Air War Errata
(as of 19 May 1978)

[3.0] *Addition:* Point Values. The Point Values on each Aircraft Chart are for air-air/air-ground combat.

[8.34] *Correction:* "Acceleration Gauge" means Acceleration progress.

[8.44] *Clarification:* Creeping acceleration may not occur in a dive when the Movement Allowance is at the Maximum for that Dive Type. *Correction:* Creeping Acceleration may occur when an aircraft is climbing. Acceleration by power, however, cannot occur for those aircraft who are not specifically capable of it.

[9.13] (Optional) *Addition:* Aircraft moving toward a hex-point move in a sequence of entering the right-front hex, then the left-front hex, as shown in the diagram appended to Case 9.12. This sequence should not be broken at the conclusion of a Movement Phase and may be "carried over" into the subsequent Movement Phase. This means that an aircraft that has moved toward a hex-point, and so ended its Movement Phase by entering the right-front hex, must at the start of the next Movement Phase, enter the *left* front hex. Otherwise, the aircraft would enter two right-front hexes in a row, forcing it to "slide" to the right. **Example:** If an aircraft begins its Movement Phase facing a hex-point and moves directly forward five Movement Points, Case 9.12 would require the aircraft to enter the hexes in the following order: right front, left front, right front, left front, right front (see 9.12 diagram). At the start of the aircraft's next Movement Phase, however, if the aircraft wishes to move straight ahead, it would *not* enter the right front hex as might seem to be required by Case 9.12. Rather, it would enter the *left* front hex, carrying on the sequence interrupted by the end of the aircraft's Movement Phase. Aircraft which may "carry over" the sequence in such a manner may be designated by putting an inverted counter under them.

[9.22] *Clarification:* Example: An aircraft with a Turning Mode of 3 and 25 Turning Points accumulated to the right enters a hex and, by expending one Movement Point above the normal one Movement Point required to enter the hex, the aircraft may accumulate another 20 Turning Points to the right. In this case, the first 5 Points of these new Turning Points would require the aircraft counter be turned one hex-point to the right. The player would then be left with 15 Turning Points (the remainder of the 20 accumulated that turn) accumulated to the right. If, on entering the next hex, the aircraft rolls left and turns to the left, thus accumulating 20 Turning Points to the left, it would then have 5 Turning Points accumulated to the left, as 15 of the Turning Points were required to move the Turn Point Marker from 15 Points Right to 0. *Clarification:* Aircraft are never compelled to accumulate the maximum possible number of Turning Points in a hex. Note that the Aircraft's Movement Allowance Marker is *not* adjusted to reflect the Movement Allowance in the accumulation of Turning Points or in rolling.

[9.23] (Optional) *Addition:* Aircraft which have moved through an odd number of hexes, however, can "carry over" the last hex they entered into their next Movement Phase. Thus, such an aircraft may, at the start of the next Movement Phase, accumulate Turning Points in the hex it occupies prior to movement. This is normally not permitted, and it is possible here only because the player "carries over" the Movement Point spent for entering the hex from the previous Movement Phase. Otherwise, aircraft with an odd Movement Allowance would be disadvantaged. Players should note such aircraft mentally or place an inverted counter on them.

[9.26] *Clarification:* In regard to aircraft which accumulate Turning Points in a series (e.g., 5/10/5), the series continues from Game-Turn to following Game-Turn.

[9.41] *Clarification:* Aircraft may roll at any time during their Movement so long as they have sufficient Movement Points. *Addition:* An aircraft (except those in a Pull-Through) may be restricted in the number of Points it may roll in a Movement Phase to the number of points amount it can roll without Movement Point cost *if*, because of the expenditure of the Movement Point cost for rolling, the aircraft would move a number of hexes equal to or less than its Minimum Throttle Setting. Thus, Rolling cannot be used to excessively slow down an aircraft.

[9.53] *Addition:* Exception. Aircraft which are in inverted and in 45° or 135° banks and in Type II or III dives may turn at their Maximum Possible Turn Mode without losing Movement Allowance or Altitude as in Rule 9.55. This maneuver is called a MaxPerf Turn.

[9.55] *Clarifications:*

1. The Movement Allowance Marker is moved backwards to reflect the required loss of speed, and the altimeter is adjusted to show the loss of one level of altitude after the Movement Phase in which such losses occur.

2. For an aircraft to have its Movement Allowance and Altitude reduced under this rule, it must have accumulated Turning Points at its Maximum Turn Mode while its wings were vertical.

