



LONDON'S BURNING

from Aldertag to Battle of Britain Day

August 13, 1940 - September 15, 1940

GAME SETUP

*This is a long game replay of Avalon Hill's solitaire boardgame **London's Burning**. RAF Pilots Clisby (Spitfire #1) and Drake (Hurricane #2) are drawn from the pilots pool. Pilots Palmer(H) and Stone(S) are drawn and placed in the reserve pilots pool. Home base is stationed at Kenley. The optional weather table (random weather) will be used in this replay.*

The main strategy will involve standing down at airfields in the morning and patrolling in the evenings to lessen the chances of excessive pilot fatigue. This strategy may have to be altered if the Germans cause too much damage to the Chain Home radar network in which case mounting patrols may need to be done more frequently. A conservative approach intercepting German raids will be used for the first week or so (depending on the weather) with the expectation that damage to coastal targets will force the Germans to penetrate deeper into England to find suitable targets to bomb. A copy of the game map may be found at the end of this replay.

AUGUST 13



7:00AM: The day dawns with clear skies as Clisby and Drake stand by at Kenley and wait for the Germans to make an appearance, but the Luftwaffe fail to show.

10:00AM: The RAF continue standing by at Kenley. A six plane raid is picked up on radar (A4) and begins heading inland.

10:05am: The RAF continue standing down at Kenley. The raid proceeds toward the English coast (D3) and appears to be heading for Rye Radar Station.

10:10am: The RAF remain on the ground. The raid skirts just north of Rye and continues through Kent (G5).

10:15am: The RAF continue standing down at Kenley. The raid flies directly to Detling airfield and bombs causing 6 points of damage. The raid consists of 2 Me109's, 1 He111, 1 Do17, 1 Ju87 and 1 Me110 dive bomber. The RAF allow the raid to return to France unmolested. **RAF: 0; Luftwaffe: 2**



Supermarine Spitfire

The Spitfire was an excellent fighter and an equal match for the Me109, which it could out-turn. A Spitfire squadron could scramble to 20,000 feet in 13 minutes. Spitfires composed just over one-third of the British front-line fighter strength. The Spits eight machine guns could spray a total of 160 bullets per second, so even inexperienced pilots had a chance of hitting the target. However, the aircraft carried only enough ammunition for 15 seconds of firing.

2:00PM: Clisby and Drake take an afternoon patrol over Dunkirk Radar at Angles 20 but no raid appears.

5:00PM: Clisby and Drake are once again patrolling over Dunkirk at Angles 20 when radar reports another large six plane raid over the Channel (A4) heading inland and flying at Angles 15.

5:05pm: The RAF fly to Rye Radar in case the Germans go for the radar station this time. The raid heads for the English coast (D3) seemingly heading for Rye Radar again.

5:10pm: Clisby and Drake play a hunch and head inland (I4) expecting the raid to bypass Rye. As expected, the raid skirts to the south of Rye (G3) and crosses the English coast.

5:15pm: The RAF fly further inland (K3) anticipating an intercept over the Sussex area. The Luftwaffe continues inland and pass just south of West Malling (J4).

5:20pm: The RAF sweep around the tail end of the raid and pounce the attackers out of the sun at Angles 20. The raid consists of 1 Me109(ace), 2 Do17's, 1 He111, 1 Ju88, 1 Ju87

Combat Round 1:

With such a weak escort, the RAF decide to split their forces with Clisby(S) going for the 109 ace and Drake(H) jumping the Ju88. Clisby succeeds in getting into firing position on the Me109 and fires two bursts. The Messerschmitt pilot is wounded and the engine is destroyed by Clisby's gunfire. The RAF chalk up their first kill. Drake easily slides into firing position on the Ju88 and fires two bursts. The Ju88's pilot and gunner are wounded and the port engine is destroyed giving Drake his first kill (return fire misses).

Combat Round 2:

Clisby goes for one of the two Dornier bombers while Drake attempts to have a “Stuka party” with the Ju87 dive bomber. Clisby, in all of his excitement, fails to get into a firing position on his Do17. Drake is more successful and he fires off two bursts on the vulnerable Stuka. The frame is hit and the engine is destroyed, giving Drake his second kill of the battle (return fire misses).

Unfortunately, the remaining bombers manage to slip into the clouds and the RAF lose contact. The British pilots land at Rochford airfield well out of the path of the German raid. The remainder of the raid continues inland and bombs Croydon airfield causing 4 points of damage.

NIGHT PHASE: Two points of damage are repaired on Croydon airfield. The Luftwaffe is one aircraft short from being at full strength. **RAF: 3; Luftwaffe: 4**

AUGUST 14



7:00AM: The RAF stand down at Kenley airfield, awaiting the days inevitable Luftwaffe attacks. They do not have to wait long as a five plane raid is detected over the Channel (A5) flying at Angels 10.

7:05am: The RAF expect the raid to bomb along the coast so they remain on the ground. The raid flies inland, threatening Lympne airfield (D5).

7:10am: The RAF continue standing down. The German raid surprises the defenders by bypassing Lympne and continuing over the Kent countryside (G5).

7:15am: The British feel the Germans are getting a little too close to Kenley so they scramble. The raid continues further inland, passing just south of West Malling airfield (J4).

7:20am: The raid lines up on Biggin Hill and prepares to bomb it. The raid is heavily escorted and consists of 2 Me109's (one an ace) flying top cover at Angels 15 while 1 Me109, 1 Me110 and 1 Do17 fly below them at Angels 10. The Dornier bombs Biggin Hill but only causes light damage (1 point). The British realize they are outnumbered 2-to-1 in fighters so they wisely decide to fly back to Kenley without intercepting the raid. **RAF: 3; Luftwaffe: 6**

10:00AM: The RAF stand down at Kenley. No raid appears

2:00PM: Clisby and Drake continue standing down at Kenley. Radar picks up another five plane raid over the Channel (A7) flying at Angels 15.

2:05pm: The British realize the raid will most likely bomb targets in or around Dover so they do not expect to scramble. The German raid heads to Hawkinge airfield and bombs it with 1 He111 and 1 Do17 flying at Angels 10 with 2 Me109's and 1 Me110 flying top cover at Angels 15. The raid does 2 points of damage to Hawkinge. **RAF: 3; Luftwaffe: 8**

5:00pm: Clisby and Drake take an evening patrol over Dunkirk Radar at Angels 20. A four plane raid appears over the Channel (A5) flying at a reported altitude of Angels 20.

5:05pm: The RAF climb to Angels 25 and remain over Dunkirk. The Luftwaffe raid flies over the English coast (D4) and continues inland. Once again, Rye Radar is threatened.

5:10pm: Clisby and Drake continue to loiter over Dunkirk at 25,000 feet expecting the raid to pass by their position so they can jump them from out of the sun. The Luftwaffe raid flies over the Kent countryside (G6).

5:15pm: The British parallel the raid and fly over Eastchurch airfield. The German raid flies past the waiting British and bombs Rochester airfield. The raid consists of 2 Me109's (one an ace) flying top cover at Angels 25 while 1 He111 and 1 Do17 drop their bombs from Angels 20. Rochester is hit rather lightly with 2 points of damage.

5:20pm: The British decide to pounce on the German escorts flying top cover. Clisby and Drake climb to Angels 30 and bounce the German fighters from out of the sun.



Hawker Hurricane

The Hurricane was Britain's most numerous fighter in the battle. On Eagle Day, Hurricanes composed 12 of the 19 squadrons in Park's No. 11 Group. The Hurricane was a steady gun platform, and a squadron of Hurricane's could scramble to 20,000 feet in 16 minutes. Theoretically, the Hurricane squadrons would go after the enemy bombers while the Spitfires would hold off the enemy fighters, but reality often proved different. The Hurricane's unique airframe construction of fabric and tubular metal allowed it to absorb hits that would have been fatal to stressed-skinned fighters like the Spitfire and Me109.

Combat Round 1:

Clisby (S) dives on the '109 ace while Drake(H) takes on the other '109. The German pilot is good and evades Clisby's attack. Drake is luckier, though, and manages to squeeze off two bursts at his '109. The Me109's engine and frame is struck forcing the German fighter to break off. The Me109 does not have enough altitude to make it back to France due to the engine damage and the fighter crashes near Lympne airfield giving Drake his third kill. The Me109 ace moves aggressively against Clisby's Spitfire but he fails to get into firing position.

Combat Round 2:

Both Clisby and Drake team up to take on the Me109 ace. The expert pilot evades both British attacks easily. Once again, the Me109 chases after Clisby and this time lines him up in his crosshairs, firing three bursts. The Spitfire's engine is destroyed and the frame is struck. Clisby is also wounded in the hail of gunfire but manages to bail out of his dying aircraft successfully. Drake knows he is out-gunned and breaks off, landing at Kenley. **RAF: 4; Luftwaffe: 11**

NIGHT PHASE: Spitfire #1 is repaired as well as Biggin Hill airfield. Clisby's wounds are fairly serious. He will be out of action for three weeks so reserve Spitfire pilot Stone is activated.

RAF: 4; Luftwaffe: 9

AUGUST 15



7:00AM: Stone and Drake stand by at Rochford airfield. No raid appears.

10:00AM: The British continue to stand down at Rochford. Still, the Luftwaffe fail to show.

2:00PM: The RAF are ordered to patrol over Dunkirk Radar at Angels 20. The skies remain clear of German raids.



5:00PM: Stone and Drake take the last patrol of the day over Dunkirk again, flying at Angels 20. Finally, the Germans make an appearance as radar picks up a four plane raid over the Channel (A5) flying at an estimated height of 25,000 feet.

5:05pm: The RAF remain over Dunkirk at Angels 20, waiting to see

where the Germans might be headed. The raid moves toward Rye Radar (D3).

5:10pm: Stone and Drake move to a position just southwest of Lympne in order to be in a position to bounce the raid from out of the sun if the raid continues inland. The raid skirts south of Rye and continues into Sussex.

5:15pm: The RAF continue paralleling the raid (H4) as the raid while the raid makes a southwesterly turn (J1).

5:20pm: The British move westward with the raid, still maintaining an up-sun flanking position (K3). The Germans turn slightly northward (M2) and appear to be preparing to bomb Redhill airfield (or possibly London).

5:25pm: The RAF decide to wait and see what they are up against so they allow the raid to penetrate a bit further (M3). The raid makes a southerly sweep around Redhill (O3) and are now threatening London.

5:30pm: Stone and Drake realize they are out of time and bounce the Germans from out of the sun at Angels 30.

