

## B-29 Superfortress Mission Example

For the purposes of this example we will be using the advanced game rules.

It is assumed the player has his map laid out with needed counters on the map, crew placement sheet set up, and counters to be used during the course of the game are nearby.

Place the pressurization marker on the “off” position on the cabin pressure track located on the fighter placement map. Place the weather marker in the “good” position on the weather track located on the fighter placement map. Place the navigation marker in the “0” position on the navigation modifiers track located on the fighter placement map. Place the altitude marker on “low” on the altitude track located on the fighter placement map. The B-29 marker is placed on the home base space of the movement track located on the fighter placement map.

### **Pre-mission Steps**

Assuming this is your first mission we roll for the target using (Table 2-1). We roll a 2 and our target is the airfield at Iwo Jima. Missions 1 – 10 are day missions at Hi altitude. Cross referencing this result on Table 2-9 (Flight Log Gazetter) the zone modifier is -2 in Zone 6. Should we lose our plane or the crew needs to bail out over the zone – we can land in either water (W) or the island (I). Place the target marker on Zone 6 of the movement track located on the fighter placement map.

Next we roll for our bomber position (Table 2-4) and squadron position using (Table 2-5). We roll an 8 for position in formation putting us in the middle of the formation. We roll a 2 putting us in the high squadron. (Note: Since we are not the lead bomber and not in the middle squadron we will not have to roll for navigation in zones 4, 5 and 6 unless we fall out of formation. – see rule 4.5 NAVIGATION.)

Next we roll for expected Japanese fighter resistance on Table 2-6. Our die roll is modified by -1 since our target is Iwo Jima. We roll a 4 (-1 for the modifier) resulting in a 3. Resistance is expected to be light.

We roll to see if we have escorts for this mission using Table 2-8. We roll a 10. The roll is modified by -1 since light resistance is expected giving us a 9. We have escorts for this mission. NOTE: Normally there would also be a -4 modifier to the roll if our target was *not* Iwo Jima.

Since this is a day mission all gun positions are manned, giving us a full crew compliment.

This is a day mission and at Hi altitude so we would have two auxiliary fuel tanks on board. However, since our target is Iwo Jima, they are not required so we will not have use of the extra fuel tanks.

On the Mission Log Sheet we write in the above information we just rolled for, plus names of our crewmen.

### **Take Off and into Zone 1**

We roll 2 dice using Table 3-2 and roll a 7. Our take off is ok and we move our B-29 counter to Zone 1 on the Movement track located on the fighter placement map. We are considered at low altitude. Place the altitude marker on “Lo” on the altitude track located on the fighter placement map.

We now check for fuel consumption (Rule 4.3). Get used to this and also monitor your fuel situation. On longer ranged missions it becomes critical.

Since all our gun positions are armed we roll one die. We roll a 5 (less than 6) marking off one fuel box. We roll one die for the number of gunners on board (4). We roll a 5 for this one so we don't have to mark off a fuel box.

All fuel boxes to check off are located on the Mission Log Sheet.

We have a full load of bombs so we mark off two more fuel boxes.

NOTE: The above check for gunners and guns is done only after take off into Zone 1. It is a one-time check only.

*An explanation on zones and turns:* Think of zones as areas of movements where the bomber can spend 1 or more turns. Normally the bomber will spend 1 turn in the zone but there will instances where you will need to spend more than one turn in a zone.

We now check for weather (Rule 4.4). A weather check is only done *once* per zone no matter how many turns your bomber may spend in a zone. Using 2 dice we roll a 2 using Table 4-2. None of the modifiers are used since they are not applicable this turn. Cross referencing the result we have good weather but since we are on the outboard leg of the mission (heading to the target) we cross off one fuel box.

We've used a total of 4 fuel boxes.

Place the weather marker on the “good” position on the weather track on the fighter placement map.

We now perform the navigation function using Rule 4.5 and tables 4-4 through 4-8. This is a 5 step process. You must check for pilotage, dead reckoning, celestial navigation and radio navigation. Once that is done, check to see if you are on course applying all modifiers determined previously using table 4-8. All of our checks are good except for radio navigation. We roll a 5 on table 4-8 applying modifiers for tables 4-4, 4-5, 4-6 and 4-7 (a total of +6) giving us a total of 11 – we are on course. *NOTE:* When you are in

formation there is no need to check for navigation unless you are the lead bomber and in the middle position or if you are out of formation.

You can keep track of your navigation modifiers on the navigation track located on the fighter placement map.

We now check for random events per rule 4.6 and possibly consulting table 4-9. We roll a 7, no event occurs. *An event occurs only on a roll of 12.*

We now move our counter to Zone 2.