3. Note that the shift in the Movement Allowance may be partially or completely cancelled out by Creeping Acceleration in the next Acceleration/Deceleration segment.

4. When missiles turn at their Maximum Rate, they lose one Movement Point for the whole Phase, not one Point per hex.

[9.61] *Clarification:* The aircraft's Movement Allowance marker is *not* adjusted downward to show the effect of Movement Points expended for Rolling.

[10.28] *Clarification:* Note that the number found by cross-indexing the Levels Climbed and the Movement Allowance or Throttle Setting is the Maximum Movement Allowance. The aircraft's Movement Allowance may be less than this Maximum and it can be increased to this Maximum only through acceleration.

[10.3] *Correction:* The F-4E is at ML (not LO) Altitude. Add 60 to all altitude levels to represent this. *Clarification:* The Movement Allowance figures that comprise the body of each aircraft's Climb Chart are the *Maximum* Movement Allowance possible in that particular Climb. The Movement Allowance may be, and frequently is, less than this maximum. *Correction:* Paragraph 3, (b). Increase the Movement Allowance from 3 to 4. Next turn, it will increase to 5, trying to "catch up" with the Throttle Setting.

[10.4] *Addition:* An aircraft coming out of a dive into either level flight or a less steep dive has its Movement Allowance immediately reduced in certain circumstances. If its Movement Allowance in the dive is greater than its Maximum Movement Allowance in level flight or the less steep dive, the Movement Allowance is immediately reduced to the Maximum Movement Allowance (if in a Dive) or the Maximum Throttle Setting (if in level flight). It is then reduced an additional one Movement Point for the effects of Fade-Back Deceleration (8.55). If the aircraft's Movement Allowance is still greater than its Throttle Setting, it *must* undergo Deceleration (8.55). Note, however, that under no circumstances can an aircraft's Movement Allowance exceed its Maximum Throttle Setting (while in level flight) or its Maximum Movement Allowance as listed on the Dive Table (when diving). *Exception:* In certain situations, an aircraft cannot have its MA increased by going from a higher type of climb to a lower type or to level flight unless it could conceivably have "earned" the increase through acceleration, either by creeping or by power: Example of prohibited conduct: An F-4E begins a Movement Segment of its Movement Phase with a Throttle Setting of 8 and a MA of 2 at ML altitude. The F-4E goes into a Type I Climb. Its MA increases by 1 to 3 (heading towards the Maximum MA of 7 for that type of climb at that throttle setting) due to Creeping Acceleration. The next turn, the F-4E goes into a Type II Climb and climbs the three levels. Its maximum MA is four, so that its MA increases through creeping acceleration; it may not exceed 4 so long as the F-4E remains in a Type II Climb at ML altitude with a Throttle Setting of 8. On the next Game-Turn, however, the F-4E could not go back to a Type I Climb and claim the maximum MA of 7 for climbing one level with a throttle setting of 8. The F-4E *could* do this if it had been in a Type II climb for three Game-Turns, as in that number of Game-Turns, the F-4E *could have* "earned" (even if it was not able to increase its MA) the difference between four Movement Points and Seven Movement Points in creeping acceleration. The fact that it was not actually possible to so accelerate does not matter. This rule exists only to prevent a "free ride" acceleration of aircraft accelerating faster than they otherwise should by bringing the nose up, then down. It would not prejudice the ability of, say, an F-4E at ML altitude with a Throttle Setting and Movement Allowance of 8 in level flight from: on the first Game-Turn going into a Type I Climb, climb one level, MA of 7; Game-Turn 2: goes into a Type II climb, climbs three levels, MA of 4; Game-Turn 3: Returns to a Type I climb, climbs one level, MA of 7. Remember that Movement Allowance is the horizontal component of true velocity.

[10.41] *Addition:* If an aircraft pulls out of a dive (e.g., goes to a shallower type of dive or level flight) it *must* undergo Fade-Back Deceleration (8.55) for *one* Game-Turn if the difference between the aircraft's Throttle Setting and Maximum Movement Allowance is more than one, and for *one additional* Game-Turn for every two Movement Points difference between the aircraft's Throttle Setting and Movement Allowance. **Example:** An F-4E comes into level flight from a Type I dive at LO altitude with a Movement Allowance of 10. It goes into level flight with a Movement Allowance of 7 and its Throttle Setting remains at 3. On the first turn in level flight, the Movement Allowance is reduced to 6 (7 for the Maximum Movement Allowance and one for Creeping Deceleration). On the next Game-Turn, it is reduced by one as the F-4 has a difference of 3 (more than 2) between its starting Movement Allowance and its Throttle Setting.

