

Great Lakes

Standard Operating Procedures

(SOP)

**Aerodrome® 1.1 Tournaments and Convention:
Conducting a Tournament**

By

John Stephens

August 10, 2013

CONTENTS

CONDUCTING AERODROME® 1.1 CONVENTION EVENT – CONVENTN
STANDARD:.....4

CONDUCTING AERODROME® 1.1 CONVENTION EVENT – CONVENTION
STANDARD:.....4

CONVENTION.....4
 REGISTRATION.....4
 INTRODUCTION.....4
 TOURNAMENT.....4
 GAMES.....4
 EQUIPMENT.....4
 PLOTTING.....5
 TURNS.....5
 RESOLUTION.....5
 POINTS.....5
 RECORD KEEPING.....5
 STATS.....5
 AWARDS.....6
 Knight Cross with Swords.....6
 Order of the Black Eagle (OBE).....6
 Distinguished Service Award.....6
 Blue Max.....6
 ACE OF ACES (AOA).....7
 TOURNAMENT PRIZES.....7

MODIFICATIONS AND VARIANTS TO AERODROME® 1.1 RULES – CONVENTION
STANDARD:.....8

MANEUVERING.....8
 ALTITUDE.....8
 DISENGAGEMENT.....8
 ILLEGAL DISENGAGEMENT.....8
 TAILING.....8
 AERODROME® 1.1 CRITICAL HIT TABLE (CRIT-SHEET).....8
 CRITICAL HIT RESOLUTION.....8
 CRITICAL HIT RESOLUTION.....9
 WAIVERS.....9
 PILOT SURVIVAL.....9
 JAMMING.....9
 SPINNING AIRCRAFT.....9
 PISTOL SHOTS.....9
 ANTI-AIRCRAFT ARTILLERY (AA).....9
 BEST TARGET PRACTICE.....9
 CLAIM FOR INDIRECT VICTORY.....10
 TABLE RULES.....10

APPENDIX A.....11
APPENDIX E.....15

Conducting Aerodrome® 1.1 Convention Event – Conventn Standard:

- 1. Convention** - Sign up as early as possible with the convention's agency for registering the Aerodrome® 1.1 tournament to get the ball rolling and to take advantage of any early-bird discounts the convention is offering. Line up as many volunteers and help as possible, so they too may take advantage of discounts.
 - I. Be concise in requesting the amount of table space required for the tournament.
 - II. Announce the Aerodrome® 1.1 tournament and its schedule in the convention's publication.
- 2. Registration** - Sign up each pilot for the tournament; first and last name. Implementation of this task will reduce record keeping errors, especially with players having similar names. Names accurately recorded are an integral part of the Excel spreadsheet's function for keeping records.
- 3. Introduction** - Welcome your players and explain the rules in general, this may include training newcomers to the game. Explain also, the table rules, (see *Appendix A*).
- 4. Tournament** – Conduct a minimum of 2 sessions consisting of at least 3 games each. A minimum of 5 games played by an individual will qualify him/her for Ace of Aces, (*Tournament Champ*).
- 5. Games** – A typical game pits the Allies against the Central Powers, the principle opponents of WWI, in aerial combat with scenarios such as: Dog Fights, Balloon Busting, Reconnaissance Missions, and etcetera. Each side should have at least three players and/or as many as you can provide for equipment-wise, up to a maximum of 16 players. For a small group, reduce the size of the field/playing mat.
- 6. Equipment** – Start an hour before the scheduled event to set up and to make repairs as necessary.
 - I. Layout the playing mat with hexagonal grid on enough table space to accommodate control panels and accessories.
 - II. Have a copy of the score sheet filled out with the time and event and have handy a poker chip set containing chips colored: red, white, blue, black, green, and a special color for bonuses.
 - III. Have nameplates filled out and posted in front of each player for the GM's benefit.
 - IV. Have your players set up and ready to plot:
 - A) Make available control panels.
 - i. For wooden control panels, each player needs to have pegs/markers for: the amount of ammo, active critical conditions/hits, maneuvers programmed for each increment, the altitude, and the amount of damage.
 - ii. For laminated copies of control panels, provide a dry-erase marker.
 - B) Have assembled acrylic bases with telescoping antennas having magnets with compatible polarity.
 - C) Provide copies of the *Critical Hit Table*, (found in Aerodrome® 1.1's rule set), with 'Critical Hit' type #1 modified. (Page 8; No. 6)
 - D) Provide national flags and dice for each pilot.
 - E) Provide 1:72 scale model aircraft and data cards.

