Angels One Six

WW2 MINIATURES DOGFIGHTING GAME



RULEBOOK

Short Jack: Hello Jaunty Leader, Short Jack calling. Five zero plus bandits, angels one six, vector one two zero, heading west. Over.

Jaunty Leader: Hello Short Jack, Jaunty Leader answering. Heading one two zero. Angels ten and climbing. Over.

Short Jack: Hello Rabbit Leader, Short Jack calling. Your vector zero nine zero. Over.

.....

Jaunty Leader: Hello Short Jack, Jaunty Leader calling. Bandits one o'clock high. Helluva gaggle of Heinkels with 109s at angels one eight. Tally Ho! Tally Ho!

Jaunty Leader: Hello Jaunty Squadron. A flight take the bombers. B flight climb for the fighters.

B Flight Leader: B flight, wilco.

Jaunty Leader: A flight, line astern, line astern, head-on attack. A flight, going in...Now!

.....

B Flight Leader: Blue Section, Messerschmitts, four o'clock. Engaging.

Unnamed Pilot: Christ, that was close. Where the hell are the Croydon boys?

.....

Short Jack: Hello Rabbit Leader, Short Jack calling. Bandits still heading west. Are being engaged by your friends. Any joy yet? Over.

Rabbit Leader: Hello Short Jack, Rabbit Leader answering. Bandits in sight. Just getting into position. One minute. Over.

.....

Jaunty Leader: Jaunty Leader calling. Get a bloody move on, Rabbit. There's hundreds of the bastards!

B Flight Leader: Blue Two, break right!...Break right!

Yellow One: Hello Blue Two, Yellow One. Hold on, I've almost got him.

Blue Two: Blue Two here. Too slow, Yellow One, I'm hit. Bailing out.



Like Jaunty Leader in this radio conversation, you're racing against time to intercept incoming 'bandits' and shoot them down before they can bomb their targets.

With the primitive radios of 1940, crackling with static and interference, code names like 'Jaunty', 'Rabbit', and 'Short Jack' are essential—quicker and clearer than 'Six-One-Oh Squadron' or 'Tangmere Fighter Controller' when every second counts.

The sky stretches endlessly in all directions, and even a formation of a hundred bombers can vanish into the blue emptiness—unless you have someone telling you where to look. Using radar, Short Jack vectors Jaunty and Rabbit squadrons on an intercept course with the German raiders.

Today, those bandits are deadly Me 109 fighters escorting Heinkel bombers. Flying west at 'angels one six' or sixteen thousand feet (around 5000 metres), Short Jack steers Jaunty on a bearing of 120 degrees to intercept. Every minute the British Spitfires climb brings both sides closer to the moment when training, tactics, and luck collide.

The escorts face the same game of hide-and-seek, but there's one certainty: the British will come after the bombers. Flying escort protects the Heinkels from a position ready to bounce the defenders—another step toward winning the Battle of Britain.

The inevitable dogfight erupts in a swirling three-dimensional melee. Aircraft dive and climb as pilots fight to bring guns to bear, knowing that survival depends on shooting first—or at least better.

INTRODUCTION

It's August 1940. The fate of the free world hangs in the balance in the skies of Britain. British Spitfires and Hurricanes climb desperately to meet waves of German Heinkel bombers, while Messerschmitt fighters dive from the sun to protect their charges.

In *Angels One Six*, you're not just moving pieces about a map—you're leading a flight of fighters in the most crucial air battle in history. Trade altitude for speed, position for shots, and hope for survival as you coordinate your pilots through the swirling chaos of aerial combat.

This rulebook gets you airborne fast. Spend a few minutes preparing your aircraft and flight stands on pages 2 to 7, then jump straight into a sample turn on pages 8 to 14. You'll be flying before you know it.

Ready for combat? Grab an opponent, place your aircraft on the table, and start your first game on page 15. Each manoeuvre comes with step-by-step illustrations. You'll have the game down pat in a turn or two. The trick now is learning to survive and win!

Once you've fought your first battle, try the missions starting on page 33, or dive into the full Battle of Britain campaign (available separately).

From here, the skies are yours!

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PREPARING YOUR AIRCRAFT

An aircraft's call sign lets your pilots (and you!) tell it apart from other aircraft. You need to apply its call sign using the decals provided. This guide makes it fun, easy and quick.

THINGS YOU'LL NEED

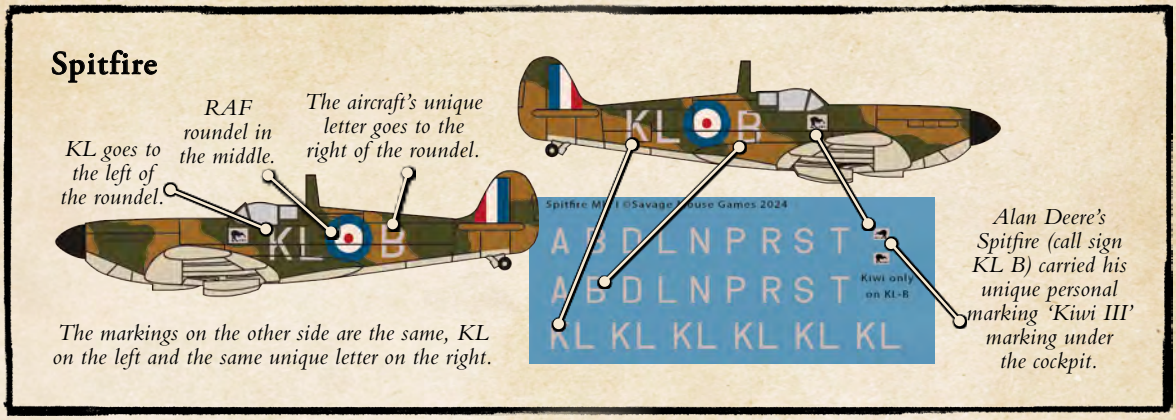
- Saucer with a little water
- Scissors
- Tweezers
- Paper towel
- Toothpick or paintbrush

1. SELECT CALL SIGN

Select a unique call sign for each aircraft.