Combat Round 1:

The raid consists of 2 Me109's (one an ace), 1 Ju87, 1 He111 all flying at Angels 25. Once again, the British split and take on one Messerschmitt apiece, Stone attacking the '109 ace and Drake attacking the other '109. Despite their advantage, both British pilots fail to get into firing position with the German fighters. The Me109's now make the RAF pay for their bad luck as *both* German fighters go for Drake in his slower Hurricane. The Me109 ace gets into firing position and looses three bursts at Drake. The Hurricane's engine and frame are hit, but before Drake can break off the other '109 gets in his licks as well. Drake's Hurricane, despite Stone's presence nearby, is given the *coup-de-grace* by three accurate bursts from the remaining Me109. Drake's plane is literally shot to pieces

and destroyed but miraculously, Drake is not wounded in the murderous German gunfire and bails out successfully, proving that the Hurricane can obviously take a lot of punishment. Stone, now alone and frustrated, breaks off and flies back to Kenley a short distance away.

The raid continues to London (O5) and does 2 points of bomb damage. **RAF: 4; Luftwaffe: 13**

NIGHT PHASE: Drake returns to base but his long trek home causes him to remain fatigued. His Hurricane is replaced and 1 point of damage to London is repaired. **RAF: 4; Luftwaffe: 13**

AUGUST 16



Merciful Rain. With the weather keeping both sides grounded for the day, the British can concentrate on essential repairs. All fires are extinguished in London and 1 point of damage is repaired at Croydon. Drake is now fully rested. **RAF: 4; Luftwaffe: 10**

AUGUST 17



The rains continue and so do the repairs. Croydon is now fully operational again and 1 point of damage is repaired on Rochester airfield. The Me110 dive bomber is also removed from play. **RAF: 4; Luftwaffe: 8**

AUGUST 18



Rochester airfield is now fully repaired and work begins on Detling airfield. Spitfire pilot Richey is now ready for duty. **RAF: 4; Luftwaffe: 6**

AUGUST 19



The British begin to wonder if the rains will ever stop. Two points of damage are repaired on

Detling airfield. Goering removes all Ju87 Stuka units from the battle. **RAF: 4; Luftwaffe: 6**

AUGUST 20



7:00AM: With the skies clear again, the RAF are itching to get into battle with the Hun. Stone and Drake await the mornings events at Rochford airfield. The Germans get an early start on this day as radar picks up a four plane raid (A6) flying at a reported altitude of Angels 10.



7:05am: The British expect one of the coastal targets to be hit by this raid so they continue to stand down at Rochford. The German raid passes by Dover and flies over the already bombed Hawkinge.

7:10am: The RAF remain on the ground at Rochford. The raid turns southwest and bombs Lypne airfield causing 3 points of damage. The raid consists of 2 Me109's (one an ace), 1 He111 and 1 Do17. The raid returns to France untouched. **RAF: 4; Luftwaffe: 8**

10:00AM: Stone and Drake stand by at Rochford. No raids are detected over the Channel.

2:00PM: The British patrol over Dunkirk

Radar at Angels 20 and wait for the Germans to poke their noses over the horizon. Unfortunately, they fail to show.

5:00PM: Stone and Drake take an evening patrol over Dunkirk again at Angels 20. This time, radar picks up a blip over the Channel. A six plane raid appears (A8) flying at an estimated Angels 10.

5:05pm: The RAF remain over Dunkirk at Angels 20 and wait for the Germans to come to them. The raid passes just north of Dover and Hawkinge (D7), threatening Dunkirk Radar.

5:10pm: The RAF fly about 20 kilometers south (F5) to see what the Germans are planning. The Germans skirt north around Dunkirk Radar (G8) and now appear to be threatening Eastchurch airfield.

5:15pm: Stone and Drake fly to a point 10 kilometers west of Eastchurch (I7) and await the inevitable bombing. The Germans bomb Eastchuch with 3 Me109's (one an ace), 1 Me110 and 2 He111's all flying at Angels 15 (higher than the radar plotters estimated). The RAF see that they are heavily outnumbered and fly back to Kenley. **RAF: 4; Luftwaffe: 10**

NIGHT PHASE: Two points of damage are repaired at Detling airfield. **RAF: 4; Luftwaffe: 10**

AUGUST 21



7:00am: The British stand down at Rochford airfield still itching to hit back at the Germans. A five plane raid is picked up on radar over the Channel (A8) flying at a reported 15,000 feet.

7:05am: The RAF continue standing down as the raid proceeds inland (D8) passing just south of Manston.

7:10am: The RAF stand by continues at Rochford. The German raid methodically plods on, now approaching the mouth of the Thames Estuary (G9).

7:15am: Stone and Drake now scramble to their aircraft as the Germans could be heading for Rochford. Getting caught on the ground if bombs start falling is something they do not want to do. The raid flies into the mouth of the Thames (J7), bypassing Rochford by only 10 kilometers. The targets could be either Gravesend airfield or the Thameshaven oil storage tanks.

7:20am: The RAF point their noses skyward and climb to Angels 10 and fly to a point 10 kilometers northwest of Thameshaven (L8). Since they are in the air, they may as well see what kind of damage they can do to the raid. The Germans bomb Thameshaven causing 2 points of damage. The raid consists of 2 Me109's and 3 Do17's flying at Angels 15.

7:25am: Stone and Drake climb to Angels 20 and bounce the raid from out of the sun.

Combat Round 1:

Stone and Drake pair off against the Me109's. Stone manages to get into a good firing position and hoses his Messerschmitt with two bursts. The '109's engine and frame are struck. The German fighter breaks off and crash lands about 40 kilometers away near Dunkirk Radar (G8). Finally, after many days, the British have scored another victory. Drake maneuvers hard against his Me109 but fails to get into firing position. The '109 pilot goes after Stone in his Spitfire but also fails to get into firing position.



Combat Round 2:

Stone continues his fight against the Me109 while Drake decides to go for easier game and sets his sight on one of the three Dorniers. The German pilot is a slippery opponent and once again Stone fails to get into firing position. Drake gets into a good firing position on one of the Dorniers and fires two bursts. The pilot, gunner, frame and port engine are struck. The Dornier breaks off with his damaged engine and eventually crash lands near the English coast (G8). It is Drake's fourth kill. The lone Me109 finally succeeds in getting on Stone's tail and fires off two bursts. The Spitfire's frame is destroyed and Stone is killed in a hail of deadly accurate gunfire. Drake then breaks off and flies back to Kenley. **RAF: 6; Luftwaffe: 13**

10:00AM: Drake will defend the skies alone for the rest of the day. He remains on the ground at Kenley and will only scramble if it's absolutely necessary. The persistent Germans show up on radar again four planes strong (A5) flying at a reported height of Angels 10.

10:05am: Drake remains on the ground while the German raid moves over Hawkinge airfield.

10:10am: Drake remains at Kenley. The raid vectors over Dunkirk Radar and bombs it causing 2 points of damage. The raid consists of 1 Me109, 1 Me110, 1 He111 and 1 Do17. The raid returns to France intact. **RAF: 6; Luftwaffe: 14**

2:00PM: Drake takes an afternoon patrol over Dunkirk Radar at Angels 20. The Luftwaffe fail to show.

5:00PM: Not wanting to fatigue himself too much, Drake stand down at Rochford. Fortunately, no German raids appear on radar.

NIGHT PHASE: Spitfire #1 is repaired and Spitfire pilot Richey is activated. One point of damage is repaired at Dunkirk Radar. The Luftwaffe are back to full strength. **RAF: 6; Luftwaffe: 14**

AUGUST 22



A timely rain allows Dunkirk Radar to be repaired, once again restoring full functionality to the British radar system. One point of damage to Thameshaven is also repaired.

RAF:6, Luftwaffe: 13

AUGUST 23



More rain and both Thameshaven and Detling airfield are repaired chopping the Luftwaffe's score down a few notches. **RAF:6, Luftwaffe: 9**

AUGUST 24



Rain. Two points of damage are repaired on Eastchurch airfield.

AUGUST 25



A fourth day of rain. Eastchurch airfield is finally repaired. **RAF:6, Luftwaffe: 7**

AUGUST 26



England remains damp and gloomy. Two points of damage are repaired at Lympne airfield. Pilot Waters(H) is activated and placed in reserve.

AUGUST 27



And still the rains come. Lympne airfield is completely repaired, putting the British ahead of the Germans in victory points for the first time. One point of damage is repaired on Hawkinge airfield.
RAF:6, Luftwaffe: 5

AUGUST 28

An Me109 is added to the Luftwaffe mix this day.



7:00AM: Now well rested, the RAF wait at Rochford airfield for the Germans to show. No raids appear on British radar.

10:00AM: The RAF stand by at Rochford continues. Finally, the Germans make an appearance over the Channel (A8) flying at an estimated height of Angels 20.

10:05am: The RAF continue standing down as the raid heads straight for Dover, bombing there and causing 4 points of damage. The raid consists of 1 Me109, 1 Me110, 2 He111's and 1 Do17 flying at 25,000 feet (higher than reported). **RAF: 6; Luftwaffe: 7**

2:00PM: The British take a patrol over Dunkirk Radar at Angels 25. A four plane raid appears (A8)

flying at an estimated Angels 10.

2:05pm: The RAF remain at their position over Dunkirk. The German raid moves inland, 10 kilometers west of Manston (D8).

2:10pm: With Dunkirk Radar now a likely target, the British drop to Angels 15 and move to an up-sun position 10 kilometers south-southwest of Dunkirk. As expected, the raid bombs the radar site causing 2 points of damage. The raid consists of 1 Me109 at Angels 15, with 1 Me109(ace), 1 Do17 and 1 Ju88 at Angels 10.

2:15pm: Richey climbs to Angels 20 while Drake goes in at Angels 15. Both RAF pilots jump the raid from out of the sun.

Combat Round 1:

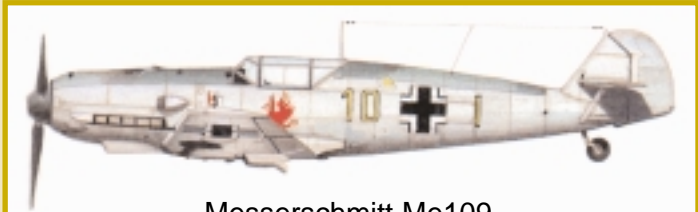
Richey(S) dives on the Me109 flying top cover while Drake(H) singles out the Me109 ace flying escort with the bombers. Richey surprises the German fighter and squeezes off two bursts. The '109's pilot is wounded and the engine destroyed, giving Richey his first kill. Drake is less fortunate with his prey and fails to get into a firing position on the German ace. The skilled Luftwaffe pilot decides to climb and attack Richey. Even at a height disadvantage, the German manages to get off one burst which damages Richey's frame and wounds him. Richey immediately breaks off and pancakes at Kenley. Drake also breaks off, not wanting to wind up like Richey.