7. Plotting - It is advisable to hold players to a 3-4 minute limit in programming their next turn. To speedup play the GM may use a 2 minute time-limit.

8. Turns – Turns consist of 3 increments of simultaneous actions, maneuvers, and firings. The game usually takes about 12-14 turns and usually concludes when one side shoots down the other or everyone is out of ammo. Depending on how long your session is and how many games you want to complete, you may put a time duration on each game of 45-60 minutes.

9. Resolution - Before beginning the next increment, the GM must resolve in this order:

- I. Possible collisions.....(See *Appendix B.*)
- II. Damage inflicted by anti-aircraft artillery if deployed.....(Page 9; No. 13.)
- III. Damage inflicted on targets, i.e.: balloons, trenches, aerodromes, and etc.
- IV. Damage inflicted onto aircraft.
- V. Pistol Shots.....(Page 9; No. 12.)
- VI. Critical Damage/Hits.....(Page 8; No. 7.)
- VII. Spin Recovery Checks and orientation upon successful completion.
- VIII. Disengagement from the mission.....(Page 8; No. 3.)
- IX. Points awarded for each action taken.....(See *Appendix E.*)

10. Points - There are two categories for points, Damage and Pilot:

- I. **Damage Points (DPs)** are used in the course of a game to determine the viability of a target/aircraft. They are inflicted upon the enemy to simulate combat casualties. Points are rewarded to the firing pilot in the form of white & blue chips, (white = 1 DP and blue = 5 DP). DPs are converted to Pilot Points with a ratio of 8 to 1. See *Appendix E* for an explanation on converting points.
- II. **Pilot Points (PPs)** are rewarded to pilots who down enemy aircraft, attain certain goals in a mission, destroy enemy targets, and achieve victory with his side. Pilot Points follow the pilot throughout his career and are used to determine his Pilot Rating (PR). Refer to *Appendix E* for convention scoring system.

11. Record Keeping - It is advisable to designate a volunteer as the record keeper for the entire tournament. Record all points for the tournament on a hardcopy form or score sheet. For each game completed, tally the number of chips and calculate the amount of pilot points that each player has earned. When a session (3 or more games) is completed, tally the pilot points for each player and calculate his PR. Compile all data and records into an electronic file or Excel Spreadsheet and send a copy to the Great Lakes Aerodrome® 1.1 Regional Statistician to the address found on page 16 of this SOP.

12. Stats – For the Great Lakes’ region the pilot’s statistical records are archived. The datatypes required for stats are listed below:

- I. **Pilot names**
- II. **Number of Kills**
- III. **Number of Assists**
- IV. **Number of times Shot Down**
- V. **Number of Missions flown**
- VI. **Number of Conventions attended**
- VII. **Amount of Damage Inflicted**
- VIII. **Damage Infliction Average**
- IX. **Amount of Pilot Points**
- X. **Pilot Rating**

13. Awards – As a pilot’s record is carried from one Great Lake’s sanctioned convention to the next, victories claimed are accumulated to his career and promotion levels. Notably his first convention kill is awarded the silver wings medal. The following victory levels and commendations are described below:

- I. First Kill – Promoted to the rank of 1st Lieutenant.** Awarded with Silver Wings: Pilots with this medal are also awarded a waiver for concurring the adverse effects of a critical hit once per session. The pilot must present his silver wings when requesting a waiver.
- II. Fifth Kill – Promoted to the rank of Captain (Ace).** Awarded with Gold wings: Pilots with this medal are also awarded a second waiver for concurring the adverse effects of a second critical hit incurred during a session of three games or more. The pilot must present his gold wings when requesting his second waiver.
- III. Tenth Kill – Promoted to the rank of Major.** (Double Ace).
- IV. Fifteenth Kill – Promoted to the rank of Lieutenant Colonel.** (Light-Bird).
- V. Twenty-fifth Kill – Promoted to the rank of Colonel.** (Full-Bird). Pilots are awarded the *Orden Pour le Merite* and are saluted as a ‘Blue Max’. Blue Maxes having 25 or more kills are also awarded an extra point of sustainable damage to the machines that they fly. For instance: If a Blue Max flies a Fokker D VIIa with the maximum allowable damage of 14 points, then the maximum allowable damage is increased to 15 points. In respect to a Blue Max’s experience and expertise as a pilot, a bonus Pilot Point is awarded to the pilot that shoots him down in addition to the 5 PPs reward normally earned.
- VI. Fiftieth Kill** – Pilots are issued a silver oak cluster to embellish his Double Blue Max ribbon in recognition of his status.
- VII. Seventy-Fifth Kill** – Pilots are issued a second silver oak cluster to embellish his triple Blue Max ribbon in recognition of his status. A bonus 2 PPs are awarded to the pilot that shoots down a Triple Blue Max (having 75 plus victories) in addition to the regular 5 PPs awarded.
- VIII. 100th Kill** – Pilots are issued a third silver oak cluster to embellish his two-time-double Blue Max ribbon. A **Free Stalling Turn Maneuver**, (utilized once per session), is awarded to the pilot having 100 plus kills in his career as an enhanced capability to fly his machines.
- IX. Knight Cross with Swords** – Medal awarded in commendation to the acts of downing 2 enemy aircraft in a single mission and surviving.
- X. Order of the Black Eagle (OBE)** – Medal awarded in commendation to the acts of downing 3 enemy aircraft in a single mission. The OBE medal may be posthumously awarded.
- XI. Distinguished Service Award** – A recipient of this medal is a ‘Session Winner’ with a minimum participation of 3 games in the same said session.
- XII. Blue Max** – Orden Pour le Mérite or Order for Military and Civil Merit is commended to the pilot who has achieved his 25th victory.

14. Ace of Aces (AoA) – Tournament Winner. Achieving the status of being the **Ace of Aces** for a particular convention requires a pilot to lead in at least 1 of 4 categories. Those categories are listed in order of importance:

- I. Pilot Rating (PR)** – The sum total of Pilot Points earned from each game divided by the total games that a pilot plays. Total PPs ÷ total games.
- II. Damage Inflicted Average (DIA)** – The sum total of Damage Points inflicted by the pilot in each game divided by the total number of games played. Total DPs ÷ total games.
- III. Total Number of Missions** – Total Games played. It has been duly noted that the more a player participates in a given tournament the more volatile his PR becomes. Therefore, if a pilot's PR has kept pace with the top performer's PR while playing more games, it is commendable.
- IV. Total Kills** – Victories. Sum total number of kills claimed by the pilot for the tournament.

The aforementioned categories are the set criterion to determine the top Ace. When all criterions are exhausted and there is no leader in any one of the four categories, then the claim to the title of "Ace of Aces" is declared to be a tie. A head-to-head dogfight match may be requested for those players that are tied for the AoA title if all agree and are available to participate in a tiebreaker, time permitting.

15. Tournament Prizes – Ace of Aces awards are allocated to the First, Second, Third Place Winners, and runner-ups. When planning an Aerodrome® 1.1 convention event, schedule extra time to follow your final gaming session in order to present awards. Awards and prizes are typically supplied by the event planner. The best case scenario is to find a sponsor(s) to contribute to the cost of the awards. The following list of prizes are suggestions:

- ▣ **Trophies** - First, Second, and Third Place.
- ▣ **Plaques**
- ▣ **Historic Artifacts** – WWI memorabilia or WWI-era collectables.
- ▣ **Books** – Aerodrome topics, WWI related, Craft & Hobbies, etc.
- ▣ **Medals & Ribbons**
- ▣ **Transferrable discounts or vouchers obtained from a given Convention/sponsors.**
- ▣ **Aerodrome® 1.1 Stand Assemblies** – With title & event etched on the acrylic base.
- ▣ **Choice of Model Aircraft** – at least 4 fully built, and painted.
- ▣ **Model kits** – Aircraft kits in the box, 1:72 scale.
- ▣ **Honorable Mentions and Certificates.**

Modifications and Variants to Aerodrome® 1.1 Rules – Convention Standard:

1. **Maneuvering** – In general, maneuvers programmed will take precedence over programmed altitudes or illegal changes of altitude plotted. In cases of illegal maneuvers the GM will typically direct, at his discretion, the aircraft to move straight ahead at its present altitude.
2. **Altitude** – “An aircraft that has either **Double Right** or **Double Ahead** capability, or both, and which is flying at maximum altitude level, loses one of each of those capabilities while at its maximum altitude...” As applied to convention play, this provision for altitude is revised with the word “**maximum**” changed to “**Very High**”. To keep the execution of the games simple and honest, maximum altitudes are not considered with aircraft capabilities except for cases of Very High altitudes.
3. **Disengagement** – Pilots may legally disengage from an ongoing mission when one of four criteria are met:
 - I. Flying with active critical damage inflicted to his aircraft.
 - II. Flying an aircraft that has 2 or less allowable damage points remaining.
 - III. Flying an aircraft that is out of ammo.
 - IV. The mission scenario allows for disengagement.
4. **Illegal Disengagement** – In cases where the pilot and aircraft do not meet the criteria that is previously stated above, or miss plots a direction that leads the aircraft off/out of the designated playing area (Aerodrome Mat), the GM will put the aircraft into an uncontrolled state of spin.
5. **Tailing** – For the interest of keeping convention play simple and because of the crowded field of aircraft, the tailing distance set forth in Aerodrome® 1.1 rules has been reset to a maximum distance of 1 hex. Instance of tailing occurs with the following criterion is met:
 - Upon the completion of the third increment and all issues from the preceding actions are resolved.
 - When the aircraft is following directly behind an enemy aircraft in an adjacent hex.
 - When the aircraft is in the same hex row oriented in the same heading as of the leading enemy aircraft.
 - When both aircraft are flying at no more than one (1) altitude differential.

For sharing information of a pilot’s first increment plot, see Appendix D.

6. **Aerodrome® 1.1 Critical Hit Table (Crit-Sheet)** – *Type of critical Hit #1* is modified from, “Fuel Line Severed” to “Aircraft immediately goes into a spin.” Edit the first type of critical on the Aerodrome® 1.1 rule set’s Crit-Sheet to read, “**Aircraft immediately goes into a spin**”, before dispensing to the players for use. This rule modification allows the unfortunate pilot to stay active and engaged with hopes of regaining control of his aircraft.
7. **Critical Hit Resolution** – All damage sustained by an aircraft is tested for type and critical status, no matter the cause, direct or indirect. If the waiver option (see below) is unavailable or already used, then the pilot secretly rolls a 20-sided dice (d20) and a 10-sided dice (d10) to determine the effects of the damage to his aircraft:
 - I. A d20 result that is greater than the amount of damage sustained determines that no ill-effect will hinder the operation of the aircraft.

(Continued on page 9)

7. Critical Hit Resolution – (Continued from page 8)

II. A d20 result that is equal to or less than the amount of damage sustained determines the damage to be critical which would hinder the operation of the aircraft in some fashion. The pilot would then determine what type of damage he has sustained by the result of a d10 roll and consulting the *Critical Hit Table*.

III. All die rolls made in secret should be witnessed by a teammate.

8. **Waivers** – After the type of damage is determined, the player may utilize the option of waiving the effects of the critical hit if he is in possession of his silver or gold wings (see pg. 6, No. 13-I & II.)

9. **Pilot Survival** – For the sake of keeping convention play simple, Pilot Survival is generally not used. Typically, this provision would be deployed during historic campaigns or mission scenarios.

10. **Jamming** – For the sake of keeping convention play simple and for the sake of time, Jamming is generally not used in convention play.

11. **Spinning Aircraft** – While an aircraft is in a state of uncontrolled flight, it cannot fire its machineguns due the distraction of the pilot. Ammo loaded for increments concurrent with the aircraft in a spin is deemed as **not** dispensed and therefore, may be returned to the ammo belt at the end of the turn. (See *Appendix B* and *Frequently Asked Questions, Appendix C.*)

12. **Pistol Shots** – In any increment when a pilot is **sharing a hex** with an opponent's aircraft, he may deploy his pistol in the following situation with all criterion met:

II. Each aircraft is flying at a level of no more than one altitude differential.

III. The aircraft is not in a spin.

IV. The pilot is not distracted by an active crit.

V. Machineguns are **not** programmed – pilot's hands are free to fly and to deploy his weapon.

13. **Anti-Aircraft Artillery (AA)** – Assets of artillery (generally, an image used as a marker) may be placed to defend trenches, balloons, aerodromes and other assets deployed in a game scenario. The range of fire will always contain the hex of origin or the hex that contains the AA. At the GM's option, AA damage infliction may be automatic to the best target down range in any direction. If agreed upon, AA damage infliction to targets that are down range but outside the hex that contains the artillery may be a 50% probability with each side determining the effectiveness of fire with a d10 result. An even die roll from a d10 results in a hit. Aircraft in the same hex with the AA and within the altitude differential range of the AA will automatically be hit by the AA.

