



THE WILD BLUE: DOGFIGHTING IN INTERESTING TIMES

INITIATIVE

Initiative is mostly handled in the same way as traditional combat, with the following exception: pilots may always substitute their **Pilot** skill for their **Cunning** bonus. They simply choose which of the two is highest.

Because pilots often have a great deal of time between when they first see an enemy, and when they are within weapon range, the ability to substitute the **Pilot** skill represents jockeying for ideal position, altering speed, and preparing for the inevitable clash.

MOVEMENT

Like all vehicles, warplanes have a Cruising (or, in this case, combat) speed, and a Top speed, listed in kph. A pilot flying at Top speed may take no other action -- controlling a plane at that speed presents enough problems to a pilot.

Aircraft **MUST** move each action. This incurs no further penalty, and while movement and attacking happen simultaneously, for purpose of determining things like advantage, the movement is rolled for before any attacks.

In the case of an air-to-air collision, damage rolled is as per normal: 1D6 damage per every 10 kph the plane was travelling. Planes do not have an armor value (after all, they are made of wood and canvas), so instead the difference between plane sizes is added to the damage of the smaller vehicle.

Planes that manage to survive this initial impact must immediately take a Critical Damage result, and go Out of Control.

ALTITUDE

In the interest of keeping things nice and simple, altitude is handled with three rather broadly defined groups.

LOW

Planes begin at low altitude. While at low altitude, planes may fire at any ground target with no extra penalty, but normal attacks (eg, rifles, machine guns, AT Rifles) may be made against them.

COMBAT

At combat altitude, planes may only attempt to hit large ground targets (tanks, buildings) and suffer a 3 point penalty, cumulative with any other penalties. Only enemy planes and flak cannons may attempt to hit planes at Combat Altitude.

HIGH

At High Altitude, planes may not attempt to hit ground targets, but they may only be attacked by other planes. Fighting near a plane's operational ceiling is dangerous, however, limiting a pilot's avenues of maneuver. In combat, planes at High Altitude suffer a 3 point penalty to piloting checks, and suffer Engine Failure (to represent Stalling) if they fail 2 consecutive piloting checks.

It takes 2 actions to increase your altitude in a straight climb, and one action to powerdive to a lower altitude.

OUT OF CONTROL

When a plane goes out of control, it is a hurtling, spinning, often smoking mess. Pilots who can't regain control of the vehicle face a quick and devastating collision with the earth.

A plane goes out of control for the following reasons: reduced to 0 HP, any loss of pilot consciousness, due to a collision, or because of a critical failure on a piloting check. An out of control plane falls toward the ground, at Top speed. Pilots may attempt to regain control of a plane, with a 12 point penalty (mitigated by the maneuverability of the plane and the pilot's skill, of course). Pilots may attempt as many times as is necessary to regain control, up until the moment their plane hits the ground.

For generosity's sake, planes get 3 actions per level of altitude to regain control.

ATTACKING

All planes have a basic attack value that they use when doing damage, usually 1-3D6. Planes are always considered to be burst-firing (explodes on 6s), and for a 3 point penalty can sustain fire (explodes on 5s). Aircraft have a larger ammo capacity than foot-slogging soldiers, so bursts count for a single use of the magazine, and sustained counts as 2.

Pilots roll to hit with their Dex+Piloting skill if firing forward guns. Scoring hits with forward guns has more to do with maneuvering the plane than anything else. However, anyone firing a swivel-mounted gun, or anything like a Lewis Gun on a Foster rail, rolls to hit with Dex+Firearms as normal.

Note that the rear firing guns on an aircraft typically roll D8s rather than D6s for damage. While this is common for these weapons, they still explode on 6s (or 5s) like forward guns. When you don't have to worry about flying the plane, it's much easier to concentrate on filling the other guy with a mountain of lead.

Advantage

Damaging an opponent is all about outflying him. To help represent this, attacks made from plane-to-plane can gain bonus dice, determined by several different types of advantage. The following are a few examples:

ATTACKING FROM ABOVE/BEHIND: 1D6 each.

ATTACKING FROM A DIVE (Must start in a higher zone than opponent): 2D6

TWO OR MORE TURNS OF FIRE ON A TARGET: 1D6

OUTNUMBERED OPPONENT: 1D6

ATTACKING FROM THE SUN: 1D6

SURPRISED OPPONENT: 1D6

FLATFOOTED OPPONENT: 1D6

More will arise as we play, obviously. These are just a few quick ones to have in mind. In order to keep things sane, there is a ***soft cap of 6D6 damage per attack***.

Except Outnumbering, Surprise, and Flatfoot, each combatant begins play with no advantage. They must be gained by flying for position, sustaining attacks, and so on. In order to gain a die of advantage, you must pass a Dex+Piloting check with the move half of your action. You may normally attempt to gain ONE advantage per 'move,' so if you forgo attack, you may attempt to gain multiple advantage dice (like using the first to get above a target, and the second to get behind). Instead of using this roll to gain advantage for yourself, you may also attempt to remove a die of an opponent's advantage.

Pilots are small targets when compared to the planes they ride in, and only those truly taken by surprise would consent to flying still enough to be targeted individually. With the exception of Critical Hits and Critical Damage results, pilots may not be targeted.

Bombing

Bombing is handled differently from normal attacks. First, bombing directly relates to your altitude. While a bomb will always hit the ground, having a chance of landing the bomb anywhere remotely near your target requires you are at the appropriate altitude.