RAF: 7; Luftwaffe: 8

5:00pm: Drake takes a lone patrol over Dunkirk Radar at 25,000 feet. No raid appears.

NIGHT PHASE: Richey's wounds are serious and he is out of action for three weeks. Since this will make him "active" after September 15, he will not be able to be used again. All Spitfire pilots are now either killed or wounded. Dunkirk radar is repaired. The Luftwaffe are back to full strength.

RAF: 7; Luftwaffe: 7



Messerschmitt Me109

The Me109 was an excellent short-range fighter that could out-dive and out-climb the British fighters. Its limited range, however, meant it could escort bombers no farther than London, thus restricting the Luftwaffe's daylight bombing to southeast England. An Me109 could spend little more than half an hour over Britain, and the return flight was often nerve-wracking as the pilot closely watched his fuel gauge. German airmen detested the English Channel, which they called "The Sewer" (among other things). Many Me109s that were otherwise undamaged had to ditch in the Channel when their fuel ran out. On Eagle Day, *Luftflotte 2* had 15 *Gruppen* of Me109s (about 25-30 aircraft each).

AUGUST 29

Two more Me109's are added to the Luftwaffe mix this day.



7:00AM: Drake stands by at Rochford. The Luftwaffe do not show.

10:00AM: Drake continues standing by at Rochford. A five plane raid is picked up on radar (A7) flying at approximately Angels 15.

10:05am: Drake continues standing down since the raid is a large one and more fighters are now being used in German raids. The raid moves over the damaged Hawkinge airfield.

10:10am: Drake does not budge. The raid heads for Dunkirk Radar and bombs it causing 3 points of damage. The raid consists of 2 Me109's at Angels 20 with 2 He111's and 1 Do17 at Angels 15.

RAF: 7; Luftwaffe: 8

2:00PM: Drake finally gets into the air and patrols over Rye Radar at Angels 25.

2:05pm: A German raid appears about 10 kilometers north of Hawkinge (D7) flying at an estimated altitude of 10,000 feet. The damaged radar at Dunkirk delays the identification of the inbound raid as it crosses the English coast.

2:10pm: Drake moves toward the raids position (F5) and drops down to Angels 15. The Germans skirt south of Dunkirk Radar (G7) and now threaten to bomb Eastchurch airfield.



Messerschmitt Me110's

The twin-engine Me110 *Zerstorer* proved to be as much of a liability as an asset to the German raiders. It packed a hard punch with two cannon and four guns in its nose, but its relatively poor performance kept it from getting many firing opportunities against British fighters. Its kill ratio was quite low, even though Goering had transferred many exceptional fighter pilots to the destroyer groups, hoping to create an elite force. On Eagle Day, *Luftflotte 2* had five *Gruppen* of Me110s as well as a fighter-bomber group.

2:15pm: Drake decides to wait until after the raid bombs before attacking. He moves to a point about 20 kilometers west of his previous position (H5) while still maintaining an up-sun position. The raid moves over Eastchurch airfield and hits it hard with 6 points of damage. The raid consists of 2 Me109's, 1 Me110, and 3 He111's.

Outnumbered 3-to-1 in fighters, Drake breaks off and heads back to base. **RAF: 7;**

Luftwaffe: 10

5:00PM: Drake heads back to Dunkirk Radar and patrols at Angels 25. The Germans fail to show.

NIGHT PHASE: Two points of damage are repaired at Dunkirk Radar. **RAF: 7; Luftwaffe: 10**

AUGUST 30

The Germans continue to increase their fighter strength as an Me110 is added to the Luftwaffe mix.



7:00AM: Drake stands by at Rochford.

7:05am: A German raid is picked up over British soil (D8) flying at an estimated 15,000 feet.

7:10am: Drake remains on the ground at Rochford while the raid continues on. The raid passes north of Dunkirk Radar (G8) and approaches the Isle of Sheppey.

7:15am: With the raid dangerously close to Rochford now, Drake reluctantly scrambles to avoid being caught on the ground. The raid approaches the mouth of the Thames river (J7) threatening Thameshaven and Gravesend.

7:20am: Drake climbs to Angels 10 over Rochford. The raid bombs Thameshaven causing 3 points of damage and consists of 2 Me109's, 2 Do17's and 1 He111.

7:25am: Despite the odds, Drake decides to attack the raid with a quick hit-and-run as it returns to France. He continues climbing to Angels 20 and moves over Canewdon Radar. The raid heads back to France passing over Eastchurch airfield.



7:30am: Drake bores into the raid out of the sun at Angels 20.

Combat Round 1:

Drake aggressively attacks one of the two '109's. He manages to get off only one burst but his bullets strike the frame and the engine of the German fighter. Forced to break off, the '109 eventually crash lands about 10 kilometers northeast of Hawkinge (D7). Drake is now an ace! The remaining Me109 moves to attack Drake's Hurricane but fails to get into firing position. Not pressing his good fortune any longer, Drake breaks off and heads back to base. **RAF: 8; Luftwaffe: 12**

10:00AM: Drake stands by at Rochford airfield.

10:05am: A four plane German raid appears over Manston at Angels 15 before the RAF can react and bombs the field causing 2 points of damage. The raid consists of 2 Me109's, 1 Ju88 and 1 Do17.

2:00PM: Drake continues to stand down at Rochford not wanting to over fatigue himself. Fortunately, no German raids appear.

5:00PM: Drake takes the last patrol of the day over Rochford at Angels 25.

5:05pm: A four plane German raid is finally spotted by radar approaching the coast near Lympne (D5) at an approximate altitude of Angels 10.

5:10pm: Drake continues climbs to Angels 15 over Rochford but maintains his position expecting the raid to bomb Lympne airfield but the raid swings south and passes into Kent (G5).

5:15pm: Drake moves over the mouth of the Thames (I7) as the raid will surely have to bomb either West Malling or Detling. The raid heads over Detling and blasts it with 9 points of damage. The raid consists of 1 Me109, 1 He111, 1 Do17 and 1 Ju88. The raid is actually flying at Angels 5 which contributes to the serious beating taken by the airfield.

5:20pm: Drake now sees his opportunity to hammer the raid as it is only lightly escorted. He drops

down to Angels 10 and pounces on the Germans out of the sun.

Combat Round 1:

Drake jumps on the Me109 and takes the fighter totally by surprise. He squeezes off two bursts which kill the pilot and damage the frame. Kill number six for Drake.

Combat Round 2:

With the bombers defenseless, Drake tastes blood as he singles out the He111 for attack. He easily gets into firing position and looses two bursts. The Heinkel's port engine, pilot and frame are struck which forces the bomber to break off (return fire misses). Engine damage causes the aircraft to crash about 10 kilometers northeast of Lympe airfield. Unfortunately, the remaining bombers slip away and Drake loses contact. Still, half of the raid was shot down and Drake's actions keep the RAF in the fight.

RAF: 10; Luftwaffe: 14

Heinkel He-111



The twin-engine He111 could carry twice the bomb load of the Do17. Its bomb bay consisted of eight vertical cells, each capable of holding a 250kg bomb nose up. Thus, the bombs fell out of aircraft tail first and tumbled before pointing nose down. An extra gunner was carried to help fend off British fighters. Even so, rarely could more than one gun be brought to bear against an attacker.

NIGHT PHASE: Dunkirk Radar is finally repaired and one point of damage is repaired to Thameshaven. The Luftwaffe are one aircraft short of being at full strength.

RAF: 10; Luftwaffe: 13

AUGUST 31

The Me110 dive bomber is placed back into the Luftwaffe mix.



7:00AM: Drake stands by at Rochford airfield. A six plane raid is picked up by radar (A4) flying at a reported altitude of 20,000 feet.

7:05am: Drake continues to stand down and will only scramble if Rochford happens to be threatened. The raid continues westward, still flying over water (D3).

7:10am: Drake stands down. The raid passes north of Rye and heads inland (G5).

7:15am: The RAF remain on the ground. The raid bombs West Malling causing 3 points of damage. The raid is made up of 2 Me109's, 1 Me110, 1 He111 and 1 Do17 flying at Angels 20 with an Me109 flying top cover at Angels 25. **RAF: 10; Luftwaffe: 15**

10:00AM: Drake continues his vigilant defense of Rochford. No raid appears at this time.

2:00PM: Drake finally gets in the air and patrols over Dunkirk Radar at Angels 25. A small four plane raid appears on British radar (A5) flying at an estimated Angels 20.

2:05pm: Drake maintains his position over Dunkirk. The German raid approaches the coast near Lympne (D5).

2:10pm: Drake continues to maintain his altitude and position over Dunkirk. The raid heads for Lympne airfield and bombs it causing 2 points of damage. The raid consists of 2 Me109's and 1

Dornier Do-17



The Do17 earned the nickname "Flying Pencil" due to its thin fuselage as viewed from the side. Its relatively light bomb load made it the weakest of the German twin-engine (medium) bombers, and production of the Do17 ceased by early summer 1940. The crew was grouped in a forward cabin space, which led to cramping but benefitted morale. Almost all of the available Do17 bombers were concentrated in *Luftflotte 2* during the battle.

He111 at Angels 20 with 1 Me109 flying top cover at Angels 25.

2:15pm: Drake plans another quick hit-and-run attack on the lone '109 flying top cover. He climbs to Angels 30 and pounces on the raid.

Combat Round 1:

Drake dives on the Me109 and gets into firing position. He squeezes off two accurate bursts which obliterates the German fighter, destroying the engine and the frame. The two remaining Me109's climb to attack the Hurricane but they are unable to get into firing position. Drake wisely breaks off and heads

home, his attack successful. **RAF: 11; Luftwaffe: 17**

5:00PM: Drake takes another patrol over Dunkirk at Angels 25. The Germans have had enough for the day and fail to show.

NIGHT PHASE: Thameshaven is repaired. **RAF:11; Luftwaffe: 15**

SEPTEMBER 1

Pilot Kowalski (an ace Hurricane pilot) is added to the RAF reserve pool



7:00AM: Drake stands by at Rochford once again. The Germans start the day off with a five plane raid (A8) flying at an estimated 15,000 feet.

7:05am: Drake remains on the ground at Rochford. The raid heads inland and passes over Manston (D9).

7:10am: The RAF wait continues at Rochford. The raid lines up to bomb a convoy (G10) causing 4 points of damage to shipping. The raid is made up of 1 Me109(ace), 1 Me110, 2 Do17's and 1 Ju88. **RAF: 11; Luftwaffe: 17**

10:00AM: Drake maintains his defense of Rochford airfield. Again, the Germans appear on British radar (A5), a four plane raid flying at an estimated Angels 15.