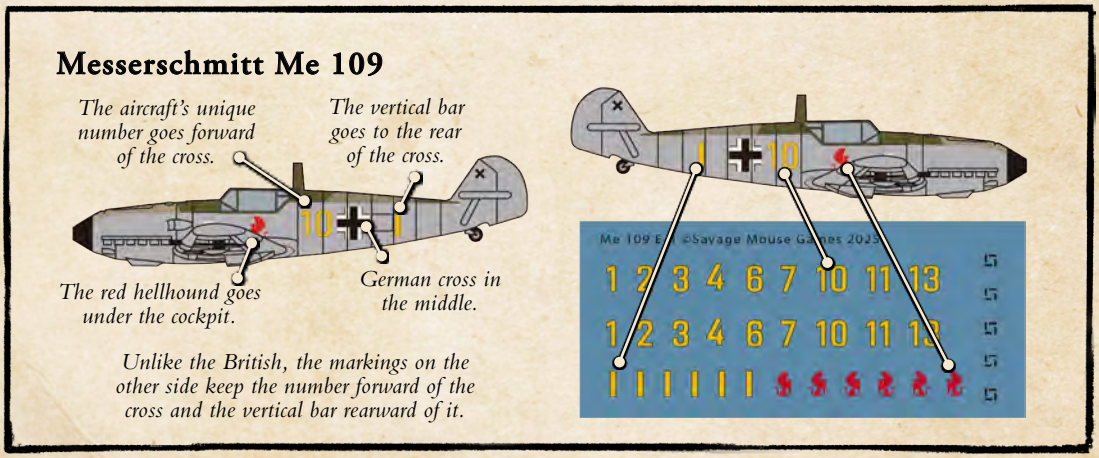
Spitfire Call Signs

British Spitfires have a three-letter call sign. As we are modelling aircraft from 54 Squadron, the first two letters are KL, while the last letter is unique to the aircraft. Pick whichever letter you like, as long as all of your aircraft are different.



Me 109 Call Signs

German Messerschmitt Me 109s combine a number and a symbol as their call sign. The ninth squadron of *Jagdgeschwader 26* (26th Fighter Wing) had a yellow number and a vertical bar. Pick whichever number you like, as long as all of your aircraft are different. German fighter units also had their own emblems. The ninth squadron displayed a red hellhound under the cockpit.



2. CUT OUT DECAL

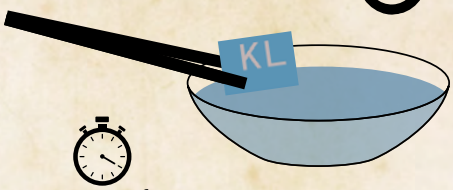
Carefully cut out the decals for your aircraft's call sign. Leave a big margin of blue backing paper around the decal so you have something to hold on to.



3. SOAK DECAL

Using the tweezers, pick up the decal by the backing paper margin. Don't grab the decal itself as that could damage it.

Put the decal on the surface of the water—don't worry if it curls or sinks, it will still work just as well.



10 seconds

4. DRAIN DECAL

After 10 seconds, take the decal on its backing paper out of the water with the tweezers. Place it on a paper towel to drain excess moisture.

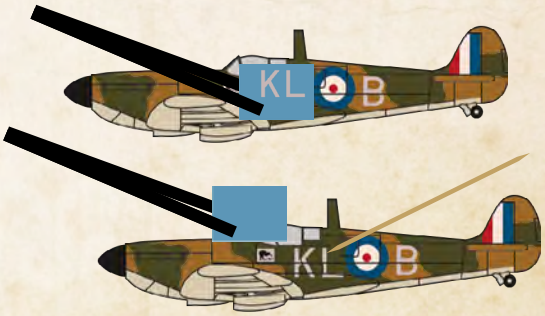


5. SLIDE THE DECAL INTO PLACE

Hold the backing paper and decal against the aircraft with the tweezers. Then, use a toothpick or paintbrush to slide the decal off the backing paper and onto the aircraft.

To avoid damaging the decal, pull the backing paper out from under the decal rather than pushing the decal off it.

Adjust its position with the toothpick or paintbrush.



6. REMOVE EXCESS WATER

Once you are happy with the position of the decal, dab up any excess water from the aircraft with another paper towel.



7. REPEAT WITH REMAINING DECALS

Repeat the process for the other decals on the aircraft. Be careful not to touch the decals you've already applied.

8. LEAVE TO DRY

Now, leave the decal to dry for several hours in a warm place (not too hot though).



Visit the Angels One Six website (AngelsOneSix.com) for videos and tips on applying decals.

PREPARING YOUR COCKPITS

Cockpit instruments tell a pilot important information, like their airspeed and height. Each of your aircraft has a cockpit display telling you their airspeed and actions, and showing key game information.

1. APPLY CALL SIGN

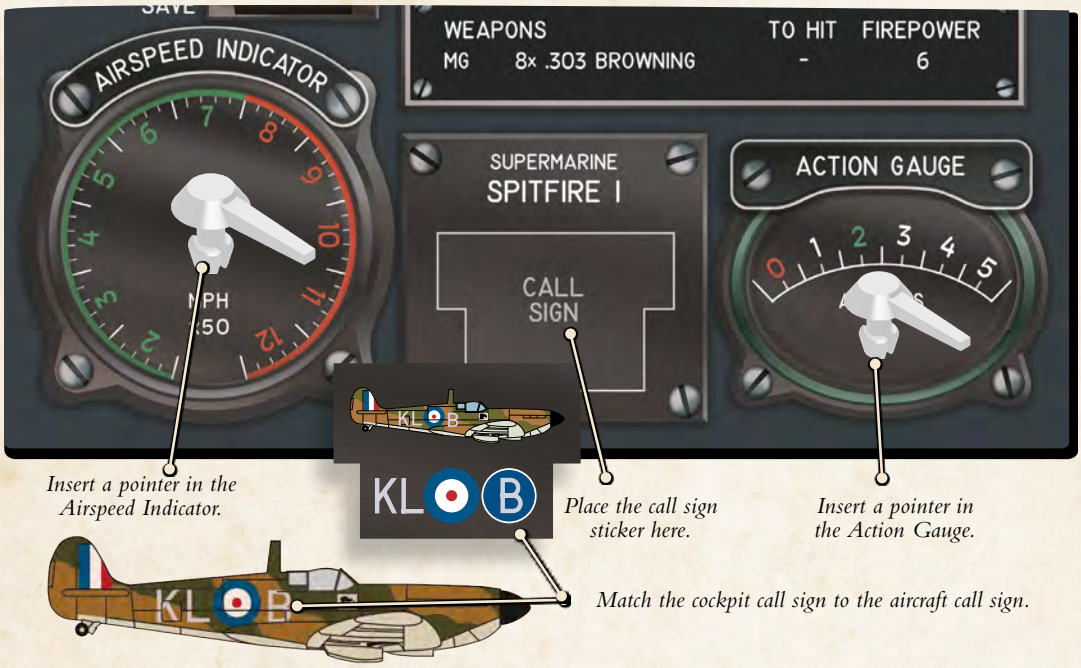
Mark each Aircraft's cockpit with the same call sign you applied to the Aircraft on pages 2 and 3.