[10.42] *Clarification:* The figures on the Aircraft Performance Charts Dive Tables under the "Lvls Dvd" column represent the maximum number of levels that can be dived at that type of dive (e.g., on the F-4 dive table, LO altitude, the four possible dives — two Type I and one each Type II and Type III — are for 1-2, 3-5, 6-15, and 16-18 levels respectively). If an aircraft goes from one Type of dive to another with less of a Maximum Movement Allowance (e.g., a MiG-17 diving at the Maximum Movement Allowance of 6 in a Type II dive at LO Altitude going into a Type III dive), its Movement Allowance cannot exceed the Maximum Move-

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ment Allowance for the new Type dive and must be reduced if necessary.

[10.45] *Addition:* Reduction in levels dived. Aircraft in a Type II or III dive (*not* a Pull-Through) have the maximum number of levels they can dive reduced if their Movement Allowance is less than the Maximum permitted at that Altitude. For every Movement Point less than the Maximum Movement Allowance in that type of dive that an aircraft has at the start of its Movement Phase, the maximum number of levels it can dive that Game-Turn is reduced by one. Thus, an F-4E with a Movement Allowance of 5 making a Type III dive at LO Altitude could lose only 14 levels — four less than the maximum — because its Movement Allowance is also four less than the Maximum.

[10.5] *Correction:* Third Paragraph, fourth line: "one Movement Point" should be "No Movement Points." Fifth Paragraph, fifth line: "two different kinds" should read "one kind."

[10.64] *Deletion:* Delete last sentence.

[10.67] *Clarification:* Energy Points are not expended (except for Pull-Ups) in a dive.

[10.68] *Clarification:* The one Energy Point loss due to Case 10.67 *must* count toward the loss in Energy Points required by Case 10.68. Energy Points lost under the provisions of Case 10.68, however, do *not* receive the benefits of Case 10.67.

[10.81] *Clarification:* Aircraft that *begin* a Movement Phase with a Movement Allowance of zero are subject to departing controlled flight. *Addition:* An aircraft is also subject to departing controlled flight if it does not move at least one hex *and* is not in the steepest type of climb the aircraft can make or in a Pull-Through. *Addition:* Aircraft in a Type II or III Climb or a Pull-Through are subject to departing Controlled flight only if their Movement Allowance is zero or they have not entered another hex in that Movement Phase *and* the aircraft has climbed a number of levels less than a sum equal to twice the aircraft's Minimum Throttle Setting. *Correction:* "Change" should read "chance."

[11.12] *Clarification:* The reduction in Movement Allowance required by section (b) may be counted toward the reduction required by section (c).

[11.12] *Addition:* Exception. This Deceleration by Power does not occur in instances where it would make it impossible for the aircraft to make a Type III Climb (or II in the case of aircraft incapable of Type III climbs) at its new Throttle Setting.

[11.12] *Clarification:* Note that this automatic Deceleration by Power applies *only* on the Game-Turn in which an aircraft enters a Pull-Through from a Type III (or II) Climb. In subsequent Game-Turns in which it begins a Pull-Through, only the penalty in Case 11.17 applies; this is notwithstanding the example appended to that Case.

[11.13] *Correction:* Type III Dive should read Type III Climb.

[11.23] *Clarification:* When an aircraft enters a Type III Dive from a Push-Through, it is treated as "pulling up" into a less steep dive.

[11.42] *Addition:* Aircraft should roll four points when completing a Split-S. As with a Wingover, there is no additional Movement Point cost for this roll.

[11.43] *Correction:* At the completion of a Split-S, an aircraft's Flight Attitude Marker is placed in the level flight box of the Flight Attitude Indicator, just as with a Wingover.

[11.44] *Clarification:* An aircraft's Movement Allowance when re-entering level flight from a Split-S is increased by a number of Movement Points equal to one-third (ignoring fractions) the number of Levels the aircraft dived in the last turn of the preceding Push-Through. This represents the "conversion" of the vertical vector of movement into the horizontal by bringing the nose up.

[11.62] *Clarification:* An aircraft with a Movement Allowance of one may make an Immelmann, expending that one Movement Point to perform the maneuver.

