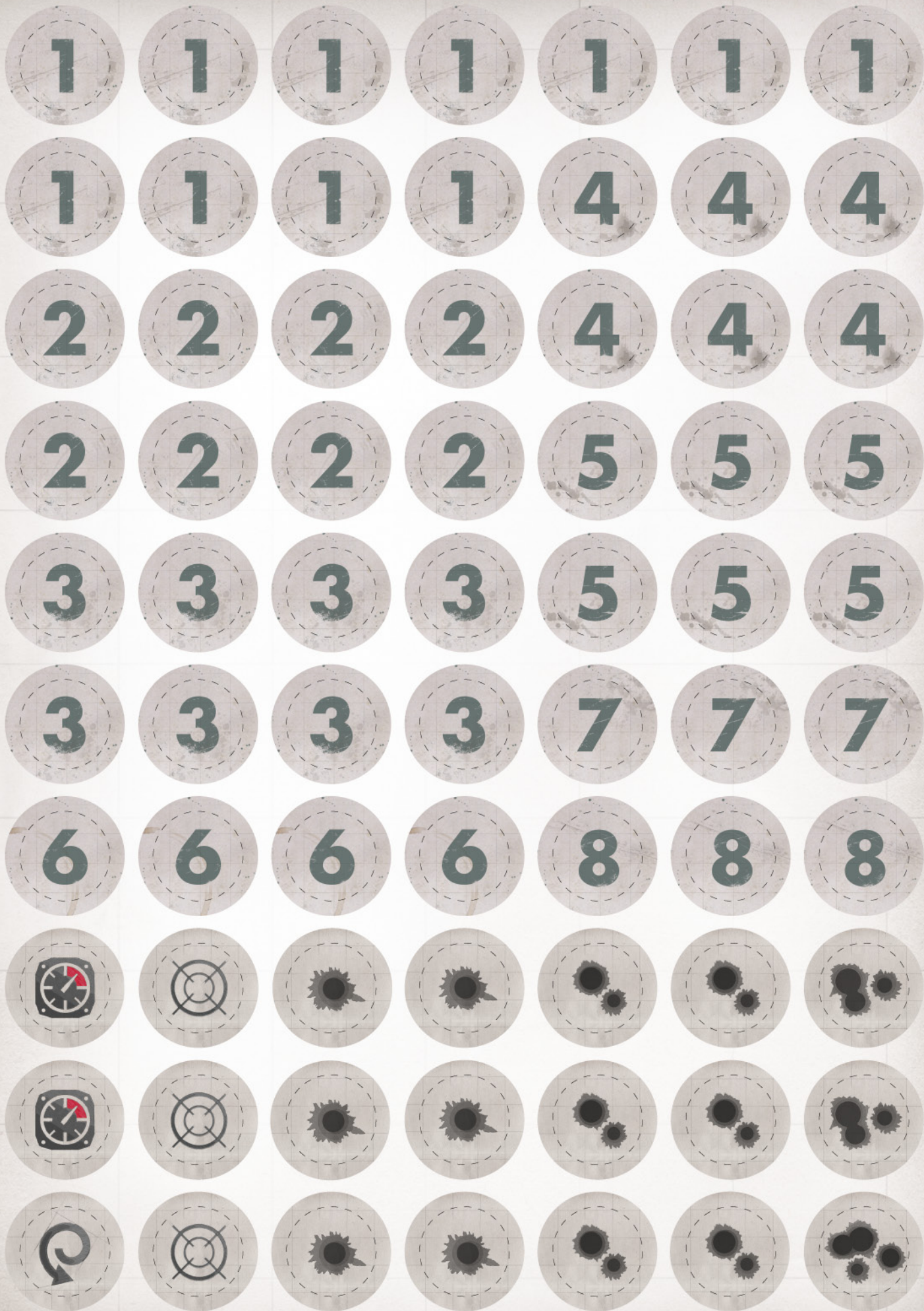


8. WING OVER



MOVEMENT DIAGRAMS

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



TACTICAL CARTOGRAPH