Find the matching call sign sticker and place it over the area marked 'Call Sign'.

2. INSERT DIAL POINTERS

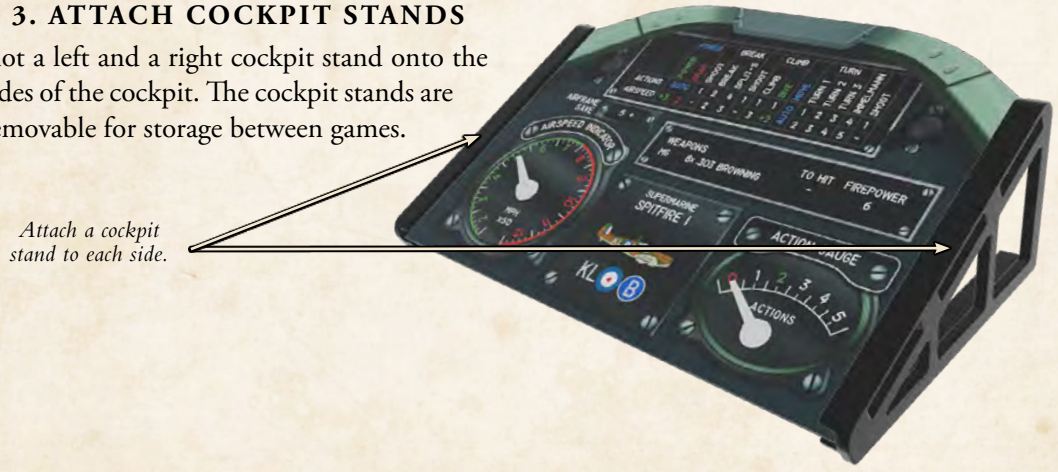
Push the split plug of a dial pointer through the hole in the Airspeed Indicator.

Push the split plug of another dial pointer through the hole in the Action Gauge.



3. ATTACH COCKPIT STANDS

Slot a left and a right cockpit stand onto the sides of the cockpit. The cockpit stands are removable for storage between games.



UNDERSTANDING YOUR COCKPIT

Each Aircraft has a Cockpit showing its Airspeed Indicator, Action Gauge, Call Sign, Airframe Save, Manoeuvre Chart, and Weapons Ratings.

Airframe Save

The Airframe Save gives the score needed for your Aircraft to avoid damage from a hit by an enemy weapon.

Manoeuvre Chart

The Manoeuvre Chart lists the Manoeuvres that your pilot can take and the order in which you must take them, from left to right. Each Manoeuvre costs Actions (except Power and Move) and gains or loses Airspeed (except for Shooting) as shown.

Weapons

The Weapons section describes the effects of your Aircraft's weapons. Each type of weapon has a line showing how many there are, the To Hit die roll modifier, and the Firepower score needed to shoot down an enemy Aircraft.



Airspeed Indicator

The Airspeed Indicator shows the current Speed of your Aircraft. The highest green number marks its Maximum Level Speed. Speeds in red can only be reached in a dive.

Call Sign

The call sign matches the markings on your Aircraft model so you can tell which model goes with each Cockpit.

Action Gauge

The Action Gauge shows how many Actions your pilot can make this turn. The green number shows your free Actions at the start of every turn.

PREPARING YOUR FLIGHT STANDS

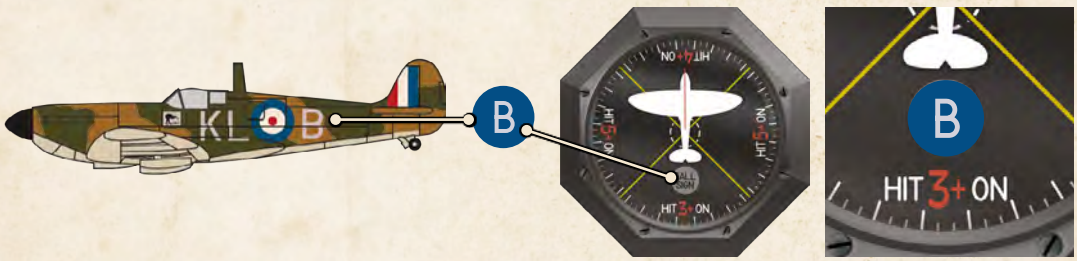
Your Flight Stands come in two parts, a base and a segmented pole. Screw the pole into the base and you are ready to play. Each aircraft has a magnet embedded in its underside. This grips the ball on the top of the pole, holding the aircraft in place and allowing you to position it to match the manoeuvres it is performing.

1. APPLY CALL SIGN

Mark each aircraft's flight stand base with the same call sign you applied to the Aircraft and Cockpit. Find the matching call sign sticker and place it over the area marked 'call sign'.

2. SCREW POLE INTO BASE

Screw a pole into the flight stand base. Place the aircraft on the ball at the top where its magnet will hold it in position.



UNDERSTANDING YOUR FLIGHT STAND

Each Aircraft is mounted on an adjustable Flight Stand showing its Height Level. With all segments retracted, the Aircraft is at Height Level 1. With all five segments showing, it is at Height Level 5. The Flight Stand's base fits into notches on the Ruler for movement and rotation and displays useful game information.