[11.71] *Clarification:* An aircraft need not be rolled in the direction in which it intends to make a lateral rudder roll.

[11.82] *Clarification:* The aircraft's Movement Allowance Marker is reduced by one less than the number of Movement Points as stated on the Aircraft's Flight Parameters. This reduction takes place after the aircraft has completed its Movement. *Correction:* The Flight Attitude Marker is placed *two* boxes downwards.

[11.83] *Clarification:* The aircraft must either execute a dive or go toward a dive (i.e., move the Flight Altitude Marker downward) on the Game-Turns following a Vertical Break.

[13.0] *Addition:* More than one aircraft may occupy the same hex, even at the same altitude. Aircraft may engage in combat with aircraft occupying the same hex, treating it as occurring at a range of at least one hex, provided the firing aircraft could have fired at the target aircraft from the level it maintained in the hex from which it entered the target hex.

[13.17] *Correction:* The words Pull-Through and Push-Through should be transposed.

[13.19] *Clarification:* Additionally, an aircraft may not engage in Cannon Combat if, in its previous Movement Phase, it has:

1. Performed a Lateral Rudder Roll (11.74)
2. Performed a Barrel Roll (11.93)
3. Rolled six or more points.
4. Rolled four or more points and "jinked" (accumulated Turning Points in two different directions).

[13.6] *Clarification:* TE result = E.

[14.14] *Clarification:* Note that for use of Heat-Seeking Missiles, an aircraft has the same tracking cone as the missile it is attempting to fire. *Clarification:* The aircraft tracking cone type is listed on 28.1, Radar Chart, not on each Aircraft Performance Chart.

[14.15] *Correction:* In the last sentence, **8** should read **8O**.

[14.16] *Correction:* The word "below" in italics, ninth line, center column, should read "above."

[14.19] *Clarification:* An aircraft may not launch a missile if, in its preceding Movement Phase (which occurred on the previous Game-Turn), it performed any of the actions which would prevent Cannon Combat under the provisions of Case 13.19.

[14.26] *Clarification:* Remember that a Missile, at the moment it is launched, acquires the same number of Turning and Energy Points that its launching aircraft has.

[14.35] *Clarification:* Remember, SAMs, like all other weapons, include the vertical distance in their ranges.

[14.36] *Clarification:* The maneuvers missiles perform need not be precisely the same as those which the target aircraft performed, and they need not perform them in the same Movement Phase.

[14.37] *Clarification:* A missile in a dive need not increase its Movement Allowance by the Maximum possible addition (Case 10.42, 2nd pargraph applies here).

[14.44] *Optional Addition:* **Exception:** If an aircraft is hit by an Early Sidewinder or Atoll R.530, SA-2, SA-3 Missile, it is not automatically destroyed. Rather, the owning Player may roll two dice for a Saving Throw. If the required probability number is rolled, the target aircraft is not destroyed, but rather loses half of its Damage Capacity (rounding upwards). The maximum probability numbers for this saving throw depends on the aircraft's Damage Capacity and are as follows: Damage Capacity 1 – 6: PN of 1; DC 7-12: PN of 2; DC 13-18, DC of 4; DC of 19+: PN of 6.

[15.23] *Clarification:* This procedure is altered slightly for targets which are at a range that is *less* than six hexes. In such a case, the Target Marker is not placed four hexes away from the target aircraft, but rather it is placed halfway between the Minimum Range of the missile (usually the hex two hexes in front of the firing aircraft) and the target aircraft. Note that Heat-Seeking Missiles may never be fired at a target less than two hexes away. If they are fired at such a target, all Heat-Seeking Missiles go ballistic and are lost.

[16.63] *Addition:* The second part of the first sentence should read: add three for each hex-point turned by the target aircraft (including those turned through Maneuvers); add to the number for the effects of ECM (see Radar Counter Measures, Section 24.0) and subtract the Enemy (non-target) aircraft's Radar Lock-On Strength. (See Case 24.15 for an example).

[17.11] *Clarification:* Note that when an aircraft's Loaded characteristics say that its MA in a dive may not exceed its Maximum Throttle Setting, that is *after* any other subtractions from its Maximum MA in a dive, such as that required in Case 10.44.

[17.12] *Correction:* "Two pods" should read "one pod."

[19.8] *Clarification:* Aircraft in clouds cannot search visually (see case 22.22).