## **Zone 2**

From Zone 1 to Zone 2 we climbed from Low altitude to Medium Altitude so our plane is automatically pressurized (rule 4.2). Place the pressurization marker on the “On” position on the cabin pressure track on the fighter placement chart. Climbing to medium consumes 2 fuel boxes (Rule 4.3). Also we place our altitude marker on “med” on the altitude track.

We have a full load of bombs on board so 2 additional fuel boxes are checked off.

We used a total of 4 fuel boxes for this zone. Our total fuel usage is 8 boxes so far.

We check for weather again and roll an 8. Weather is good.

We now perform a navigation check again and once again we are on course.

We now check for a random event. Uh-oh, we roll a 12. We consult Table 4-9 and roll 2 dice and roll a 2. Cockpit windows frost over but since we are at medium altitude it has no effect on us (not cold enough). We got lucky!

We now move our counter to Zone 3.

## **Zone 3**

From Zone 2 to 3 we climb to Hi altitude. This is where we need to be in order to bomb our target and to join the formation. This consumes 2 fuel boxes. We also have bombs on board so we mark off two more fuel boxes. If you haven't figured it out – getting to altitude consumes a bunch of fuel.

We marked off 4 boxes for fuel use. We have used 12 boxes so far.

We check for weather and it remains good.

We perform the navigation check and we remain on course.

We perform our random event check and no event occurs. Remember a random event occurs only on a roll of 12.

Since we are in Zone 3 we check to see if we join the formation (Rule 4.8). For missions 1-10 formation assembly occurs in Zone 3, for missions 11-35, in Zone 9. We roll 2 dice using Table 4-10. We roll a 7 giving us a tight formation. When we check for Japanese fighters we get a -1 modifier. This is a good roll.

We now check to see if our escort joins us. Using Table 4-12 – looking under the Mission 1-10 column we roll a 4 giving us P-38 escorts. We place the P-38 fighter marker in the escort box on the fighter placement map.

We now move our counter to Zone 4.

#### **Zone 4**

We no longer need to worry about climbing. We are at the proper altitude. We only mark off 2 fuel boxes for bombs on board.

We have now consumed 14 fuel boxes!

We check for weather and it turns against us...we roll a 9 giving us “poor” weather. On the weather track the weather marker is moved to poor.

Since we are in formation and *not* the lead bomber in the middle squadron we do not roll for navigation. We are considered on course.

We perform the random events check and we roll a 6. No event occurs. We move to Zone 5.

#### **Zone 5**

We remain at Hi altitude, marking off 2 fuel boxes for the bomb load only. We have now consumed 16 fuel boxes total.

We check for weather applying a +1 modifier to the roll since we had poor weather last turn. We roll a 6 adding 1 to the roll for a final result of 7. We have good weather. The weather marker is moved to “Good” on the weather track.

We perform the random event check and we roll an 11, so no random event occurs.

We now move to Zone 6.

#### **Zone 6**

We have entered the target zone so a few additional steps are added.

Since we may face fighter opposition, we must make a choice whether not to depressurize. We are going to take chance and not depressurize the plane. If we get hit we could be in for some trouble.

We mark off 2 fuel boxes for the bomb load. We have now consumed 18 fuel boxes to get to the target.

We check for weather getting a 5 on the roll so the weather remains good.

We check for a random event and we are ok.

We now check to see if Japanese fighters attack us. Using Table 5-1 we apply the following modifiers: -2 for the zone modifier, -2 since we are at Hi altitude, -1 since we have P-38 escorts, and -1 since we are in a tight formation – for a total modifier of -6 on the die roll. We roll a 7 subtracting 6 giving us a final result of 1. A 1 on Table 5-1 results in no fighter attacks.

We now check for target visibility and flak. We use Table 6-1 to check for Target Visibility. We will be applying the following modifiers, +1 for good weather and -1 for bombing at Hi altitude. In effect they cancel each other out. We roll a 6 giving us a clear view of the target. We also get a +1 on our bomb roll when we drop our load.

Now we check for Flak on Table 6-2. We will be applying the following modifiers: +1 for clear visibility to target, -1 for Hi altitude and -1 since Iwo lacks heavy AA guns (see notes on Table 2-9). This gives us a -1 modifier to our roll. We roll a 2 subtracting 1 giving us a result of 1. We face no flak!

We now see if we hit the target using Table 6-6. We will apply a -2 modifier since we are at Hi altitude. We roll a 6, subtracting 2 giving us a final result of 4. We hit the target.

Now we see how much damage we did using Table 6-7 under the “On Target” column. We roll a 5 giving us 40%!

We now check for flak once again as we run away from the target. We apply our previous modifiers, plus a -1 for more maneuverability after the bomb drop. We roll a 3, subtracting 2 for a 1 result. – once again no flak!