Quarters

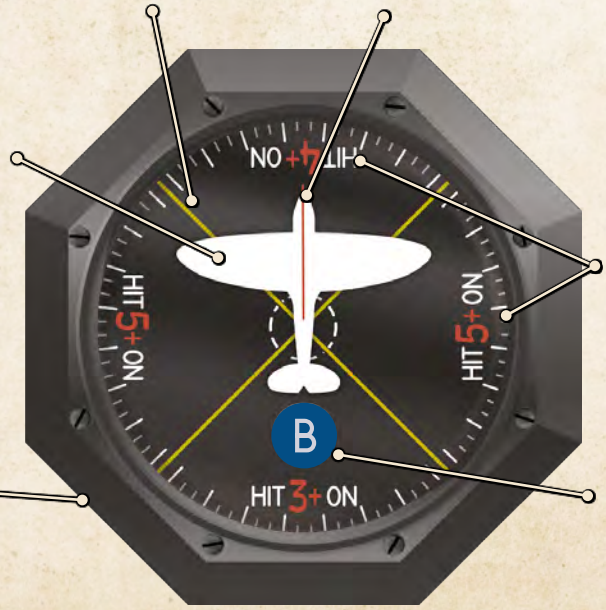
The yellow lines divide the Flight Stand into quarters. The quarters are: Front, two Sides, and Rear.

Aiming Line

To shoot at an enemy Aircraft, the red aiming line must point directly at their Flight Stand.

Facing

Your Aircraft must face forward, lining up with the aircraft on the Flight Stand



Hit On Numbers

The score required to hit your Aircraft depends on the direction the enemy is shooting from. These numbers show the required score.

Rotation

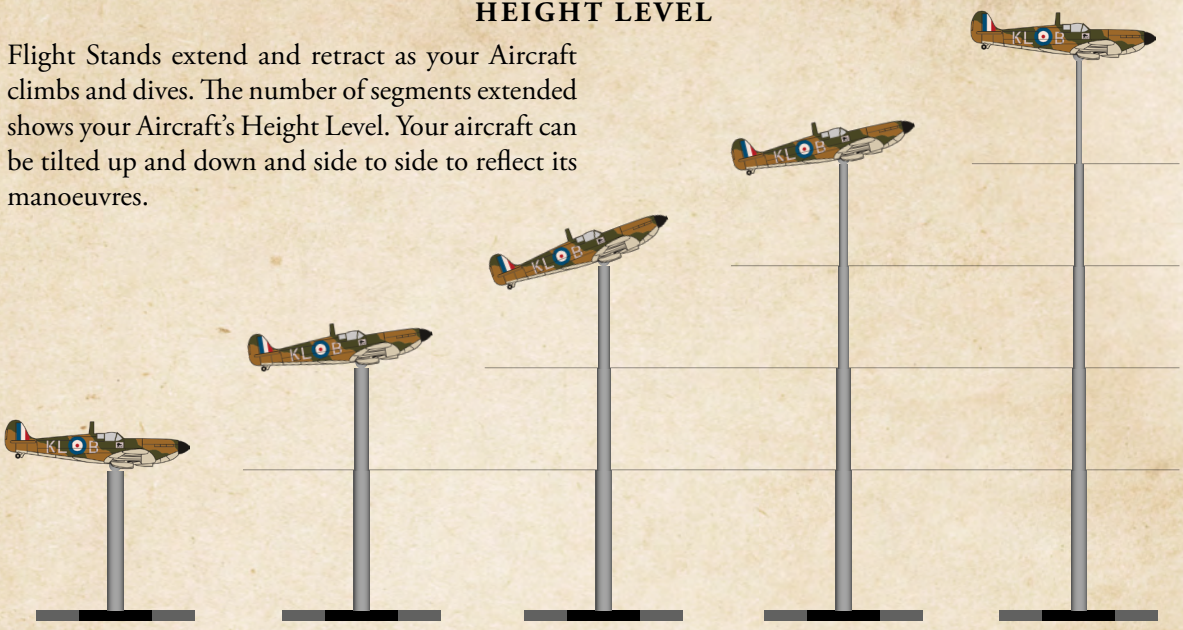
When your Aircraft Breaks or Turns, it rotates by one side of the stand at a time.

Call Sign

The call sign matches the markings on the Aircraft model and the Cockpit so you can tell which cockpit goes with each model.

HEIGHT LEVEL

Flight Stands extend and retract as your Aircraft climbs and dives. The number of segments extended shows your Aircraft's Height Level. Your aircraft can be tilted up and down and side to side to reflect its manoeuvres.



Height Level 1 *Height Level 2* *Height Level 3* *Height Level 4* *Height Level 5*

UNDERSTANDING YOUR RULER

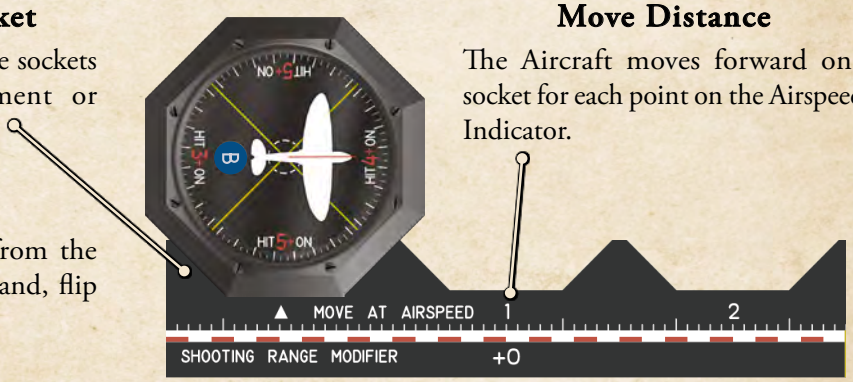
The Ruler is used when setting up the game, to rotate your Aircraft when it Breaks or Turns, for Moving your Aircraft, and for measuring the Range when you Shoot.

Flight Stand Socket

Flight Stands align with the sockets when measuring movement or rotation.

Both Sides

If you need to measure from the other side of the Flight Stand, flip the Ruler over.