[20.0] *Clarification:* Surface-to-Air Missiles may be dectected only by Radar Search by aircraft with a Radar Search Strength of 9 or 10. For Radar search purposes, the size multiple of all SAMs is reduced by 50% (rounding down). Air-to-air missiles may never be detected in flight by radar search.

[20.31] *Clarification:* Add after last sentence. However, if the aircraft which obtained radar contact subsequently has its contact broken, all unearned radar contacts are broken as well. "Unearned" radar contacts can be converted into normal radar contacts by going through the normal procedure, but with basic PN increased by 50%.

[21.23] *Addition:* If a Turkey attempts the following maneuvers: a Wingover, Immelmann, Lateral Rudder Roll, Vertical Break, or Barrel Roll, he must roll two dice, with a Probability number of 7 of immediately departing controlled flight. If a Novice attempts a Vertical Break or Lateral Rudder Roll, he has a Probability number of 3 of immediately departing controlled flight.

[21.24] A Novice has the Turn Mode of his aircraft increase by one (e.g., a Turn Mode of 3 is treated as a Turn Mode of 4). A Turkey has his Turn Mode increased by two. Novices also have all Game-Turns expressed in the Flight Parameters table increased by one Game-Turn. Turkeys have them increased by two Game-Turns.

[22.12] *Clarification:* For visual search, of course, the reduction takes place if the aircraft is *searching* in the direction of the sun.

[22.23] The last sentence in step C should read: The difference in altitude levels between the firing/searching aircraft and *other aircraft* must equal this.... (Note that this range is counted including two levels as one hex.)

[23.0] *Clarification:* Aircraft using radar may not attempt infra-red contact from *forward-looking* infra-red detectors.

[23.24] *Clarification:* An aircraft may drop only one flare per Game-Turn (it represents several flares of varying intensity).

[24.15] *Clarification:* This includes Corridor Chaff and Chaff Rockets as well.

[24.24] *Clarification:* If more than one radar-equipped aircraft searches for an ECM-equipped aircraft, the ECM equipped aircraft may reduce the effectiveness of all the radars attempting to obtain or maintain contact or lock-on.

[24.36] *Clarification:* If aircraft have lost contact for any reason (including by virtue of Case 24.39, Deception Jamming), they must re-search and obtain a new contact.

[24.4] *Clarification:* Radar Detectors detect lock-ons during the first Game-Turn of lock-on attempt.

[24.46] *Clarification:* "Enemy aircraft" should read "enemy aircraft or ground radar."

[24.54] *Clarification:* If an aircraft is protected by a Wild Weasel, it may use either the Wild Weasel's or its own ECM for radar jamming, breaking lock-on, and so forth.

[24.56] *Omission:* The Ranges of Jamming are: MiG-23CWW: 36 hexes; F-4GWW: 48 hexes; EF-111EWW: 60 hexes; F-105GWW: 36 hexes pre-1973 and 48 hexes post-1973. For Arcs of Jamming, see Case 24.56.

[24.71] *Omission:* The EF-111EWW should use the same table as the F-4GWW. The F-111A, C, D, and E should use the ALQ-87/91 table (ignoring line 5) prior to 1975 and the ALQ-119M table thereafter.

[25.41] *Clarification:* The range of 12 hexes does not include levels of altitude.

[25.62] *Addition:* Shrikes or AS-7s may not be used against a target unless that target has fired or used its radar at least once in the preceding 20 Game-Turns. For Standards and Harms, this figure is increased to 60 and 80 respectively.

[27.0] *Clarification:* Note that aircrew normally eject after their aircraft has been shot down. Those aircrew who, for some reason, wish to eject before having been shot down add 10 Probability Numbers to their chance of safely ejecting.

[28.3] *Correction:* The MiG-230WW may carry 4 ASM. *Clarifications:* The chart should actually be called "Aircraft Munition Characteristic Table". Accuracy Multiple and "accuracy number" mean the same as "Altitude Multiple"

[30.21] *Correction:* MiG's Throttle Setting is 5.

[30.34] *Clarification:* The MiG-21s are C Models.

[30.35] Players should note that the U.S. Player may arm his Wild Weasel with Shrike ARMS.

[33.0] *Additions:*

9. *India-Pakistan War (1971)*, India v. Pakistan

10. *Ogaden War (1977-78)*, Ethiopia v. Somalia

11. *Egyptian-Libyan Fighting (1977)*, Egypt v. Libya

[33.1] *Corrections:*

Iran
75- F-14A
Ethiopia
77- MiG-21 (late)
Somalia
76- MiG-21 (late)
Vietnam
10 May 1965 should be 10 May 1972

[33.6] *Correction:* Corrdior Chaff pods have forty Game-Turns worth of chaff.