We now turn our B-29 marker towards home base, but remaining in Zone 6. We now begin our journey home!

### **Zone 6 (inbound)**

Since we are spending another turn in the zone, a few things change. We remain at Hi altitude but we no longer have bombs on board. We mark off one fuel box. We have consumed 19 fuel boxes. Our fuel situation looks good for the journey home.

We do not check for weather, since we did so upon entry into the Zone. Remember, weather is *checked once per zone*.

We check for a random event, no event occurs. Remember, random events are checked *every turn*.

Since we are still in the target zone we check for fighters again. Following the same procedure as last turn – we get lucky once again and face no fighters.

We now move to Zone 5.

### **Zone 5**

We remain at Hi altitude. We mark off 1 fuel box for not having bombs on board. We have consumed 20 fuel boxes.

We perform a weather check and once again we get a good result.

We check for a random event – rolling an 11. No event occurs.

We move to Zone 4.

### **Zone 4**

We remain at Hi altitude. We mark off 1 fuel box for not having bombs on board. We have consumed 21 fuel boxes.

We perform our weather check getting a 10 result – poor weather. But since we are on the inbound leg of our mission we restore one of our fuel boxes. So we now have used only 20 fuel boxes. Looks like we gained a tail wind! The weather marker is moved to “poor.”

We check for a random event – rolling a 5. No event occurs.

We move to Zone 3.

### **Zone 3**

We remain at Hi altitude. We mark off 1 fuel box for not having bombs on board. We have consumed 21 fuel boxes.

We roll for weather getting a good result. The weather marker is moved from “poor” to “good” on the weather track.

We now must break formation to begin our approach for landing. Because we are now out of formation (Rule 4.8.B) we must once again perform navigation checks (Rule 4.5)

Going through the same procedures used earlier, we perform our check. We get a good result, we are on course.

We now check for a random event and none occurs.

We move now move to Zone 2. We are almost home.

## **Zone 2**

Because we need to be at Lo altitude to make our landing we begin our descent. We move the altitude marker from Hi to Medium. There is no fuel consumption for doing this. We do mark off one fuel box for not having bombs on board. We have now consumed 22 fuel boxes.

A weather check gives us good weather.

Our navigation check is good. We remain on course.

We now check for a random event and none occurs.

We now move to Zone 1.

## **Zone 1**

We descend to low altitude, moving the altitude marker to “Lo”. Pressurization is automatically turned off – so we move the marker to the off position on the cabin pressure track. We consume 1 fuel box for not having bombs on board. We have used 23 fuel boxes.

We check for weather, giving us a good result.

Our navigation check is good. We are on course.

Our random event check is good. No random event occurs.

We now move into the home base.

## **Home Base - Landing**

We can attempt the landing at the home base because, 1) we have more than enough to exit the zone and 2) we are at lo altitude (Rule 8.3). We do not roll for weather nor navigation since we use the results obtained in Zone 1, nor do we roll for a random event. Using Table 8-1 we check to see if we land safely. None of the modifiers apply as we roll. We roll a 5, landing safely.

Since we did not suffer any damage nor crew casualties, we do not need to check to see if we may need a new plane and no need to check status of crew. Using Rule 9.3 we see we earned a victory, since we were “on target” and arrived home safely. The mission counts as one of our 35 missions to be rotated home....34 to go!

Good luck on your future missions!

I hope this sample game proved helpful. As you may have noticed, we performed all checks in the same order every zone/turn:

Non-Target Zone:

1. Check Fuel Consumption
2. Weather Check
3. Navigation Check (if necessary)
4. Random Event Check
5. Formation Check (Zone 3 or 9 depending on mission or if *forced out*)\*
6. Escort Check (if necessary)

Over Enemy Occupied Zone (possible fighter resistance), but not target zone:

1. Decide whether not to depressurize/pressurize
2. Check Fuel Consumption
3. Weather Check
4. Navigation Check (if necessary)
5. Random Event Check
6. Check for Japanese fighter attacks
7. Allocate B-29 defensive fire (if necessary)
8. Check for Japanese Pilot Status (Ace, average, green)
9. B-29 Defensive fire
10. Japanese offensive fire (if necessary)

Over Target Zone:

1. Decide whether not to depressurize/pressurize
2. Check Fuel Consumption
3. Weather Check
4. Navigation Check (if necessary)
5. Random Event Check
6. Check for Japanese fighter attacks
7. Allocate B-29 defensive fire (if necessary)
8. Check for Japanese Pilot Status (Ace, average, green)
9. B-29 Defensive fire
10. Japanese offensive fire (if necessary)
11. Target Visibility
12. Flak Check

13. Drop Bombs

14. Final Flak Check

\* *NOTE on Formation:* Be sure to familiarize yourself with the formation rules. There are many variables.