Move Distance

The Aircraft moves forward one socket for each point on the Airspeed Indicator.

Range Brackets



+0 to hit *+1 to hit* *+2 to hit*

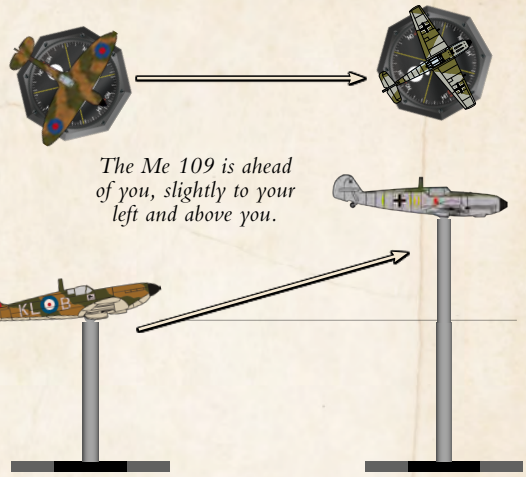
There are three Range Brackets for calculating the Range penalty when Shooting.

PLAYING A SAMPLE TURN

Grab a German Me 109 (on the right) and a British Spitfire (on the left) and follow along with this example. You can also scan the QR code to check out the How to Play video!

In *Angels One Six*, each side takes a turn to move and shoot with all of their aircraft, one at a time—although if there are multiple players on a side, there's nothing to stop them from all moving and shooting with their own aircraft at the same time.

Let's run through a sample turn. It's the third round of the game and, as the British player, it's your turn and your Spitfire is on the tail of a German Me 109. You are at Height Level 1 (as shown by the lack of extension of your flight stand) and you ended the previous turn with Airspeed 5 (as shown on your cockpit).



The Me 109 is ahead of you, slightly to your left and above you.

1. AVAILABLE ACTIONS (REQUIRED)

Actions are your pilot's situational awareness. The more actions they have, the better they can respond to the situation. Five actions represents perfect situational awareness. Two actions represents losing track of their opponents and the fight as a whole.

You must roll to see how many actions your pilot has at the start of each turn. You always start the turn with two actions and then roll three dice, gaining an additional action for each roll of 4+ (4, 5, or 6).

Rolling three dice, you get 5, 4, and 6, giving you 3 extra Actions for a total of 5 Actions this turn (I). Your pilot has everything under control.





Tactical Tip!

Five Actions gives you flexibility. You can pretty much fly your aircraft to its limits this turn. The big question is what should you do? How can you get the most out of this turn and set yourself up for the next turn.

2. APPLY POWER (REQUIRED)

In aerial combat, speed keeps you alive, so keeping energy as high as possible is essential. For this reason, your pilots fly with the throttle wide open. In the game, your aircraft will accelerate towards its maximum speed every turn.

The first part of your Manoeuvre Chart (at the top of your Cockpit display) is the Power section (I) showing how much your aircraft speeds up (or slows down if it dived). The power of your Spitfire is +3.



Tactical Tip!

Ending your turn too slow means that even after adding your power, you won't have enough speed for extreme manoeuvres, leaving you predictable—and possibly dead.

Your Airspeed Indicator currently shows 5. Adding your power would increase your Airspeed to 8. However, a Spitfire can't go this fast without diving, so you are limited to your Maximum Level Speed of 7 (the highest green number on the Airspeed Indicator) (II).



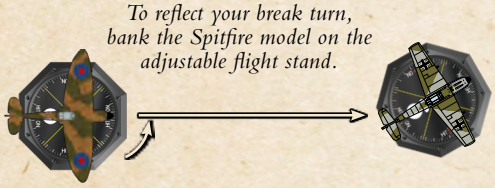
3. SHOOT (OPTIONAL)

The next manoeuvre on the Manoeuvre Chart is Shoot. To shoot, you need a target directly ahead of your aircraft and within a ruler length. With no target dead ahead, you skip this step. Don't worry—you'll get two more chances later this turn.

4. BREAK (OPTIONAL)

When making a break turn, the aircraft rolls hard onto its wingtip and pulls into a turn, changing its heading as quickly as possible.

With the Me 109 at your 11 o'clock, you break left (a turn of one face of the flight stand) to engage. You don't have to rotate the whole way—you can rotate back a bit to point at the enemy if you need to.



To reflect your break turn, bank the Spitfire model on the adjustable flight stand.



Tactical Tip!

The Break is your immediate reaction tool. Use it to snap onto a target or to get out of the way of a tailing aircraft. But remember—it costs speed you might need later.

Looking at your Manoeuvre Chart (I), you see this costs 2 actions and 2 airspeed, leaving you with 5 Airspeed (II) and 3 Actions (III).



Ignore Split-S for the moment—it's usually a 'drop out of the sky and run away' manoeuvre.

5. SHOOT AGAIN (OPTIONAL)

We now come to the second Shoot on the Manoeuvre Chart. This time you have the Me 109 in your sights and can shoot.



As you currently have a target, you open fire, spending another action, but not losing any airspeed. This leaves you with 2 Actions remaining (I).

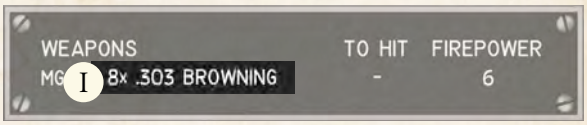


Tactical Tip!

If you had started the turn with the red line on your Spitfire's flight stand pointing at the Me 109's flight stand, you could have shot in Step 3: Shoot, then skipped the Break step, leaving you still in a position to shoot again this step—just holding down the trigger as you roar towards the enemy.

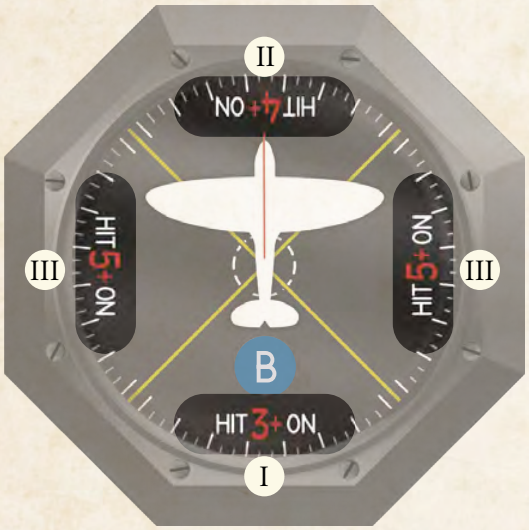
Number of Dice

Checking your Weapons table, you see your Spitfire has eight .303 Browning machine-guns (I), so you roll eight dice when shooting.