Aircraft and Missile Control Charts: Clarification: All speeds are in Knots *true* Air Speed.

All Aircraft Performance Charts *Correction:* Flight Parameters Table "Type III Dive" should Read "Push Through."

F-86 Sabre Chart *Corrections:* Turn Mode Table. Throttle Setting should read Movement Allowance. Ceiling should be 197. Acceleration Table. Throttle Allowance should read Throttle Setting.

F-5E Chart *Corrections:* Climb Table, LO. The second 5 should be a 6.

F-18 Chart *Correction:* Roll Table. 9+ should read 4+. *Correction:* Ceiling should be 220.

MiG-27 Chart *Correction:* Turn Mode Table. Throttle Setting should read Movement Allowance. *Correction:* Size Multiple: 6

MiG-25 Chart *Clarification:* The point Values show the Air-Air Point values for the MiG-25A/C/D, respectively; the (0) represents the air-ground value of all three.

F-4 Chart *Corrections:* F-4E with slats. Use the turn Mode and Maneuver Figures before slashes, not after. The F-4S has F-4J electronics. The F-4J has internal ECM. F-4 acceleration. ML, Throttle Setting of 7 should be 1.

MiG:-23 *Correction:* Size Multiple: 6.

Tornado *Correction:* Ceiling should be 260.

MiG-15 *Correction:* Acceleration at LO and Throttle Setting of 3 is 4.
Su-7 *Correction:* Su-7C should read Su-7B. *Correction:* Roll Table: 2 Points should read 2+.

MiG-17 *Correction:* The MiG-17D is also known as the MiG-17C. *Correction:* Acceleration Table: Increase all numbers of 1 or more by 2 at LO and ML altitudes and by 1 at MH altitude. *Correction:* Cannon shots should be 4, not 2.

Basic Fighter Maneuvers, Fig. 1 *Addition:* Note that the MiG would need to have 5 (or more) Turning Points already accumulated before moving to turn one hex point. Note also that after each aircraft moves, its Movement Allowance and Altitude markers on their Control chart are adjusted as both aircraft have accumulated Turning Points at the Maximum Rate with their wings banked at a 90° angle (the only way you can accumulate Turning Points at the maximum rate except in a Type II or III dive). The MiG has its MA marker reduced by 2 and the F-4 (being an unslatted "D" model) has its Movement Allowance marker reduced by one. (This information may be found in the Flight Parameters Chart of each aircraft). Both aircraft also have their altitude decreased by one. The MiG ends up at 25 levels, the F-4D at 26. See Cases 9.54 and 9.55 and note that these reductions are made after each aircraft moves. (Note that this description is based on the original version of chart 9.29 without the changes recommended in these errata.)

Basic Fighter Maneuvers, Fig. 2 *Addition:* Note that both the MiG and the F-4E must lose airspeed and altitude for turning at their maximum rate as under Cases 9.54 and 9.55.

If the F-4 pilot had been a better tactician and less keen on showing how to yo-yo, he might have done the following:

A. Position Determination Phase: The F-4 is advantaged.

B. Initiative Determination Phase: The pilot decides to move second.

C. Missile Launch Phase: MiG's too close — use the gun.

D. Disadvantaged Aircraft Movement Phase: The MiG moves as shown, then has its MA reduced by 2 and its Altitude by 1 for the maximum rate turn.

F. Advantaged Movement Phase:

1. Acceleration/Deceleration by Power Segment: None.

2. Flight Attitude Decision Segment: No change.

3. Acceleration and Deceleration Segment: None.

4. Expenditure of Energy Points Segment: None.

5. Movement Segment: The F-4E moves as follows:

a. He enters hex 1010, (which takes one Movement Point), while simultaneously rolling two points to the left (which takes no Movement Points) so that it may accumulate Turning Points at the maximum rate. It then does so, accumulating the Maximum of 15 Turning Points in hex 1010 (which takes another Movement Point). The Turning Marker is adjusted to show 15 turn points accumulated to the left.

b. The F-4 enters hex 1009 (one Movement Point) and again accumulates 15 Turning Points (one Movement Point). The aircraft is now moved one hex-point to the left.

c. Examining the diagram in Case 9.12, the F-4 now enters hex 1008, (one Movement Point) and does not accumulate any Turning Points.

d. Similarly, he now enters hex 0908 (one Movement Point).

e. Similarly, he now enters hex 0907 (one Movement Point).