10:05am: Drake is alerted but continues standing down. The raid crosses the English coast and begins heading inland (D4).

10:10am: Drake stands down. The Germans cross into Kent (G5).

10:15am: Drake stands down. The raid passes south of Detling and West Malling and over the River Medway (J4).

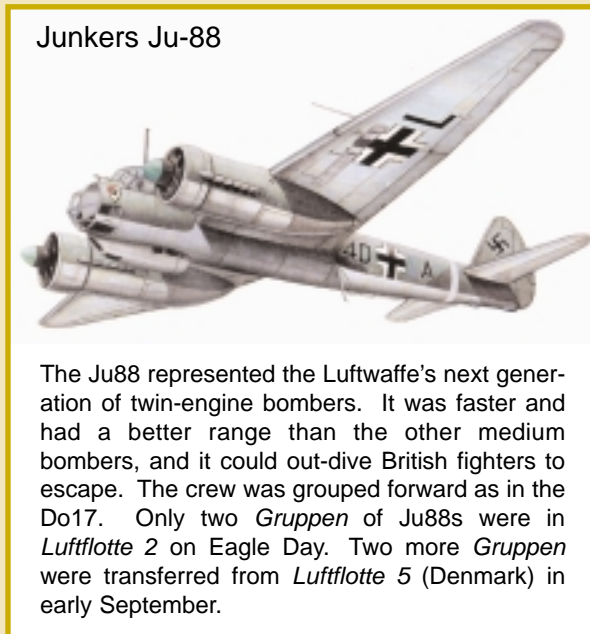
10:20am: Drake stands down. The raid continues deeper into English territory, passing within 10 kilometers northeast of Biggin Hill.

10:25am: Drake stands down. The Germans make it to London and bomb there (N5) but only causing slight damage (1 point). The raid consists of 1 He111 at Angels 15 with 2 Me109's and 1 Me110 flying top cover at Angels 20. **RAF: 11; Luftwaffe: 20**

2:00pm: Drake patrols over Dunkirk at 25,000 feet. Yet another German raid appears over the Channel (A5), this one a five plane raid flying at a reported altitude of Angels 15.

2:05pm: Drake remains on station while the raid continues westward (D3), threatening Rye Radar.

2:10pm: Drake drops to Angels 15 and flies 20 kilometers south (F5) while the Germans line up and bomb Rye causing 2 points of damage. The raid is flying higher than reported with 1 Me109, 1 He111, and 1 Do17 flying at Angels 20 and 1 Me109 and 1 Me110 flying at Angels 25. Drake sees he is woefully outnumbered and flies back to base. **RAF: 11; Luftwaffe: 21**



5:00pm: Ace pilot Kowalski is brought into play to fly Hurricane #1 since it appears the Germans are taking advantage of the stretch of good weather to press their bombing attacks. Both RAF pilots patrol over Dunkirk Radar at Angels 25. No raid appears.

NIGHT PHASE: Rye Radar is finally repaired. **RAF: 11; Luftwaffe: 20**

SEPTEMBER 2



7:00am: Drake and Kowalski stand by at Rochford airfield. No Luftwaffe raids appear.

10:00am: The RAF stand by at Rochford continues. A six plane raid appears over the Channel (A6) at Angels 15.

10:05am: The RAF are eager to narrow the score so they scramble. The raid continues inland now 10 kilometers southeast of Lympne (D5).

10:10am: The British climb to Angels 10 and fly over Eastchurch airfield. The German raid crosses the coast and moves into Kent (G6).

10:15am: The RAF continue climbing to Angels 20 over Eastchurch. The raid flies over the mouth of the Thames (J7).

10:20am: The RAF bounce the raid from out of the sun from Angels 20. The raid consists of 1 Me109, 3 He111's and 1 Do17 flying at Angels 15 with a lone Me109 flying top cover at Angels 20.

Combat Round 1:

Drake dives on the Me109 at Angels 15 while Kowalski tangles with the Me109 flying top cover. Kowalski easily slips onto the tail of the German fighters and fires off two accurate bursts. The pilot is killed and the frame damaged giving Kowalski a victory. Drake barely manages to get into position on his '109 and fires one burst. The burst damages the '109's engine and the Messerschmitt is forced to break off. He eventually crashes near Dunkirk (F7).

Combat Round 2:

With the escorts taken care of, the British prepare to feast on the hapless bombers. Kowalski dives on one of the Heinkels while Drake dives on the lone Dornier. Kowalski fires two bursts which damages part of the frame and the starboard engine (return fire misses). The bomber is forced to break off and eventually crashes near Dover (C8). Drake also gets into a good firing position and fires off two bursts at the Dornier. The starboard engine is damaged and the frame is destroyed (return fire misses).



Junkers Ju-87 "Stuka"

In Poland and France, the *Stuka's* siren scream and precision bombing created fear among civilians and Allied soldiers alike. Over Britain, where the Germans lacked air superiority, the *Stuka's* obsolescence was quickly exposed. British fighter pilots loved a "*Stuka Party*"--bouncing on the vulnerable *Stukas* before the latter could regroup after making 80 degree dives to release their bombs at 1,500 to 4,000 feet. The high loss rate among *Stukas* forced Goering to withdraw them from the battle after August 18.

Combat Round 3:

The assault continues on the Germans as Kowalski attacks one Heinkel while Drake attacks the other. Kowalski manages to get into position to fire off his final burst of ammunition but only succeeds in damaging part of the frame (return fire misses). The rugged bomber flies on. Drake's final burst on his Heinkel is more accurate as his fire manages to damage the port engine and wound the gunner (return fire misses). The Heinkel breaks off and also crashes near Dover. With both British pilots out of ammo, they break off and head home.

The lone damaged Heinkel manages to make it to Gravesend and bombs the field but only causes 1 point of damage. **RAF: 15; Luftwaffe: 22**

2:00PM: Drake and Kowalski stand by at Rochford airfield while the ground crews paint fresh kill marks on their aircraft. The Germans show up again with another six plane raid appearing on British radar (A7) flying at approximately 15,000 feet.

2:05pm: The British decide to stand down for the duration unless the raid passes close to Rochford. The raid proceeds to the English coast (D5).

2:10pm: The British stand down. The raid passes into Kent (G5).

2:15pm: The stand down continues at Rochford. The Germans move slightly south of West Malling airfield (J4).

2:20pm: The British stand down. The raid now moves towards London (M5).

2:25pm: The RAF stand down. The raid bombs deep into London (O5) causing 5 points of damage. The raid is made up of 1 Me109, 1 Me110, 2 Ju88's, 1 He111 and 1 Me110 dive bomber all flying at Angels 20, higher than the plotters had estimated. The RAF realize they made a grave mistake by not intercepting this lightly escorted raid and Air Vice Marshall Park is furious. **RAF: 15; Luftwaffe: 25**

5:00PM: Drake and Kowalski get into the air and patrol over Dunkirk Radar at Angels 25. Unfortunately, the Germans remain on the ground and no raids develop.

NIGHT PHASE: Gravesend and one of the London hexes is repaired, putting a dent into the German score. The Luftwaffe are three aircraft short of being at full strength.

RAF: 15; Luftwaffe: 20

SEPTEMBER 3



7:00AM: Drake and Kowalski stand by at Rochford airfield. No raids appear.

10:00AM: The British continue their stand by at Rochford. Again, the Germans fail to show.

2:00PM: The RAF are now airborne, flying a patrol over Dunkirk Radar at Angels 25. The Germans finally get airborne as well, a five plane raid appearing on radar (A4) flying at an estimated Angels 15.

2:05pm: The RAF fly to Rye Radar and wait for the raid. The Germans move toward the English coast (D5).

2:10pm: The RAF drop to Angels 20 over Rye and continue waiting for the raid to fly inland. The raid passes north of Rye and heads into Kent (G5).

2:15pm: The British fall back (I3) and allow the raid to come further inland. The Germans pass just south of West Malling airfield (J4).

2:20pm: The RAF pounce on the raid from out of the sun. The raid is made up of 1 Do17 and 1 Me110 dive bomber flying at Angels 15 with 2 Me109's and 1 Me110 flying top cover at Angles 20.

Combat Round 1:

Kowalski dives on one of the Me109's while Drake goes after the easier Me110. Kowalski surprises the '109 and loses two bursts, destroying the frame and damaging the engine. Drake also succeeds in surprising his prey and also fires two bursts. The Me110's starboard engine is hit, the pilot is wounded and the gunner killed (return fire misses). The Me110 breaks off and eventually crashes

in the Channel close to France. The lone Me109 now goes after Kowalski but fails to get into firing position. The RAF decide to break off at this time, thinking that any damage the bombers cause should be fairly light. The remainder of the raid moves close to the London area (M5).

2:25pm: The Germans make a southerly turn and bomb Croydon airfield causing 2 points of damage. **RAF: 17; Luftwaffe: 22**

5:00pm: Drake and Kowalski take an evening patrol over Dunkirk at Angels 25. Another five plane raid appears over the Channel (A5) at an estimated altitude of 15,000 feet.

5:05pm: The RAF remain on station over Dunkirk, waiting to see where the raid may be headed. The Germans proceed inland and fly over Manston airfield.

5:10pm: The RAF fly out over the Channel near the approaches to the Thames River (H9) in front of the raids potential flight path. The raid skirts north of a British convoy nearby (G11).

5:15pm: The British fall back to a position 10 kilometers north of Canewdon Radar (K10). The Luftwaffe crosses the coastline and into Essex (J11).

5:20pm: The RAF decide the time is right to bounce the raid. Drake and Kowalski bore into the raid out of the sun after dropping to Angels 20.

Combat Round 1:

The raid consists of 1 Do17 and 1 Me110 dive bomber flying at Angels 15 with 3 Me109's (one an ace) flying top cover at Angels 20. The RAF decide discretion is the better part of valor and break off their attack. They return to Kenley airfield.

The raid plods on passing further into Essex (M10).

5:25pm: The German raid curves south and approaches North Weald. Air raid sirens blare loudly as the the ground personnel scramble for shelter.

5:30pm: The raid bombs North Weald causing 2 points of damage. **RAF: 17; Luftwaffe: 24**

NIGHT PHASE: Croydon airfield is repaired during the night. The Luftwaffe are three aircraft short of full strength. **RAF: 17; Luftwaffe: 22**



SEPTEMBER 4

Spitfire pilot Clisby has recovered from his wounds and is once again in reserve.



7:00am: Drake and Holmwood stand down at Rochford. A six plane raid appears of British radar (A6) flying fairly low at Angels 5.