Score to Hit

The die roll you need for each die to hit is based on the angle to the aircraft you're trying to shoot. Its flight stand tells you everything you need to know.



It's relatively easy to shoot an aircraft when you're on its tail, so you hit on 3+ (3, 4, 5, or 6) (I).

With the range closing so fast when you're playing chicken for a head-on shot, it's hard to bring your guns to bear before you have to break off. A head-on shot will hit on 4+ (4, 5, or 6) (II).

A shot from the side is the hardest as you have to allow maximum deflection and shoot at a spot in front of the enemy in the hope they arrive there at the same moment as your bullets. A side shot hits on 5+ (5 or 6) (III).

As you are shooting into the tail quarter of the Me 109's flight stand, you need 3+ to hit.



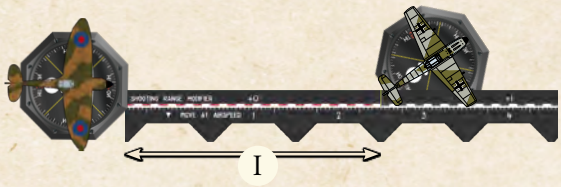
Tactical Tip!

Tailing your opponent is the best way to shoot them down. Get the drop on them and you're halfway there.

Range

The further away a target is, the harder it is to hit. The ruler has three range brackets: +0, +1, and +2. Add the value from the appropriate bracket to the score you need to hit.

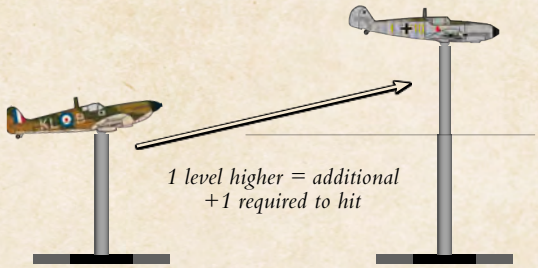
Checking the range with the ruler, we see that the Me 109 is close and within the +0 bracket (I), so there's no penalty this time, leaving us at 3+ to hit.



Height

Targets that are higher or lower are also harder to hit. Add +1 to the die roll you need for each level of difference, up or down.

Your Spitfire is one level lower than the Me 109, so that's an additional +1 to the score required to hit, bringing it up to 4+.





Tactical Tip!

Getting close, both horizontally and vertically, is important for a good shot. You will need to plan ahead to make this work.

Weapon Modifier

The final modifier is the To Hit number in the Weapons section, increasing or decreasing the score needed to hit.

The Spitfire's machine-guns show '-' (I), so the score you need doesn't change, remaining at 4+.



Roll to hit

Needing 4+ to hit, you roll your eight dice scoring 3, 5, 2, 6, 3, 4, 1, and 2. The 5, 6, and 4 each score a hit.



3 successful rolls = 3 hits

Opponent Rolls Saves

With your Spitfire having scored three hits, the next step is for the German player to attempt to resist them using their Airframe Save. Tough aircraft have better saves, while lighter, more delicate aircraft packed full of vital equipment, have worse saves. The Me 109 has an Airframe Save of 5+ (I).

The German player rolls a die for each hit. They roll 4, 5, and 2, saving against one hit, reducing the number of hits you've scored to two.

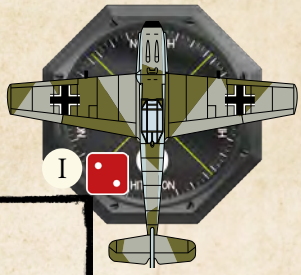


1 successful roll of 5+ reduces hits by 1.

Add Fright

Having bullets thumping into your aircraft is distressing and may distract your pilot from what's happening outside the cockpit. Every hit that the target player fails to save adds Fright to their aircraft.

In this case, the Me 109 took two unsaved hits, so gains a die showing two Fright (I).



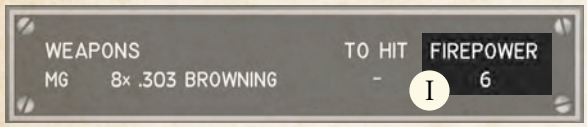


Effects of Fright

When it's the Me 109's turn, the German player will roll two dice. Every result of 4+ recovers from one Fright. If it has any Fright left, it reduces its available actions by one for each remaining Fright.

Roll Firepower

Now we get to the crux of the matter—did you shoot the Me 109 down? That depends on the firepower of your weapons. The explosive shells of a big 20mm cannon pack much more of a punch than rifle-calibre weapons like the .303 Browning. Your firepower rating reflects this (I).



Roll a die for each unsaved hit you scored. If you roll your Firepower or better, you shoot the enemy aircraft down. The Firepower of a Spitfire's .303 Browning machine-guns is 6.

You roll two dice, one for each unsaved hit, scoring 2 and 5. Neither is a 6, so the Me 109 survives.



A roll of 6 is needed, so no successes.

Had you scored a 6, the Me 109 would have been shot down and out of the fight.

6. CLIMB OR DIVE (OPTIONAL)

After shooting, you have the option to climb or dive. It's an advantage to be above your opponent as they have difficulty climbing up to reach you, but you can easily dive down on them using the speed you pick up to manoeuvre for a good shot.

You elect to climb up to the same altitude as the Me 109, turning your speed into height, ready for another shot (I).



Climbing reduces your airspeed by 3 and costs you 1 action (II), leaving you with 2 Airspeed (III) and 1 Action (IV).





Tactical Tip!

Remember, whatever speed you have left on your Airspeed Indicator is how fast you'll go in the Move step. Make too many fancy manoeuvres and you'll be stooging around just above stall speed.



Tactical Tip!