14. **Best Target Practice** – The best target when there is more than one to choose is usually the closest target. Case scenarios to consider:

II. AA with automatic fire:

A) The best target is the aircraft that will suffer the most damage.

B) If there are two aircraft that are equally viable targets, then the 'Best Target Practice' will be determined by rolling a d10.

C) For more than two, the best target is determined by a roll-off with d20s from each pilot.

III. AA having a chance to inflict damage:

A) It is a team's option to choose any target.

15. **Claim for Indirect Victory** – *(Note: this provision has recently been added to the SOP)* – A pilot may claim a kill (red chip victory) of an enemy aircraft when he has inflicted damage with his machineguns that causes a fire that subsequently destroys the aircraft or causes it to go into a spin with a subsequent crash. No other claim can be made by another pilot and no subsequent damage other than that caused by fire has been incurred. For more information on crashes, see *Adverse Actions That Earn Zero PPs, Appendix E (Paragraph 3)*.
16. **Table Rules** – See *Appendix A*.

Aerodrome® 1.1

General Table Rules

- 1.** Open beverages, sweaty containers, and food are not permitted on the playing surface or table.
- 2.** Aerodrome 1.1 rewards pilots who fire - “Leave the ammo in the air and let the enemy take it home with them”.
- 3.** The Game master (GM) is not always correct: if you are aware of or notice a mistake by the GM, bring it to his/her attention **before** the end of the increment. Please, allow the GM the courtesy to **resolve** the sequence of each turn and any differences between players.
- 4.** The main mission of Aerodrome® 1.1 is to have fun... remembering that the game was not conceived as a simulation, gives the GM latitude to improvise.
- 5.** No players may change any orders or touch his/her panel while his/her flag is up. At the GM’s discretion the offending pilot will be put into a spin and summarily shot.
- 6.** Smack talk is not only allowed, but it is encouraged! Respectfully!!
- 7.** Radio silence is part of the game... radios were absent during this era.
- 8.** Eligibility for Ace of Aces for the Aerodrome® 1.1’s *(name of convention)* **tournament** is achieved in the completion of 5 missions. Eligibility for Ace of Aces for the **Day** is achieved in the completion of 3 missions in the same day. (See **Appendix E** for more information.)

Aerodrome® 1.1 - Quick Reference Chart

AA	<p>Anti-aircraft artillery engages with automatic fire when its hex is occupied with enemy aircraft. Damage is inflicted from the *point of origin/same hex.</p> <p>AA Effective Range - Damage at Ground: Heavy *2, 3, 2, 1 - Medium *1, 2, 1 - Light *2, 1</p> <p>Damage infliction by AA is a "hit or miss" beyond the *point of origin, even die roll equals a hit.</p>
Aircraft	The following late models are permitted to fly one mission per session: Fokker E-IV (with 3 guns), Hansa-Brandenberg W-29, Martinzyde Buzzard, Nieuport 29 & Sopwith Salamander
Balloons	Are worth 20 DPs and have no deflection.
Clouds	<p>Aircraft entering into a cloud/s risk a 30% chance going into a spin. If two or more aircraft enter into the same cloud at the same hex and/or altitude level, then both aircraft risk 20% or higher chance of a <u>fatal midair collision</u>, 10% increase chance for each additional aircraft.</p> <p>No shooting into, out of or through a cloud; programmed fire is considered expended as a miss.</p>
Collisions	<p>Two aircraft sharing the same hex and same altitude are determined to have collided when <u>matching two d20 results</u>. In the case of 3 or more aircraft sharing the same hex - collision(s) has/have occurred when:</p> <p style="margin-left: 40px;"> $\left\{ \begin{array}{l} \textit{Regardless 3 aircraft any of which resulting differences of the d20s = 1} \\ \textit{altitude 4 aircraft any of which resulting differences of the d20s = 2 or} \\ \textit{less \& etc.} \end{array} \right.$ </p> <p>Collateral damage to each aircraft equals the difference between d10 results rolled by each pilot.</p>
Fire	These actions are required to put out flames: 1) perform a slip maneuver while dropping an altitude and 2) roll an even d10 result. One point of damage is suffered for each increment the fire persists.
Glides	An aircraft that has gone into a glide loses one altitude level at the end of each turn (not increment). An aircraft in a glide may not perform an Immelman , may not perform a Left Turn or Right Turn , and may not perform a Double Ahead .
Spin	<p>To regain control of an aircraft, a pilot must roll an even d10 at the end of a turn. An odd d10 result will produce a loss of an altitude level and continued loss of control. For those increments the aircraft is in spin the ammo programmed is not expended, but returned to the ammo belt.</p> <p>A spinning aircraft in range of enemy fire will sustain damage as usual plus (minus 2) damage points. Example: A double burst at a range of 1 hex with deflection = 6 + (- 2) = 4dps</p>
Stall Left/Right	Dive one altitude level in Performing this maneuver. A pilot will risk a 30% chance of losing control and going into a spin; roll a d10 with a result of 4 or better to avoid this effect.
Tailing	<p>A pilot being followed by an enemy 1 hex away by the end of the third increment with an altitude differential no greater than 1 level, must reveal to the pilot of the tailing aircraft the programming of his first increment in the next turn, which is limited to:</p> <p>"Going ahead", "Turning left/right", Altitude or "Maintaining altitude", (programming a Slip or a simple Stall maneuver do not count as "Going ahead" or "Turning"). No information other than what has been specifically listed here need be revealed.</p>
VH Altitude	An aircraft that has either Double Right or Double Ahead capability, or both, loses one of each of those capabilities while at Very High Altitude; the capability/s are regained when the aircraft descends to lower altitudes.