7:05am: The RAF continue standing down and will continue to do so unless Rochford is threatened. The raid passes over Dover and proceeds inland (D7).

7:10am: The RAF stand down. The raid continues into the Kent area (G6).

7:15am: The RAF remain on the ground. The Germans pass south of West Malling (J4).

7:20am: The RAF stand down. The raid now heads into the outskirts of London. Drake and Holmwood know they will catch hell if London gets bombed again with them on the ground.

7:30am: The RAF stand down. As feared, the Luftwaffe bombs the London area causing 4 points of damage. The raid is forced to climb to Angels 10 because of the barrage balloons. The raid consists of 1 Ju88, 1 He111 and 1 Do17 at Angels 10 with 2 Me109's and 1 Me110 flying top cover at Angels 15. **RAF: 17; Luftwaffe: 25**

10:00am: With 20 kilometers (2 hexes) of London now burning, Hitler orders an increase in the size of the raids attacking England (+1 added to the raid count). The British remain at Rochford, planning to be more aggressive with the German raids from now on. The German war machine plods on as a very large seven plane raid is picked up on radar over the Channel (A6) flying at an estimated 10,000 feet.

10:05am: The RAF remain on the ground for now. The raid approaches the coast of England near Lympne airfield (D5).

10:10am: The British stand by continues. The RAF pass over Lympne and approach Eastchurch airfield (G7).

10:15am: The RAF scramble. The Germans once again approach the Thames estuary, threatening Gravesend airfield (J7).

10:20am: Drake and Kowalski climb full throttle to Angels 10 over Rochford. The large German raid bombs Gravesend airfield causing 3 points of damage. The raid is made up of 2 Do17's and 1 Ju88 flying at Angels 10 with 2 Me109's and 2 Me110's flying top cover at Angels 15.

10:25am: The heavy German escort does nothing to deter the British resolve. The RAF climb to Angels 20 and head out over the Channel, about 20 kilometers northeast of Eastchurch. The raid turns for France heading back over Kent (H6).

10:30am: The RAF fly to a point 10 kilometers south-southwest of Manston and await the returning raid. The Germans fly south of Dunkirk, approaching Hawkinge airfield (E7).

10:35am: The British now jump the raid from out of the sun.

Combat Round 1:

Drake and Kowalski know this fight will mainly be with the German escorts. They both split up and go for the more serious threats, the Me109's. Kowalski jumps his target successfully and fires off two accurate bursts. The Me109 nearly disintegrates under the withering machine gun fire as both the pilot and frame are destroyed. Drake gets into a good firing position on the remaining '109 but his two bursts are less accurate. Still, Drake does manage to wound the pilot and damage the engine forcing the '109 to break off. It crashes just off the coast of France (A7). The two Me110's now attack the British, both German aircraft going after Kowalski. The nimbler Hurricane evades both attacks.

Combat Round 2:

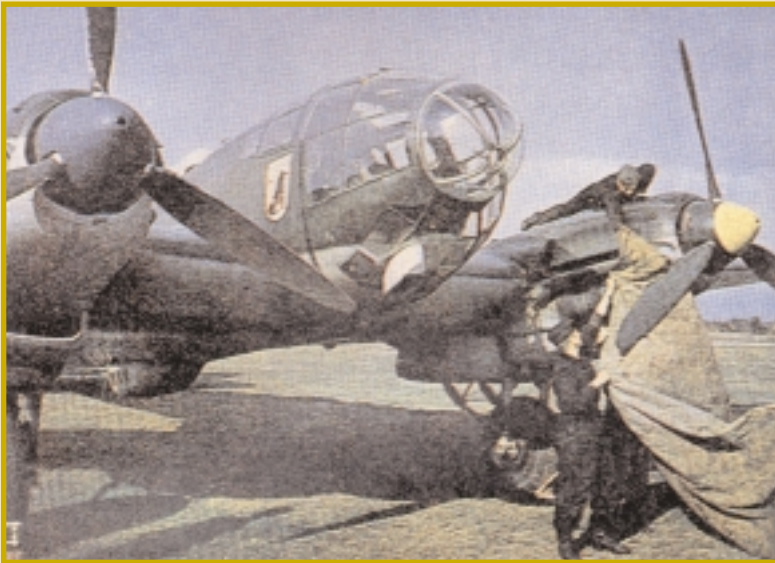
The two RAF pilots now pay the '110's back in kind with Kowalski going after one of the heavy fighters and Drake going after the other. Kowalski gets into position and manages to fire off two bursts. The Me110's pilot is killed and the gunner is wounded (return fire misses). Drake also succeeds in getting into firing position on his '110 and also fires two bursts. His aim is deadly as the '110 pilot is killed in the cockpit (return fire misses). Unfortunately, the sacrifice of the German fighters allows the bombers to escape untouched. The RAF return to base.

RAF: 21; Luftwaffe: 27

2:00pm: The RAF remain on stand by at Rochford. Again, the Germans show up with a five plane raid appearing on radar (A5) flying at Angels 15.

2:05pm: The RAF continue standing down. The raid moves towards the coast of England, near Lympne (D5).

2:10pm: The RAF stand down. The Germans skirt north of Rye Radar and begin their journey inland (G4).



2:15pm: The RAF remain on the ground. The raid moves further inland, passing close to West Malling (J4).

2:20pm: The RAF remain grounded. The raid now flies directly west and threatens Drake and Kowalski's home base at Kenley! (M3).

2:25pm: The RAF still remain on the ground, knowing the damage has been done. Kenley is bombed by the Luftwaffe causing heavy damage (5 points). The raid consists of 2 He111's, 1 Do17 and 2 Me109's flying at Angels 15. Drake and Kowalski won't be sleeping well for a few

days...a masterful (lucky?) strike by the Luftwaffe. **RAF: 21; Luftwaffe: 29**

5:00pm: The RAF take the last patrol of the day over Dunkirk Radar at Angels 20. The skies remain distressingly clear.

NIGHT PHASE: Two points of damage are repaired at Kenley. The damage keeps the RAF pilots from getting a full nights rest and their fatigue loss is not as great. However, the Luftwaffe have taken a beating and are five aircraft short of full strength. **RAF: 21; Luftwaffe: 29**

SEPTEMBER 5

The Luftwaffe increase their bombing strength by adding one He111 to the aircraft mix.



7:00AM: The rains look like they will never come again as yet another day dawns bright and clear. The RAF continue their vigil at Rochford airfield. The Luftwaffe give the British the morning off as no raids appear.

10:00AM: The British continue standing by at Rochford. The skies remain clear of Luftwaffe aircraft.

2:00PM: The RAF return to their favorite patrol area, Dunkirk Radar, flying at Angels 20. Finally, the Germans make an appearance as a five plane raid is detected (A9) flying low at about 5,000 feet.

2:05pm: Drake and Kowalski maintain their position over Dunkirk. The raid skirts around Manston and continues over the Channel (D10).

2:10pm: The British fly to a point 10 kilometers southeast of Eastchurch (G8). The German raid continues over the Channel, skirting north of a British convoy (G11).

2:15pm: Drake and Kowalski fly 10 kilometers west of Rochford while the raid passes just north of Canewdon Radar.

2:20pm: The British drop to Angels 10 and pounce on the raid out of the sun.

Combat Round 1:

The intercept goes bad from the very start. The raid is made up of 3 Me109's, 1 He111 and 1 Do17 and are actually flying at Angels 10 which is higher than the plotters estimated. The RAF advantage is therefore lost. Regardless, the British dive into the swarm of '109's flying escort to the bombers. Drake goes after one '109 while Kowalski goes after another. Both pilots fail to maneuver into firing position. Now in a dangerous predicament, the Me109's pounce on the unlucky British, with one going after Kowalski and two going after Drake. Kowalski handles his would-be attacker well and the '109 fails to get into firing position. Drake's odds are much worse, however. The first '109 manages to get onto Drake's tail quickly and looses two bursts. Drake is wounded and his frame is destroyed, dooming the Hurricane. Drake bails out successfully. Kowalski breaks off after seeing Drake go down in flames.

2:25pm: The German raid proceeds to Debden airfield and bombs it causing 3 points of damage. Fortunately, Drake is merely shaken and will be back in action tomorrow, though he will not lose any fatigue levels during the night. **RAF: 21; Luftwaffe: 32**

5:00PM: Kowalski remains on the ground at Kenley, not scrambling because of pilot fatigue. Fortunately for the battered British, the Luftwaffe fail to show.

NIGHT PHASE: One repair point is used to replace Drake's Hurricane and one point of damage is

repaired at Kenley. The Luftwaffe are three aircraft short of full strength. *Where is the rain??*
RAF: 21; Luftwaffe: 32

SEPTEMBER 6

The Luftwaffe increase their bomber fleet with a Ju-88 this day.



7:00AM: The RAF continue standing down at Rochford. The Luftwaffe fail to show.

10:00AM: Another stand by at Rochford. Again, the Germans remain at their bases in France.

2:00PM: The RAF patrol over Dunkirk Radar at Angels 25. The Germans make their appearance with a six plane raid (A4) flying at an estimated 10,000 feet.



2:05pm: Drake and Kowalski fly to Rye Radar, maintaining altitude. The Germans approach the coast near Rye (D3).

2:10pm: The RAF fly up-sun from Rye, about 20 kilometers to the southwest of the radar station. The raid swings north of Rye instead of attacking the station (G4).

2:15pm: The RAF fly 10 kilometers northwest of Pevensey Radar and allow the raid to penetrate deeper into England. The raid flies directly to the already damaged West Malling airfield (J5).

2:20pm: The British fly to a point 10 kilometers southeast of Biggin Hill (L3) while the Germans move to the northeast of Biggin (M5). London is again threatened.

2:25pm: Believing there will be German escorts flying top cover, Kowalski bounces the raid from out of the sun at Angels 15 while Drake dives to Angels 10 and jumps the raid as well.

Combat Round 1:

The raid is made up of 3 Me109's, 2 Do17's and 1 Me110 dive bomber all flying at Angels 10. Since there is no top cover flying escort, Kowalski's approach is too high and he is forced to break off. Drake, despite the 3-to-1 odds, jumps one of the Me109's. He surprises his quarry and fires two bursts. The '109's pilot is wounded and the engine damaged. The fighter breaks off and crashes near West Malling (J5). The remaining '109's go after Drake but fortunately Drake's flying skills keep the Messerschmitts from gaining a firing position. Drake does not continue to press his luck and breaks off.

The raid bombs an already damaged London area (N5) and adds 2 points of damage to the chaos, bringing the damage total to 6 points. **RAF: 22; Luftwaffe: 32**

5:00PM: The RAF stand down at Rochford, their fatigue getting dangerously high. Fortunately,

the Germans fail to show.