Overrunning your target can be dangerous, putting you directly in their gunsights. Climbing can be a good way of slowing down to avoid this fate, storing your energy for later.

7. MOVE (REQUIRED)

Aircraft can't just stop in midair, they always keep moving. Moving doesn't cost you any actions and moves you straight forward by the speed shown on your Airspeed Indicator.

Your Spitfire moves forward by its current Airspeed of 2.



8. TURN (OPTIONAL)

After moving, you have the option of making a sustained turn. Although the turn would actually happen throughout your movement, for simplicity, you turn the flight stand at the end of your movement. You can turn as far as you like in this step—as long as you have enough airspeed and actions.

At this point, turning to follow the Me 109's heading would be good, but even a small turn reduces your airspeed by two, and you are already as slow as you can go.



Tactical Tip!

You can change your facing by up to one face (45 degrees) before moving using the Break manoeuvre, or after moving using the Turn manoeuvre. Turns can change your facing by one, two, or three faces (45, 90, or 135 degrees), and you can even use an Immelmann turn to turn back the way you came.

The choice of using a Break or a Turn depends on your position relative to the enemy and your aircraft. Some aircraft, like the German Fw 190, only take a single action to break, making it their primary tactic. Others, like the Japanese Zero, take three actions to break, making longer, slower turns a better choice.

Conversely, the Zero is excellent at Turn manoeuvres, losing very little speed, even for big turns, while the Fw 190 loses so much speed in sustained turns that it can't really dogfight this way.

For your aircraft, the Spitfire, with its bigger wings, is a better turn fighter than the Me 109. This gives you a chance to predict the Me 109's actions. It's more likely to use Break manoeuvres and vertical manoeuvres than a turning fight.



Tactical Tip!

The Turn happens after movement, so it's perfect for setting up your position for next round. Think about where your opponent will be, not where they are.

9. SHOOT AGAIN (OPTIONAL)

You are now in the perfect position to shoot again. The process is the same as in Step 5. Roll those dice and see if you can shoot the Me 109 down!





Shooting takes 1 Action, and you still have an action left. Better still, you are now at the same level as the Me 109 and on its tail. You'll never get a better shot!

10. DISCARD ACTIONS (REQUIRED)

You can't store actions from turn to turn, but you do keep your airspeed. Drop your Action Gauge to 0, ready for your next turn.

This Spitfire's turn is over. If you had other Spitfires, you'd take their turns now to complete the British turn.

Always reduce Actions to 0 at the end of your turn



Always keep any remaining Airspeed for your next turn.



GERMAN TURN

It's now the German turn. If the Me 109 survived, it goes through the same process for its turn. Can it gain the upper hand with a few clever manoeuvres?



The Rhythm of Combat

What the rulebook doesn't tell you is how this creates a rhythm. The Break-Move-Turn sequence means you're constantly balancing immediate needs (getting that shot NOW) against positioning for next turn. That Me 109 pilot is doing the same dance, trying to predict your moves while managing their own energy.

The best pilots learn to think in sequences. Don't just think "I'll Break right"—think "I'll Break right, putting me here after movement, where I can Turn to face there, giving me this position next turn when they'll be about there…

And always, always remember: speed is life, altitude is insurance, and the enemy you don't see is the one that gets you.

HOW TO WIN

The basic idea of the game is to shoot down all the enemy aircraft before they shoot down all of yours. If you achieve this, you win.

Some missions in the Battle of Britain Campaign Pack (available separately) have more complex objectives and set up with their own victory conditions, like shoot down all the enemy bombers or escort at least one bomber safely to its target.



Oswald Boelcke and the Eight Rules of Air Combat

The world's first 'ace', Oswald Boelcke was a First World War German fighter pilot. Although air combat has changed dramatically since then, the basic tactics and rules established by Boelcke in 1916 have stood the test of time. These eight rules were designed to help new pilots survive and win. It's worth bearing them in mind as you play *Angels One Six*.

1. Try to secure the upper hand before attacking. If possible, keep the sun behind you.
2. Always continue with an attack you have begun.
3. Open fire only at close range, and then only when the opponent is squarely in your sights.
4. Always keep your eye on your opponent. Don't be deceived by ruses.
5. Always attack from behind your opponent.
6. When attacked, do not try to get around his attack, but fly to meet it.
7. When over enemy lines, never forget your own line of retreat.
8. In principle, it is better to attack in groups of four or six.

YOUR FIRST GAME OF ANGELS ONE SIX

For your first game, we'll use a simple setup. The goal is to shoot down the enemy aircraft before they shoot down yours.

1. You'll need a table or other flat playing area at least 90 cm (36 inches) across in each direction.
2. Each player picks a side, British or German, and takes one Aircraft from their side, and the matching Flight Stand and Cockpit with the same call sign as their Aircraft.
3. Starting on opposite sides of the table, the players place their Aircraft on their Flight Stands—making sure they are aligned with the silhouette on the base—more than a ruler length from the enemy Aircraft.
4. Adjust each Flight Stand so that three segments are showing, putting the Aircraft at Height Level 3.
5. Set the Airspeed Indicator to the green number (7 on a Spitfire I or Me 109 E-4) and the Action Gauge to 0 on all Cockpits.
6. Both players roll a die, with the player who rolls highest going first.

You are ready to begin your first game.

TURN SEQUENCE

BRITISH TURN, GERMAN TURN

The game progresses in a series of Rounds in which each side, the British and Germans, takes a turn to move all their Aircraft.

ONE AIRCRAFT AT A TIME

In your turn, you pick any of your Aircraft and complete all its Manoeuvres. Then, you pick another Aircraft and complete all its Manoeuvres.

Continue picking Aircraft until all your Aircraft have completed their Manoeuvres. You can choose your Aircraft in any order, regardless of the order you chose in a previous Round.

PERFORMING MANOEUVRES

The first thing to do for each Aircraft is to determine how many Actions it has. Then, each Aircraft spends its Actions and Airspeed to perform Manoeuvres in the order shown on the cockpit's Manoeuvre Chart. The only compulsory Manoeuvres are Apply Power (either increasing Power or suffering Drag) and Move (both shown in blue on your Manoeuvre Chart). The other Manoeuvres are optional. Manoeuvres *must* be performed in the order shown on the Chart, from left to right.