The F-4E has now expended all seven of his Movement Points that made up his Movement Alloance for that turn. As he accumulated Turning Points at the maximum rate with his wings vertical under Cases 9.44 and 9.55, the F-4's Movement Allowance Marker is reduced to show a Movement Allowance of 5 (Throttle Setting remains unchanged) and the Altitude is reduced by one level to show 49 levels of altitude.

Note that now the F-4 is in the MiG's "slot hex." The F-4E is at one hex range; there is no altitude difference as the MiG also lost a level for turning at the maximum rate and is at 44. The F-4E has a probability number of 36 (the maximum, from adding 34 and 9) of hitting the MiG with its cannon. Goodbye MiG.

Note: This example shows the aircraft using the original version of Table 9.29 without the changes recommended in these errata.

Designer's Notes: *Addition:* The fact that most aircraft have three different types of Climbs and dives does not go against the fact that some aircraft can get their nose up (or down) faster than others—as in turning, it depends on the amount of G force an aircraft can pull. This is reflected in the game by the fact that a Type I climb may represent climbing at a 30° angle for a maneuverable aircraft, while only 15° for a less maneuverable one. This, like maneuverability, also decreases with altitude, which is also built into the charts.

Suggested Changes:

These are not errata as such, but rather changes suggested by some very knowledgeable people who believe that aircraft turn too fast in *Air War*. They appear to make sense, but I am holding off on

making them canonical until we can have further playtesting and evaluation.

[9.29] *Suggested Change:* It has been suggested that this table is in error and that the right hand column should be moved up two lines (e.g., so that now a Turning Mode of 1 is 20 points and a Turning Mode of 3 is 10/15 Points. The last two Turn Modes (17-27 and 28-34) should become 5/0/0/5/0 and 5/0/0/5/0/0 respectively. Note that this is *suggested* and has not yet been officially approved.

[11.0] *Recommended New Maneuver:*
HORIZONTAL BREAK

[11.01] Prerequisites:

In order to perform a Horizontal Break, the aircraft must have its Wings vertical and be in Level Flight or a Dive.

[11.02] Procedures:

Any aircraft attempting a Horizontal Break must immediately determine if it departs controlled flight. If it does depart controlled flight, it does not perform a Horizontal Break, but rather follows the Departing controlled Flight Procedure. If the aircraft does not depart controlled flight, it may accumulate Turning Points at one Turning Mode less than its normal maximum for that Movement Phase. At the conclusion of the Movement Phase, in addition to the Reduction of the aircraft's MA caused by collecting Turning Points at the Maximum Rate with wings vertical, the MA is also reduced by the number of Movement Points required for executing a Break.

[11.03] Postrequisites:

The aircraft may not execute another Horizontal Break until a Game-Turn subsequent to a Game-Turn in which the aircraft accumulated no Turning Points.

[11.3] *Suggested Changes:* Reduce all "Game-Turns in Type III climb" by 1. Aircraft with a "0" may execute the Wingover in the same Game-Turn as they enter a Pull-Through.

Aircraft completing a Wingover are placed in a Type III climb from which they must pull out normally.

[11.4] *Suggested Changes:* Players using the Suggested Changes to Chart 9.29 should also use these changes to the Split-S rules. Other than these changes, the Split-S rules remain the same. Again, these are non-canonical and experimental.

1. Aircraft which have a "0" listed for their "Turns in Push Through" on the Flight Parameters chart may go from a Type III Dive into a Push-Through, execute a Split-S, and then be put back in a Type III dive all in one Turn. If, however, the aircraft has a Turning Mode of 2 or 3, it may be placed in a Type II rather than a Type III Dive at the player's option.

2. Aircraft with a "1" or more in the "Turns in Push-Through" on the Flight Parameters Chart must begin that number of Movement Phases in a Push-Through before executing a Split-S. Thus, aircraft with a "1" may execute the Push-Through on the first turn the aircrtaft starts off in Push-Through.

3. Aircraft are placed automatically in the Type III Dive box after completing a Push-Through and must pull out of the dive normally.

[11.6] *Suggested Change:* Increase all "Game-Turns in Type III (or II) Climb before making Immelmann" by 2.