NIGHT PHASE: At last, Kenley airfield is repaired, allowing the tired pilots to a full nights rest. The Luftwaffe are two aircraft short of full strength. **RAF: 22; Luftwaffe: 30**

SEPTEMBER 7

The Blitz begins today.

The Luftwaffe remove the Me-110 dive bomber from their air fleet.



7:00AM: The RAF move to their standard forward airfield at Rochford and await the days events. The Blitz begins in full force as a giant seven plane raid is detected on radar (A5) flying at an approximate altitude of 15,000 feet.

7:05am: Undaunted by the size of the raid, the RAF scramble into the air. The raid crosses the English coast and heads inland (D4).

7:10am: The RAF climb to Angels 10 and fly over Eastchurch airfield. This time, the Luftwaffe go for Rye Radar and bomb it causing 2 points of damage. The raid is very heavily escorted with 4 Me109's, 1 He11 and 1 Do17 flying at Angels 15 with 1 Me109 flying top cover at Angels 20. The British have no hope of catching the raid before it returns so they fly back to Rochford. **RAF: 22; Luftwaffe: 31**



10:00AM: The RAF continue to stand down at Rochford.

10:05am: The RAF remain on the ground. A five plane raid is finally detected approaching the coast near Rye (D3).

10:10am: The RAF stand down. The raid flies along the coastline (G2) and now appears to be threatening Pevensey Radar (not good).

10:15am: The RAF stand down. The raid flies north of Pevensey (whew!) and heads into Sussex (J2).

10:20am: The RAF stand down. The raid continues through Sussex, now 20 kilometers south-southeast of Redhill airfield (M1).

10:25am: The RAF stand down. The raid now takes a northerly turn and lines up on Croydon airfield (O3). Air raid sirens begin screaming.

10:30am: The RAF stand down. The raid bombs Croydon causing 3 points of damage. The raid consists of 2 Me109's 1 Me110, 1 He111 and 1 Do17 flying at a lower-than-reported altitude of Angels 10. **RAF: 22; Luftwaffe: 33**

2:00pm: The RAF again stand down at Rochford.

2:05pm: The Germans must be going all out this day because *another* raid (this one a six plane) is detected over the Channel 10 kilometers north of Manston (A9) flying at an estimated Angels 15.

2:15pm: The RAF scramble into the air. The raid continues heading out over the Channel (G12).

2:20pm: The British climb to Angels 10 over Rochford and await the raid. The Germans cross the English coast and begin flying over the Essex countryside (J11).

2:25pm: The RAF continue climbing, now at Angels 20, and move into Essex. The raid continues westward (M11).

2:30pm: The British now realize the target is North Weald and position themselves between the airfield and London (O7). The raid passes over Debden and heads toward North Weald (O10).

2:35pm: The RAF circle in their current position waiting for the raid to bomb. The Germans line up and blast North Weald, causing 6 points of damage. The raid consists of 2 Do17, 1 He111, 1 Ju88 and Angels 15 with 1 Me109 and 1 Me110 flying top cover at Angels 20.

2:30pm: The British climb to Angels 25 and bounce the German escorts from out of the sun.



Combat Round 1:

Kowalski goes for the Me110 while Drake jumps the Me109. Kowalski easily gets into position on the lumbering heavy fighter and fires off two accurate bursts. The '110's frame is destroyed and the gunner is killed but not before the gunner manages to pepper Kowalski's Hurricane with return fire. The damage wounds Kowalski and he breaks off, landing at Kenley airfield. Drake pounces on the Me109 and fires two bursts. The engine is destroyed, the pilot wounded and the frame damaged. The bombers are now defenseless.

Combat Round 2:

Drake dives on the He111 and gets into firing position, losing two bursts. Both of the Heinkels engines are damaged and the pilot is wounded. The gunner on the doomed bomber also scores a hit on Drake's Hurricane and part of the frame is damaged. The He111 eventually crashes in Thameshaven.

Unfortunately, Drake loses contact with the remaining bombers and flies back to Kenley. **RAF: 25; Luftwaffe: 35**

Kowalski's wounds are serious and he will be out of action for three weeks (essentially out of the game). A tragic blow to the RAF fighter force.

5:00pm: Pilot Waters is activated to fly Hurricane #1 (Kowalski's former steed). The RAF take an evening patrol over Dunkirk Radar at Angels 20, but no raids develop.

NIGHT PHASE: Rye Radar is repaired. The Luftwaffe are three aircraft short of full strength.
RAF: 25; Luftwaffe: 34

SEPTEMBER 8

Pilot Holmwood(H) is activated and placed in reserve.

There is only one week left in the game. The British are getting desperate. Where is the rain??



7:00AM: The RAF stand by at Rochford airfield, hoping the Germans take the day off. No raid appears over the Channel.

10:00AM: The RAF continue to stand down at Rochford. Again, the skies remain clear of bandits.

2:00PM: Drake and Holmwood patrol over Dunkirk at Angels 25. The Germans finally show with a six plane raid (A6) flying at an estimated 5,000 feet.

2:05pm: The British drop to Angels 10 and move to a position 10 kilometers north of Rye. The Germans cross the English coast (D4) and appear to be heading for Rye.

2:10pm: The RAF jump the raid from out of the sun at Angels 10 to hopefully keep the Luftwaffe from bombing the radar station. The raid consists of 2 Me109's, 2 He111's and 2 Do17's flying at Angels 5. This could net the RAF some badly needed victory points if the bounce goes well.

Combat Round 1:

The British pair off against the two Me109's flying escort. Despite his advantage, Waters fails to get into a firing position on his bandit while Drake easily slides into position on his target. He fires off two bursts and blows the engine out from under the '109, destroying it. The remaining German fighter maneuvers onto Drake's tail and manages to get off a burst at the Hurricane, damaging part of the frame.

Combat Round 2:

Despite the presence of the Me109, both RAF pilots dive on the bombers with Waters going after one Heinkel while Drake goes for the other. Again, despite his advantage in the dive, Waters is only able to squeeze off one burst against the bomber...and misses! Waters' luck is simply terrible. Drake is more successful and manages to pump two bursts into his He111, though his aim is erratic. He manages to damage the starboard engine, though, and the Heinkel is forced to break off, making it back to France safely (return fire misses). The lone Me109 now attacks, going after Waters. Waters is having the worst day of his life as the '109 easily gets on the tail of the British fighter, slamming three bursts into Waters' crate. The engine is destroyed, the frame damaged and Waters is wounded in the hail of gunfire. Despite his wounds, Waters bails out OK. Drake breaks off and heads for home. What a botched intercept!

The raid flies north of Rye and into Kent (G6).

2:15pm: The Luftwaffe head for Rochester airfield and blast it hard with 7 points of damage. Waters dies of his wounds. **RAF:26; Luftwaffe: 37**

5:00pm: With Hurricane #1 destroyed, Spitfire #1 is brought into play and Clisby (with one victory already) is activated to fly it. The British stand down at Rochford airfield. The Germans send another large seven plane raid over (A4) flying at approximately 10,000 feet.

5:05pm: The RAF, needing to score some points, scramble into the air. The raid crosses the coast (D4) and once again the Germans appear to be threatening Rye.

5:10pm: The British need to get to the raid quickly in case they bomb Rye so they skim along the ground and fly over Kent, 10 kilometers southeast of Detling (H5). The raid skirts north of Rye (G4).

5:15pm: Now that the raid is past the radar net, the British begin to climb to Angels 10 and fly over West Malling. The raid continues inland, passing through the Sussex area (J3).

5:20pm: The RAF climb to Angels 20 and head westward (L5). The Germans head southwest, now 10 kilometers from Redhill airfield (M2).

5:25pm: The British move between the Croydon-Biggin Hill line of airfields and London (N4). The raid skirts south of Redhill and is now heading for London (O3).

5:30pm: The RAF fly loiter over Kenley and wait for the raid to bomb London. The raid flies into the London area and adds to the destruction with 5 points of damage (total damage is now 10 points for this hex, the maximum). The raid consists of 1 Me109(ace), 2 Do17's, 1 He111 and 1 Ju88 with 1 Me109 and 1 Me110 flying top cover at Angels 15.

5:35pm: The RAF maintain position and wait for the raid to head home so they can jump them from out of the sun. The raid heads back to France, now 10 kilometers east of Biggin Hill.

5:40pm: The RAF jump the raid from up-sun.



Heinkel crewmen preparing for takeoff

Combat Round 1:

Clisby goes for the “easier” kill, the Me110 while Drake goes for the Me109. Clisby successfully gets into position and fires off two bursts at the ‘110. The pilot is wounded and the starboard engine damaged (return fire misses). The Me110 eventually crashes near the English coast gaining Clisby another kill. Unfortunately, despite the height advantage plus the out-of-the-sun advantage, Drake fails to get into firing position on his Me109. The two ‘109’s fiercely counter-attack the British with the Me109 ace climbing to attack Clisby as well as the ‘109 Drake failed to knock out of the sky. Fortunately, both ‘109’s fail to get into attack position partly thanks to Drake’s presence nearby. With the advantage now lost, both RAF pilots break off and land at Kenley. **RAF: 27; Luftwaffe: 37**

NIGHT PHASE: Two points of damage are repaired at West Malling airfield. The Luftwaffe are three aircraft short of full strength. **RAF: 27; Luftwaffe: 37**

SEPTEMBER 9



7:00AM: The British stand down at Rochford. The skies remain clear.

10:00AM: The RAF continue standing down at Rochford. A seven plane raid appears on British radar (A7) flying at approximately Angels 10.

10:05am: The RAF are alerted but remain on the ground and will continue to do so unless the raid happens to pass by the radar network. The raid flies inland and passes over Dover (D7).

10:10am: The RAF continue standing down. The raid proceeds to Dunkirk Radar and bombs causing 2 points of damage. The raid consists of 2 Me109's, 2 Me110's, 2 Do17's and 1 He111 all flying at the reported Angels 10. **RAF: 27; Luftwaffe: 39**

2:00PM: The British get off the ground and patrol over Rye Radar at 25,000 feet. No raids appear.

5:00PM: Again, the RAF fly a patrol, this time over Dunkirk Radar at Angels 25. The Luftwaffe fail to show.

NIGHT PHASE: Dunkirk Radar is repaired. The Luftwaffe are one aircraft short of full strength. **RAF: 27; Luftwaffe: 38**

SEPTEMBER 10



7:00AM: The late summer sun continues to scorch England. The RAF stand by at Rochford, eager as ever to get into the air. A five plane raid is detected (A5) flying at a reported altitude of 15,000 feet.

7:05am: Wasting no time, the British scramble into the air. The raid passes over the damaged airfield at Manston.