AF ALAN BASIN/NRC AOE 989276.M41

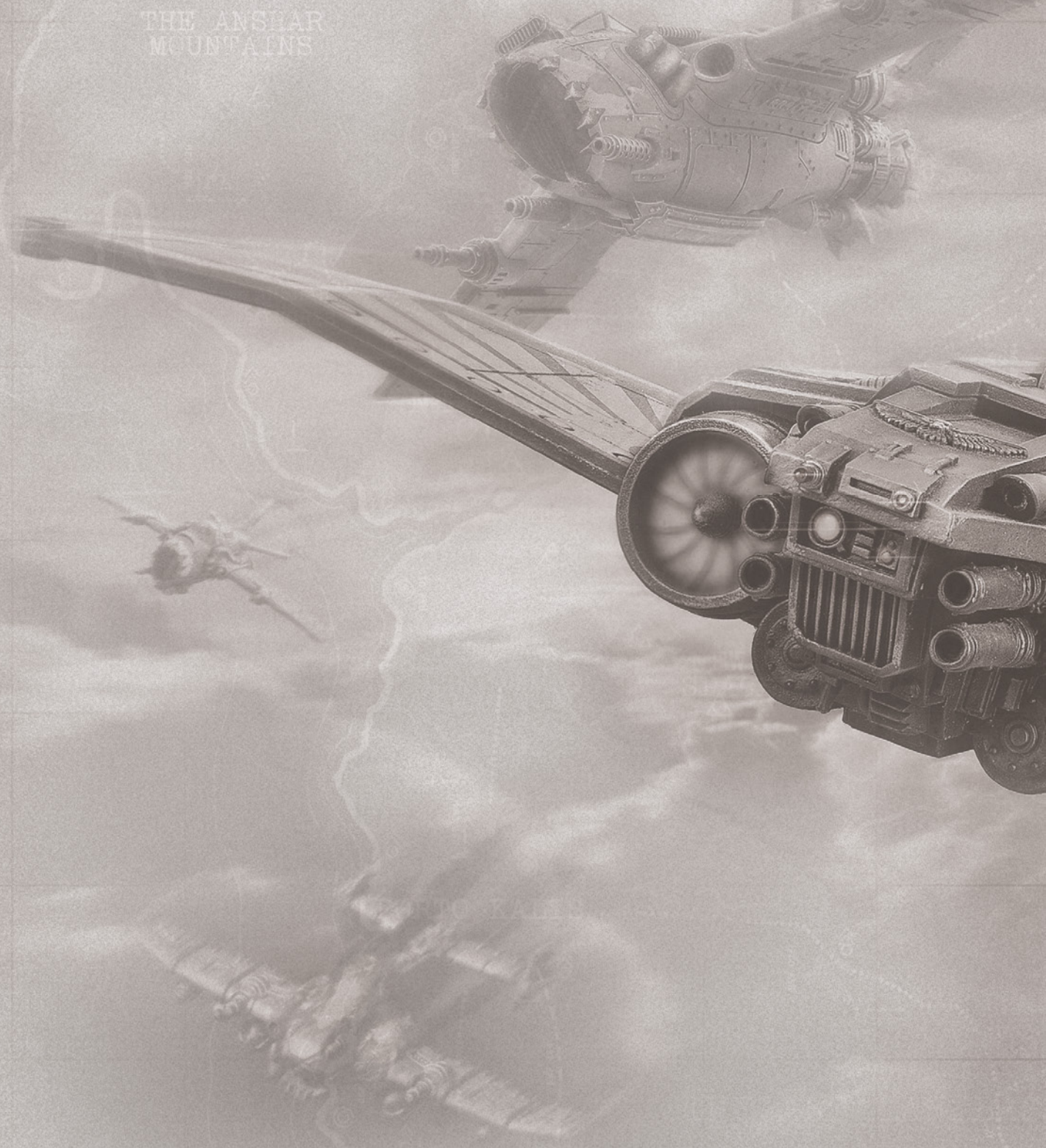
MIRROR LAKE

TARGET FIELDS

(CTF HQ)

MOUNT
MACETA

THE ANSHAR
MOUNTAINS



VARTAN