VETERAN PLAYER FAQ - RULES QUESTIONS & CLARIFICATIONS

From Stan Kubiak's website of Aerodrome® 1.1

<http://www.aerodrome-ww1aircombat.com/id5.html>

MANEUVERS

CAN YOU CLARIFY THE RESTRICTION ON DOING MULTIPLE STALL MANEUVERS IN A SINGLE TURN?

The rulebook does not make it completely clear, but the restriction is that an aircraft may not do two Stall maneuvers of *any kind* in a row, including from the 3rd increment of one turn to the 1st increment of the next. Both Stall and a Stall Turn (Stall Left or Stall Right) are considered Stall maneuvers for this purpose. So, in a single turn, an aircraft may perform a Stall or Stall Turn in the 1st increment, a non-Stall maneuver in the 2nd, and another Stall or Stall Turn in the 3rd increment; or, it may do a single Stall or Stall Turn in the 2nd increment only.

TAILING

IF I'M BEING TAILED, EXACTLY WHAT INFORMATION DO I HAVE TO REVEAL ABOUT MY NEXT TURN PROGRAMMING TO THE TAILING PLAYER?

The rules state that you must reveal to the tailing player - and *only* the tailing player the following information about your 1st increment programming: whether you are going ahead or turning right or left, and whether you are climbing, diving, or staying at the same altitude. This instruction is specifically constructed, when properly followed, to give the tailing player *some* information about what you are going to do in that 1st increment, but not enough to know *exactly* what you are going to do. Change in altitude is self-explanatory, but here's how the information for maneuvers breaks down: an Ahead, Double Ahead or Immelman maneuver count as "going ahead"; a Left Turn or Stall Left count as "turning left"; a Right Turn, Double Right or Stall Right counts as "turning right". A simple Stall, Left Slip or Right Slip do not count as "going ahead" or "turning"; thus if you plan to perform one of those maneuvers in the first increment, *all* you would tell the tailing players is about your planned first increment altitude.

Examples: (1) If you plan to do an Immelman and climb, you would tell the tailing player "Going Ahead and Climbing"; he will not (and should not) know whether you are doing an Ahead, Double Ahead or Immelman. (2) If you are planning to do a Right Slip and stay at the same altitude, you would tell the tailing player that you are "Maintaining Altitude"; he will not know whether you are doing a Slip or a Stall.

SPINS

WHAT DIRECTION SHOULD AN AIRCRAFT BE FACING WHEN IT COMES OUT OF A SPIN?

At the Game Master discretion, the aircraft should either (a) be facing in the same direction it was when it went into the Spin, or (b) be facing in a randomly determined direction; this choice should be consistently applied during any given round of Aerodrome play.

WHEN IS AN AIRCRAFT'S ALTITUDE DROPPED AS A CONSEQUENCE OF BEING IN A SPIN?

When an aircraft first goes into a Spin, it remains at the altitude at which it was flying when it went into the Spin. At the end of that turn, the aircraft tests to recover from the spin; if it passes, it remains at that original altitude, but if it fails the test it drops one altitude level. (This is to avoid an "automatic" crash if an aircraft spins at Ground level.) After that, the aircraft drops an altitude level each time it fails the Spin recovery test. Note: Dropping an altitude level when an aircraft first enters a Spin may be played as an Optional Rule.