7:10am: The RAF climb to Angels 10 over Rochford while the Germans skirt the coastline and head towards the Thames (G9).

7:15am: The British continue climbing to Angels 20 and fly over Eastchurch airfield. The raid passes north of Canewdon Radar and crosses the coast (J10).

7:20am: The RAF fly behind the raid (which is up-sun) and prepare to bounce the Germans (I11). The raid continues into Essex (M10).

7:25am: The RAF swoops in and jumps the raid out of the sun from 20,000 feet. The raid is made up of 1 Me109 and 2 Do17's at Angels 10 with 1 Me109 and 1 Me110 flying above the raid at Angels 15.

Combat Round 1:

Clisby sets his sights on the Me110 while Drake goes for the Me109. Clisby gets into a good firing position and fires off two bursts at the '110. The fighters port engine and part of the frame are hit (return fire misses). The Me110 breaks off and eventually crashes in the Channel (F10). Drake also succeeds in getting on the tail of the '109 and fires two bursts. The Messerschmitt's pilot is killed and the frame damaged. The top cover has been wiped out. The last Me109 flying at Angels 10 climbs and attempts to attack Drake but fails.



Combat Round 2:

Drake takes on the Me109 while Clisby dives on one of the Do17's hoping to increase his kills by feasting on easy prey. Clisby fires two bursts at the Dornier and shatters the bomber by wounding the pilot, damaging the starboard engine and destroying the frame (return fire misses). Drake maneuvers hard against the Me109 and manages to let loose a single burst at the German fighter, wounding the pilot and damaging the frame. The Me109 breaks off and returns to France.

Combat Round 3:

Both Clisby and Drake go for the lone Dornier. Clisby fires off his last burst and wounds the gunner (return fire misses). Drake does a little better as he fires off two bursts at the bomber which damages the port engine, wounds the pilot and destroys the frame (no return fire). Finally, the RAF have stopped a raid in it's tracks before it could bomb! **RAF: 31; Luftwaffe: 38**

10:00AM: The RAF stand down at Rochford, pleased at the early morning intercept. The Germans, though, brush aside the damage they have taken and continue to strike. A five plane raid appears on radar (A1) flying at an estimated 10,000 feet.

10:05am: The RAF continue to stand down. The raid crosses the English coast, threatening Rye (D4).

10:10am: The RAF stand down. The raid passes north of Rye and heads into the Kent area (G4).

10:15am: The RAF stand down. The German raid flies over West Malling airfield.

10:20am: The RAF stand down. The raid parallels the Thames and appears to be headed for London again (M5).

10:25am: The RAF stand down. The raid bombs the London area (N5) adding 5 points of damage to the present 6 points that already exist, bringing the total damage to a maximum 10 points. The raid consists of 2 Ju88's and 1 He111 flying at Angels 15 with 2 Me109's flying top cover at Angels 20. The raid was flying higher than reported. **RAF: 31; Luftwaffe: 38**

2:00PM: The RAF stand by at Rochford, hoping the Germans will give the British a bit of quiet. It is not to be as the German war machine rolls on with another five plane raid detected (A7) flying

at a reported 5,000 feet.

2:05pm: The British scramble while the raid crosses the coast near Manston (D8).

2:10pm: The RAF climb to Angels 10 and fly over Eastchurch. The raid heads out over the Channel again passing over the damaged convoy (G10).

2:15pm: The British move to the mouth of the Thames (I8) but will wait until the raid is over land before intercepting. The raid once again crosses over the English coast 20 kilometers north-north-east of Canewdon Radar (J11).

2:20pm: Now that the raid is over land, the RAF jump the raid from out of the sun. The raid consists of numerous bombers: 2 Ju88's, 1 He111, 1 Do17 and 1 Me110 escort. Tragically, the raid is flying lower than reported (at ground level) so the intercept is too high, forcing the British to break off. Another grand opportunity missed!

2:25pm: With nothing to stop them the raid skims along the surface, penetrating further into Kent (M11).

2:30pm: The raid flies over Debden and is now heading for an undamaged London hex! (O10)

2:35pm: The raid passes over North Weald, preparing to bomb London (O7).

2:40pm: The Luftwaffe are forced up to 10,000 feet because of the barrage balloons over London. Still, there is little to celebrate at the Germans rip up a third London hex causing 6 points of damage. If only the RAF could have intercepted this raid... **RAF: 31; Luftwaffe: 41**

5:00pm: The RAF, their morale needing a serious boost, stand by at Rochford (miraculously untouched for almost a month). The Germans keep coming. A five plane raid is detected (A7) flying at a reported Angels 15.

5:05pm: The RAF remain on the ground in order to keep fatigue levels in check. The raid flies toward the English coast near Lympne (D5).

5:05pm: The RAF remain grounded. The raid flies inland and crosses into Kent (G5).

5:10pm: The RAF stand down. The Germans fly over Rochester airfield.

5:15pm: The RAF stand down. The raid flies west and bombs Hornchurch airfield causing 5 points of damage. The raid is made up of 1 Me109, 2 He111's and 1 Do17 flying at Angels 15 with a lone Me109 flying top cover at Angels 20. **RAF: 31; Luftwaffe: 43**

NIGHT PHASE: Two points of damage in London hex O6 is repaired. The Luftwaffe are three aircraft short of full strength. The RAF desperately need rain...or a miracle.

RAF: 31; Luftwaffe: 43

SEPTEMBER 11



7:00am: Clisby and Drake stand by at Rochford. A German seven plane raid is picked up on British radar (A6) flying at an estimated 15,000 feet.

7:05am: The RAF continue to stand down but will scramble if the Germans penetrate deeper into England. They are put on ten minute stand-by. The raid curves north of the Dover docks and heads inland (D7).

7:10am: The RAF are at five minutes stand-by. The raid continues into Kent (G6).

7:15am: The British scramble. The raid continues westward, passing south of West Malling (J4).

7:20am: Clisby and Drake climb to Angels 10 and fly over Gravesend airfield. The raid penetrates further into the English countryside and once again approaches London (M5).

7:25am: The British continue to climb, now at Angels 20, and move into an up-sun position in order to hopefully intercept the raid head-on on its return flight. The raid drones over London again, bombing 10 kilometers of the already damaged city (hex O5 is already at maximum 10 points). The raid consists of 1 Ju88 and 1 He111 flying at Angels 15 with 3 Me109's (one an ace) flying top cover at Angels 20.

7:30am: The RAF forget the previously planned head-on attack, climb to Angels 25 and bounce the raid from out of the sun.

Combat Round 1:

Clisby dives on one of the Me109's while Drake jumps the ace. Despite Clisby's advantage, he fails to get into a firing position. Drake has better luck, however, and manages to pump two accurate bursts into the '109 ace. The engine is destroyed and the pilot killed, chalking up yet another victory for the veteran RAF pilot. The two remaining Me109's split up and attack the two British pilots, one going for Drake and the other for Clisby. Despite some creative maneuvering, Drake's assailant manages to get one burst off which damages Drake's engine and wounds him. Drake breaks off and manages to glide to a safe landing at Kenley. The remaining '109 also manages to get a burst off at Clisby which damages his frame and wounds him. Clisby also safely lands at Kenley.

The "indestructible" Drake is merely shaken but will be out of action for the rest of the day. Clisby's wounds are more serious as he will be out for two weeks (essentially out of the game). **RAF: 32; Luftwaffe: 43.**



10:00am: With no pilots able to defend the British skies, England is defenseless and wide open to German air attack. With only Hurricane pilots left in reserve and Hurricane #1 still needing to be replaced, Dowding and Park can only sit back and pray.

10:15am: A six plane raid, consisting of 2 He111's, 1 Me109 and 1 Me110 flying at Angels 10 with 2 Me109's flying top cover, bombs Canewdon Radar for 2 points of damage.

RAF: 32; Luftwaffe: 44

Blessedly, the 10am raid is the last one for the day.

NIGHT PHASE: Hurricane #1 is repaired and pilot Holmwood is activated. Drake is not able to

get a full nights sleep due to his ordeal during the early morning raid. Rochester airfield is also repaired during the night. The Luftwaffe are two aircraft short of full strength. **RAF: 32; Luftwaffe: 42**

SEPTEMBER 12



7:00AM: Drake and Holmwood stand-by at Rochford airfield, still believing they can pull off an “11th hour” victory (as long as things start going their way on German raid intercepts).

7:05am: The Observer Corps sight a large seven plane raid flying over Manston at approximately 15,000 feet.

7:10am: The British scramble. The German raid continues over the Channel skirting south of a British convoy (G9).

7:15am: Drake and Holmwood climb to Angels 10 and fly about 10 kilometers north of Detling. The raid passes just north of the waiting British (J7) making the British intercept all too easy.

7:20am: The RAF climb to Angels 20 and bounce the raid from out of the sun.

Combat Round 1:

The raid consists of 2 Me109's, 1 He111 and 1 Do17 flying at Angels 20 with 3 Me109's flying top cover at Angels 25. The raid is flying higher than expected! Unable to afford fighting at a disadvantage, the RAF break off.

The raid continues on and flies over Hornchurch.

7:25am: The raid heads to London (N6) and bombs causing 2 points of damage. Now, the Germans will be adding *two* aircraft to all future raids since the damage to London continues to increase. It just keeps getting better and better for the British defenders. **RAF: 32; Luftwaffe: 45**

10:00AM: The RAF stand down at Rochford airfield. The Germans fail to show.

2:00PM: The RAF stand-by at Rochford continues, with Drake's fatigue level a constant worry. Again, the Luftwaffe remain on the ground in France.

5:00PM: ☐ The RAF stand down at Rochford, expecting a huge German raid to show at any moment. Incredibly, the sky remains clear of enemy aircraft.

NIGHT PHASE: The newly damaged London hex (N6) is repaired overnight, knocking the German raid size down from a +2 to a +1 again. No rain in sight. Outlook bleak. **RAF: 32; Luftwaffe: 42**

SEPTEMBER 13



7:00AM: Drake and Holmwood stand-by at Rochford airfield once more.

7:05am: British Radar manage to pick up an inbound five plane German raid flying 10 kilometers north of Hawkinge (D7) at a reported height of Angels 15.

7:10am: The RAF continue to stand down and will scramble if the raid passes the radar network. It is not to be, however. The raid bombs Dunkirk Radar causing 2 points of damage. The raid consists of 2 Me109's, 1 Me110, 1 He111 and 1 Do17 flying at Angels 15. **RAF: 32; Luftwaffe: 43**

10:00AM: The RAF patrol over Eastchurch airfield at Angels 25 as the radar network is seriously damaged now.