When you attack with a bomb (or grenade) from a plane, roll 2 dice. One is a Dex check, the second a Cunning (or INT, if higher). If both are successful, you do full damage to the intended target. If only one passes, you do half damage to the target. Obviously, if neither roll passes, no damage is done.

CRITICAL DAMAGE

Critical Damage represents, not just holes being shot in your plane, but vital components and systems taking damage. Each CD result has an associated effect. The kinds of CD results available to a plane are listed in that plane's profile. Some aircraft will have more CD options than others.

A CD result may only be chosen once (though some are identical results, eg a plane with 2 or more guns may have more than one Destroyed Weapon CD in its profile). The effect of a CD remains in play until the aircraft is repaired.

There are a few ways in which a CD result is applied. The first is by choice. If a plane suffers damage, the controlling player may elect to ignore the damage rolled, and select one of their plane's CD results.

The second is due to a critical hit. If an attack rolls a critical hit, the attacking player may select which CD result to activate, after determining total damage (note that some CD results apply damage to an affected area, so be sure to roll).

Lastly, if a plane is reduced to 0 or fewer HP, each subsequent hit results in a CD result, chosen by the aircraft's controlling player.

WING DAMAGE

This is likely the most favorable CD result. For each Wing Damage result, the pilot suffers a 1 point penalty (cumulative).

STUCK CONTROLS

The plane may not use stunts till the start of its next turn.

DESTROYED WEAPON

Each Destroyed Weapon result reduces the attack damage of the plane by 1D6

OIL LEAK

For each oil leak result, maximum possible advantage is reduced by 1D6.

DAMAGED FLAPS

Maneuverability of the plane is reduced by 1.

DAMAGED AILERON

The plane may not go above Combat Altitude.

DAMAGED ENGINE

Combat/Top Speed halved. If damage rolled is equal to the total HP of the plane, see 'Annihilated'.

FUEL LEAK

Fire Damage does 1D6 extra damage.

PILOT HIT*

Damage rolled is done directly to the pilot.

FIRE!*

The plane catches fire, doing 3D6 immediate fire damage.

ANNIHILATED*

The plane is reduced to little less than scraps, and a pilot falling out of the sky. Only available if all other CD results are already active.

*Note, Kent Allard's "Terror at 20,000 Feet" may not choose this CD result.

MANEUVERABILITY AND STUNTS

Each plane has a listed value for Maneuverability. This dictates how many stunts the plane may perform each turn. Stunts are tricky things like Immelmans, Barrel Rolls, Chandelles, and so forth. Each Stunt has a set of special rules or conditions that you gain when played. To use a stunt, declare you are doing so, and then roll Dex+Piloting. Some stunts are complicated enough to come with a native penalty, and others have prerequisites. Both are listed with the special rules for the stunt.

Most stunts are played on your action, but several can be played during an enemy action, interrupting that action. If a stunt is immediate, it will be noted in the prerequisites.

Each Stunt may only be used once per turn... after all, do the same thing too often, and it ceases to be effective.

AILERON ROLL

Prerequisite: None

Penalty: None.

Until the start of your next turn, enemy planes suffer a 3 point penalty to hit you.

BARREL ROLL

Prerequisite: Enemy has Advantage on you

Penalty: +3

You remove 1D6 of an enemy's advantage.

CHANDELLE

Prerequisite: None

Penalty: None

You may immediately increase your altitude by one zone.

IMMELMAN

Prerequisite: None

Penalty: +3, +6, two rolls

You may attack more than one target with the Immelman (both ground and air). You may choose

up to 3 different targets. The first roll is for the maneuver, the second for the attack. Only a single attack roll is made, and damage is done to all targets.

LOMCEVAK

Prerequisite: None

Penalty: +6

Treat as going out of control, with a 6 point penalty instead of 12. Enemy planes will not attack you while you continue this stunt.

PUSH IT TO THE LIMIT (LIMIT!)

Prerequisite: None

Penalty: None

You may fly at top speed and still act, but at the end of the turn your plane takes 1D6 damage for every 20kph you are traveling.

ROLLING SCISSORS

Prerequisite: An enemy is using The Scissors.

Penalty: None

You may roll 2 dice to hit and take the lower result.

SNAP ROLL

Prerequisite: Enemy has advantage over you.

Penalty: +8

You take the enemy's advantage and may use it immediately.

SPIN

Prerequisite: An enemy is rolling damage.

Penalty: +3/+6

For as long as you continue this maneuver, you gain either 5 point or 10 point damage reduction, depending on the penalty you choose to roll at.

SPLIT S

Prerequisite: You dislike your Initiative result

Penalty: +3, See Below

May only be done at the start of a turn. You may re-roll your initiative, with a 3 point penalty.

Note that cunning bonuses/penalties still apply to this second roll.

STANDING 8

Prerequisite: None

Penalty: +3

Until the start of your next turn, all enemies suffer a 6 point penalty to hit (both ground and air).

TAILSLIDE

Prerequisite: Enemy craft is pursuing.

Penalty: +10

You climb rapidly, stall, and dive back toward the enemy, gaining +3d6 advantage (2 for the dive, 1 for altitude, others may also apply).

THE SCISSORS

Prerequisite: Enemy craft is rolling to hit

Penalty: +3

Tug of War roll, Dex+Piloting. If you beat the enemy's roll, you may ignore the attack. You may continue this maneuver (and continue rolling) to avoid further attacks from that enemy.

WINGOVER

Prerequisite: Attacking Ground Targets

Penalty: None

Until the start of your next turn, Ground targets suffer a 3 point penalty to hit you.