CRITICAL HITS

WHEN AN AIRCRAFT SUFFERS CRITICAL HIT #2 (NUMBER OF INCREMENTS FOR THIS AIRCRAFT PERMANENTLY REDUCED TO 2), CAN SHOOTING BE PROGRAMMED FOR THE "MISSING" INCREMENT?

The rules do not specifically state so, but the convention would normally be *not* to allow shooting during that "missing" increment. The Critical Hit is "Engine Damage". The intention is to represent a situation in which the pilot is having intermittent engine trouble, affecting his/her ability to fly; the concept would therefore be that the pilot is too busy keeping his/her aircraft in the air, and maintaining altitude, to be able to shoot at the same time.

Aerodrome® 1.1 - Tailing

The rules state that you must reveal to the tailing player - and *only* the tailing player the following information about your first (1st) increment programming: whether you are going ahead or turning right or left, and whether you are climbing, diving, or staying at the same altitude.

This instruction is specifically constructed, when properly followed, to give the tailing player *some* information about what you are going to do in that 1st increment, but not enough to know *exactly* what you are going to do.

Change in altitude is self-explanatory, but here's how the information for maneuvers breaks down: an Ahead, Double Ahead or Immelman maneuver count as "**Going Ahead**"; a Left Turn or Stall Left count as "**Turning Left**"; a Right Turn, Double Right or Stall Right counts as "**Turning Right**".

A simple Stall, Left Slip or Right Slip do not count as "Going Ahead" or "Turning"; thus if you plan to perform one of those maneuvers in the first increment, *all* you would tell the tailing players is about your planned first increment altitude.

Examples: (1) If you plan to do an Immelman and climb, you would tell the tailing player "Going Ahead and Climbing"; he will not (and should not) know whether you are doing an Ahead, Double Ahead or Immelman.

(2) If you are planning to do a Right Slip and stay at the same altitude, you would tell the tailing player that you are "**Maintaining Altitude**"; he will not know whether you are doing a Slip or a Stall.

Aerodrome® 1.1

"End of Turn Tailing" Intel

"Disclose" <input checked="" type="checkbox"/>	But Do Not Reveal
<input type="checkbox"/> "Going Ahead" <input type="checkbox"/> Climbing <input type="checkbox"/> Diving <input type="checkbox"/> Maintaining Altitude	<input type="checkbox"/> <i>Straight Ahead</i> <input type="checkbox"/> <i>Double Ahead</i> <input type="checkbox"/> <i>Immelman</i>
<input type="checkbox"/> "Turning Left" <input type="checkbox"/> Diving <input type="checkbox"/> Maintaining Altitude	<input type="checkbox"/> <i>Left Turn</i> <input type="checkbox"/> <i>Stall Left Turn</i>
<input type="checkbox"/> "Turning Right" <input type="checkbox"/> Climbing <input type="checkbox"/> Diving <input type="checkbox"/> Maintaining	<input type="checkbox"/> <i>Right Turn</i> <input type="checkbox"/> <i>Double Right Turn</i> <input type="checkbox"/> <i>Stall Right Turn</i>

Scoring System

Pilots are awarded or penalized points for every mission they fly. The Pilot Rating (PR) system is used for determining the "Ace of Aces". Throughout a pilot's career, statistical averages along with the number of kills scored will accumulate to a pilot's record from one convention to the next. Point totals and averages never fall below zero from any given convention.

1. **Damage Points (DP)** – Damage inflicted by individual pilots on to enemy targets and enemy aircraft are rewarded with white and/or blue poker chips representing DPs scored.
 - I. DP value of poker chips:
 - A) White chips represent 1 DP.
 - B) Blue chips represent 5 DPs.
 - II. DPs are tallied for individual games and **do not** accumulate for the session or for the tournament. DPs are summed from each game only to derive an average for the session and for a given tournament for the purpose of a potential tiebreaker.
 - III. DPs factor in to a pilot's PR when they are converted to Pilot Points. DPs are converted for individual games only and are rounded down to the nearest whole number/full Pilot Point.
 - A) The conversion ratio for DPs to Pilot Points equals 8 DPs to 1 Pilot Point (8:1). A full Pilot Point is no less than an 8 DP unit and no more than 15 DPs.
 - i. For example:
 - a) 23 DPs divided by 8 = 2.875 which is rounded down to 2 Pilot Points.
 - ii. All ratios are rounded down to the nearest Pilot Point.
2. **Pilot Points (PP)** – Pilot Points are earned through victories and mission goal achievements. Example: When a pilot gets a kill during a game, he is awarded with a **red** chip that represents 5 PPs. If he kills a Blue Max pilot, (a pilot having 25 plus victories), he is also awarded with a **Yellow** chip in addition to the red chip, which represents an extra PP.
 - I. PP value of poker chips (see also, *Pilot Points Table* on the following page):
 - A) Red chips represent 5 PPs.
 - B) Green chips represent 2 PPs.
 - C) Yellow or Grey chips represent 1 bonus PP.
 - D) Black chips represent a minus two (-2) PPs.
 - i. **Special Note: Concerning black chips** – This chip is collected by the pilot who has been shot down. His pilot points for that game will be reduced by 2 points (-2 PPs), but it will not take his total score below zero. If a pilot has only earned minus two PPs, his total points for that game will be rounded to zero (0).