10:10am: A five plane German raid is spotted flying over Kent (G6) at an estimated height of 20,000 feet.

10:15am: The British fly to a point 10 kilometers southeast of Eastchurch airfield and prepare to pounce on the German invaders. The raid flies south of Detling and bombs West Malling airfield, only causing 1 point of damage. The raid is heavily escorted, consisting of 3 Me109's and 1 Me110 flying at Angels 25 with a lone Do17 flying below them at Angels 20.

10:20am: Drake and Holmwood didn't patrol for nothing so they climb to Angels 30 and fly 20 kilometers south (F5). The raid begins their homeward journey, flying back over the Kent countryside (G6).

10:25am: The British jump the raid from out of the sun at Angels 30.



Combat Round 1:

Holmwood and Drake both pick an Me109 for themselves and attack. Holmwood surprises his prey and looses two bursts at the German fighter, destroying the aircraft and wounding the pilot. Drake, however, fails to get into a good firing position on his quarry. Now, the British go totally defensive as one of the '109's and the '110 go after Drake while the other '109 goes after Holmwood. Fighting for their lives, both British pilot dodge a bullet as none of the German fighters are able to get into firing position.

Combat Round 2:

Desperation now sets in. The RAF have to knock some bandits out of the sky in order to have any hope of narrowing the score and saving England. Holmwood goes after the easier kill and targets the Me110 while Drake picks out one of the Me109s. The Me110 pilot is good but not good enough as Holmwood manages to get one burst off at the heavy fighter. The '110's port engine is damaged and

is forced to break off (return fire misses). However, the Me110 is able to make it back to France. Drake's action is a bit more decisive as he manages to get onto the tail of his Me109, loosing two accurate bursts. The '109's cockpit is shattered into oblivion and the pilot is killed. Now the RAF have the advantage! The lone Me109 now counter-attacks and picks Drake for his target. The '109 manages to get off one burst at Drake's Hurricane which damages part of the frame and wounds Drake. The RAF pilot breaks off and lands at Rochford airfield. Holmwood decides to not press his luck anymore and also breaks off and pancakes at Rochford.

The "indestructible" Drake's luck finally runs out as he dies of his wounds in the base hospital. All of England mourns the loss of one of the Royal Air Force's finest pilots. **RAF: 34; Luftwaffe: 45**

2:00PM: Pilot Palmer is activated and is charged with flying Drake's Hurricane. Both Palmer and Holmwood are in the air Detling at Angels 25 and awaiting the inevitable German raids.

2:10pm: British radar is able to pick up a six plane German raid over Kent (G5) flying at a reported Angels 15.

2:15pm: The RAF drop to Angels 20 and head 30 kilometers southwest in the hopes to be up-sun when the raid passes by. The Germans fly over the already bombed Rochester airfield.

2:20pm: The British jump the Luftwaffe from out of the sun at Angels 20.

Combat Round 1:

The raid is made up of 1 He111 and 1 Do17 at Angels 15 with 3 Me109's (one an ace) flying top cover at Angels 20. Holmwood and Palmer break off since they would be attacking without an advantage. The frustration continues to mount.

The raid continues on and flies over Hornchurch airfield.

2:25pm: The German raid heads for Stapleford Abbots and bombs there causing 3 points of damage to the airfield. **RAF: 34; Luftwaffe: 47**

5:00PM: The RAF stand down at Rochford. Fortunately, the skies remain empty of German bandits.

NIGHT PHASE: West Malling and Hawkinge airfields are repaired. The Luftwaffe are back to full strength. **RAF: 34; Luftwaffe: 43**

SEPTEMBER 14



7:00AM: Palmer and Holmwood stand by at Rochford airfield. Palmer sits in his chair at the airfield studying a German language book. The Germans take the morning off and the sky remains clear.

10:00AM: The RAF continue to stand down at Rochford.

10:10am: The Germans finally make their appearance as British radar finally picks up a large seven plane raid over Kent and heading inland (G6). The raid is reported to be flying at Angels 15.

10:15am: Palmer drops his German language book and the RAF pilots scramble into the air. The raid lines up on the just-repaired West Malling airfield and bombs it causing severe damage (6 points). The raid consists of 2 He111's and 1 Ju88 at Angels 20 with 3 Me109's and 1 Me110 at Angels 25. The raid is flying higher than reported. The RAF realize they will be unable to get high enough to attack the raid at an advantage so they return to Rochford airfield.

RAF: 34; Luftwaffe: 45

2:00PM: The British are once again standing by at Rochford, their morale sagging hour by hour.

2:10pm: A British convoy spots a six plane German raid about 10 kilometers northwest of their position flying at an estimated 15,000 feet.

2:15pm: Word of the raid filters down to Rochford and the RAF scramble into the air. The raid crosses the English coast and begins to head inland (J11).



2:20pm: The British climb to Angels 10 and head into Essex (L9). The Germans continue their journey inland (M12).

2:25pm: The British now realize that London is once again the target and climb to Angels 20. They move 10 kilometers northwest of Hornchurch (M8) and wait for the Germans to come inland a bit more. The raid reaches Debden airfield and then turns southwest (O10).

2:30pm: Palmer and Holmwood fly over the burning London cityscape and position themselves 10 kilometers northwest of Biggin Hill (N4). The raid continues to press on towards an already damaged London hex (O7).

2:35pm: The British maintain their position, knowing that since there is no way to save London now they may as well let the Germans continue bombing so as to reveal the raids composition before they attack, hopefully giving them an advantage. The raid adds to the chaos in London by adding 4 points to the firestorm (bringing the total of hex O6 to 8 points of damage). The raid consists of 1 Me109, 1 Me110, 1 He111, 1 Ju88 and 1 Do17 flying at Angels 15 with the Me109 ace flying top cover at Angels 20.

2:40pm: Palmer climbs to Angels 25 and jumps the raid from out of the sun while Holmwood bores in at Angels 20, also jumping the raid from out of the sun.

Combat Round 1:

Palmer goes after the Me109 ace while Holmwood goes for the Me109 flying escort below. Palmer surprises the '109 ace and fires two bursts, which damages the engine and the frame. The Me109 breaks off and eventually crash lands at Rochester airfield. Holmwood fails in his attempt to surprise his '109. Both German fighters now counter-attack the British with the '109 going for Holmwood while the '110 climbs and attacks Palmer above. Holmwood manages to avoid the Me109's attacks. For Palmer, however, things couldn't be worse. Despite the disadvantage the Me110 has in the climb,

he manages to get off *two bursts* at Palmer's Hurricane. The blast damages the Hurricane's engine and kills Palmer in the cockpit. Holmwood, now the only pilot left to defend England, breaks off and lands at Rochford. With Palmer dead, the battle is all but over. **RAF: 35; Luftwaffe: 45**

5:00PM: Holmwood stands by at Rochford airfield, thumbing through Palmer's German language book. The Germans take the evening off.

NIGHT PHASE: Dunkirk Radar is repaired (may as well since there is no way to win now). The Luftwaffe are at full strength. **RAF: 35; Luftwaffe: 44**

SEPTEMBER 15



7:00AM: Holmwood stands by at Rochford airfield and will defend England until the end.

7:05am: British radar picks up an inbound five plane German raid approaching the English coast (D5) and flying at an estimated Angels 15.

7:10am: Holmwood scrambles as the raid passes into Kent (G6).

7:15am: Holmwood climbs to Angels 10 and moves over Eastchurch airfield. The German raid passes south of Detling and West Malling airfields (J4).

7:20am: Holmwood continues climbing to Angels 20 and flies over Rochester airfield. The German raid continues inland, flies over Biggin Hill, and bombs the airfield causing 4 points of damage. The raid consists of 2 Do17's and 1 He111 at Angels 10 with 2 Me109's flying top cover at Angels 15.

7:25am: Holmwood bores into the raid from out of the sun.

Combat Round 1:

Holmwood jumps one of the Me109's flying top cover...and fails to get into firing position. Both Me109's go for Holmwood's Hurricane. One of the fighters manages to get on the tail of Holmwood's aircraft and fires off two bursts, damaging part of the frame, wounding Holmwood, and destroying the engine. Holmwood is unable to bail out of his aircraft and is killed. Game over.

RAF: 35; Luftwaffe: 46

10:00AM: No raid.

2:15PM: A six plane German raid bombs Rye Radar causing 2 points of damage. The raid consists of 2 Do17's and 1 He111 at Angels 15 with 3 Me109's (one an ace) flying top cover at Angels 20.

RAF: 35; Luftwaffe: 47

5:30PM: A six plane German raid bombs an already damaged London area (N5). The raid consists of 2 He111's, 2 Do17's and 1 Me109 flying at Angels 25 with 1 Me109 flying top cover at Angels

30. RAF: 35; Luftwaffe: 46

NIGHT PHASE: Manston airfield is repaired but the battle is lost.

Final Score: RAF:35; Luftwaffe: 44

What can be said? It may be an age-old excuse in wargaming, but more often than not the dice failed the British on many crucial occasions. An Me110 getting off *two* bursts in a climb. Numerous out-of-the-sun bounces that went badly. A few failed firing position rolls on slow, lumbering bombers, which allowed the bombers to escape and bomb targets. The fact that the player failed to pull in a second British pilot (Kowalski) for several days which could have possibly narrowed (or even surpassed) the German score. (This was totally my fault as I failed to check the rule book properly on this point. I hadn't played this game in nearly a year. What was I thinking?!) I'm sure the reader could pick out a few more and some may even disagree with my tactics totally. At any rate, I disagree with those who say the battles in the late game are generally a German slaughter. Much of the game is still based on random chance die rolls and I have found out on many occasions a generous British lead can be erased with a few critical die rolls in favor of the Germans.

I believe the British tactics were sound, but die rolls caused many of the intercepts to be ineffective at a time when they desperately needed to do some real damage. This may be a useful tactic to those who play the game: Expect the Germans to surpass your score early on, but don't let the damage accumulate too much. I relied on the assumption that I could get the points back about halfway through the game. By that time, I reasoned, I would have two aces and make short work of most raids I intercepted. As the results show, it was not be. From August 28 to September 15 there was no rain. That's nineteen straight days of raids with no let up. There were only ten days of rain total in the campaign. Let this be a warning to those who play with the random weather option. The weather can either be a godsend or a nightmare and can play a significant role in the outcome of any game. Never expect a timely rain to bail you out of a jam. Play the game under the assumption that every day will be a clear one.

London's Burning has been one of my favorite solitaire boardgame since I first purchased it in 1998. As this replay shows, not every game you play of London's Burning will end with a historic British victory.

Thanks goes out to my wife for allowing me to use the entire coffee table for a week so I could play this game.