(Continued on page 16)

2. Pilot Points (PP) – (Continued from page 15)

II. PPs earned in various ways accumulate from game to game and session to session for individual pilot's score. Different ways to earn PPs are:

- A) Downing an enemy aircraft.
- B) Assisting another pilot in downing an enemy aircraft – to determine who is assisting and who has a bona fide claim for a kill, each pilot will try to out-roll the other with a 20-sided dice.
- C) Busting a balloon... typically scored as a kill.
- D) Destroying an aerodrome or other viable targets.
- E) Earning bonus points by achieving a mission's goal.
- F) Killing a Blue Max will earn extra PPs.
- G) Inflicting damage and converting the points to PPs.

The table below list PP values and descriptions:

Pilot Points (PP) Chart			
Action	Award	Chip Color	Description
Kill	5	Red	Victory over an enemy pilot or balloon.
Assist	2	Green	Contributing to the damage that downed an enemy aircraft, but not accredited as a kill.
Killing a Blue Max having 75 plus victories	2	Yellow/Grey	Bonus/Bounty
Killing a Blue Max having 25 plus victories	1	Yellow/Grey	Bonus/Bounty
Achieving a mission's objectives	1	Yellow/Grey	Individual or team effort...
Inflicting damage, Early-War	1	White & Blue	5 Damage Points (DP)... DP/5 rounded down.
Inflicting damage, Mid to Late-War	1	White & Blue	8 Damage Points... DP/8 rounded down.
Being shot down	(-2)	Black	Includes crashes due to fire/spinning caused by an enemy pilot shooting his weapon.

3. **Adverse Actions That Do Not Earn A Black Chip** – Through no fault of the pilot or through the fault of pilot error, there are certain actions that will put a pilot out of the game **without** earning him a Black chip. Adverse actions that are not carried out by enemy pilots:

I. **Shot Down** – (No Black chip reward):

- A) By Anti-aircraft machinegun fire and artillery.
- B) Bombers & reconnaissance aircraft are exempted from the Black chip while on a related mission.

(Continued on page 17)

3. Adverse Actions That Do Not Earn A Black Chip – (Continued from page 16)

II. Crashes – (No Black chip reward) causes:

- A) Collision resulting in maximum collateral damage.
- B) Fatal collision in a cloud.
- C) Failure to check an uncontrolled spin into the ground.
- D) Miss plotting.

III. Aircraft Destroyed Due to Critical Hits – not caused by an enemy pilot's weapon:

- A) Fire that burns up the remaining allowable damage. (See Appendix B.)
- B) Explosion from Observation Balloon.

IV. Pilot Killed – (No Black chip reward) due to:

- A) Critical Hit Type = 0 with a d10 result & Special Hit Table = 0 with a d10 result, *Aerodrome® 1.1 Critical Hit Table*.
- B) Self-inflicted wound from pilot's own pistol.

4. Pilot Rating (PR) – To calculate individual pilot's PR for a session and/or a tournament, the sum total of his Pilot Points is divided by the total number of games he has flown during the event.

I. Formula: PR equals Total PP divided by total games played,

(PR = Total PPs ÷ Total Games).

- A) Example: A pilot that has flown 5 missions and has earned 28 PPs, has earned a 5.60 PR, (28 ÷ 5 = 5.60).

Send all Great Lakes Regional Aerodrome convention stats to:

**John (JohnSolo) Stephens
2549 Spaatz Avenue
Columbus, Ohio 43204**

regis2x-aerodrome@yahoo.com