1. Available Actions (page 17)

The first step, determining your available Actions, is not shown on the Manoeuvre Chart as it is the same for all Aircraft.

A pilot gets 2 Actions automatically. In addition, you roll 3 Action dice and add another Action for each 4+.

2. Apply Power (page 18)

Increase your Airspeed by your Power rating, but no faster than your Maximum Level Speed (the highest green number).

If you are faster than your Maximum Level Speed, decrease your Airspeed by your Drag rating instead.

3. Shoot (page 18)

If there is a target dead ahead of your Aircraft and within range, you can shoot it.

The full rules for Shooting start on page 26.

4. Break or Split-S (page 19)

Spend Actions and Airspeed to rotate your Aircraft by up to a one side of its Flight Stand.

5. Shoot Again (page 20)

After Break or Split-S, you may Shoot again.

6. Climb or Dive (page 21)

Spend Actions and lose or gain Airspeed for each Height Level your Aircraft Climbs or Dives.

7. Move (page 23)

Move your Aircraft straight forward by the amount shown on its Airspeed Indicator. You *must* do this. Aircraft can't just stop moving.

8. Turn or Immelmann (page 24)

Spend Actions and Airspeed to rotate your Aircraft. The cost depends on how far it rotates.

9. Shoot Again (page 25)

After Turning, you may Shoot again.

10. Discard Actions (page 25)

Reset your Action Gauge to 0, losing any unused Actions.

Do not change your Airspeed Indicator.

MANOEUVRES IN DETAIL

1. AVAILABLE ACTIONS

A At the start of your turn, your Action Gauge will be at 0.



Your Action Gauge starts at 0.

B Set your Action Gauge to show your 2 free Actions (marked in green).



Set Action Gauge to show two free Actions.

C Roll 3 Action dice. Gain 1 Action for each roll of 4 or more.



Roll three Action dice. Two rolls of 4+ gives two additional Actions.



Action Dice Symbols

British Action Dice show a roundel on one face, while the German Action Dice show a cross.

If you roll these symbols, you score a 6!

Recovering from Fright

You gain Fright in combat (see page 30). Whenever you fail an Airframe Save against enemy shooting, you start your turn with a Fright die on your Flight Stand. This can reduce the number of Actions available at the start of your turn.

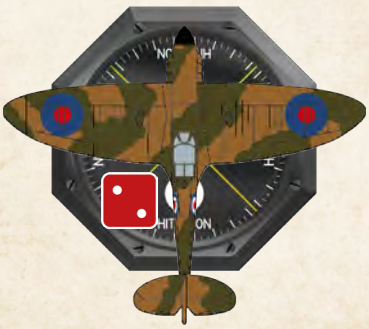
Roll a die for each point of Fright on the Fright die. Each die rolling 4 or more reduces the Fright by 1. Remove the Fright die if it reaches 0.



Roll a die for each point of Fright.

If your Aircraft still has a Fright die, reduce its Actions by the number on the Fright die.

If it has more Fright than Actions, reduce its Actions to 0 and remove the Fright die. The pilot is in such a panic that all they can do this turn is fly straight and level.



Enemy shooting caused this Spitfire two Fright.



One roll of 4+ reduces the Fright to one.



One Fright reduces the Action Gauge by one.

2. APPLY POWER

A At the start of your turn, your Airspeed Indicator will show your remaining speed from last turn.



Your Aircraft ended last turn with an Airspeed of 5

B If your Airspeed is at your Maximum Level Speed (the highest green number), it doesn't change.

C If your Airspeed is below your Maximum Level Speed (the highest green number), you *must* increase it by the Power rating on your Manoeuvre Chart (up to a maximum of your Maximum Level Speed).



A Spitfire's Power is shown in green, so adds three to its Airspeed



That would take you to an Airspeed of 8, but as this is higher than your Maximum Level Speed, you top out at 7

D If your Airspeed is above your Maximum Level Speed (in the red zone, usually because you Dived last turn), you *must* decrease it by the Drag rating on your Manoeuvre Chart (down to a minimum of your Maximum Level Speed).



If it is in the red, a Spitfire's Drag subtracts 2 from its Airspeed

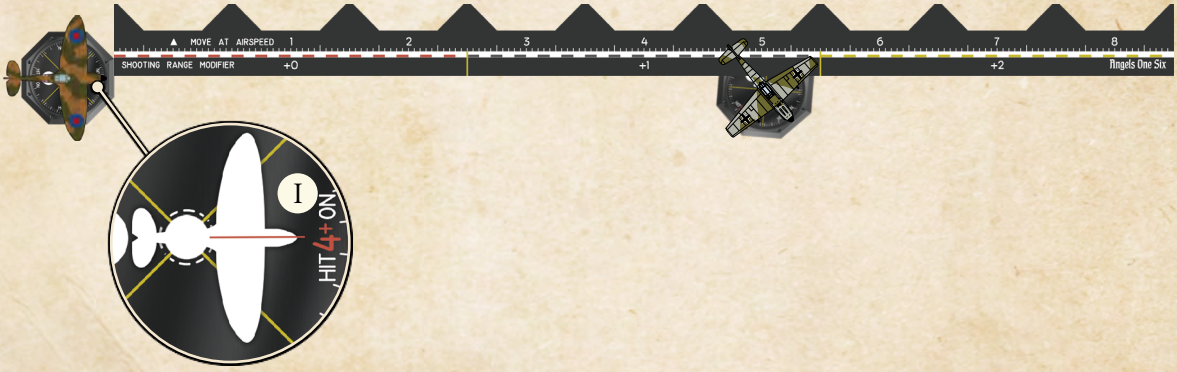


If your Airspeed had been in the red at 10, Drag would reduce it to 8

3. SHOOT

The first manoeuvre you can choose to take in your turn is to Shoot. To do so, you must have a target directly in front of your aircraft with its Flight Stand lined up with the Aiming Line, the red line on the aircraft silhouette on your Flight Stand (I), and within a Ruler length of your Flight Stand. If you have a valid target, go to page 26 for the details of how to shoot.

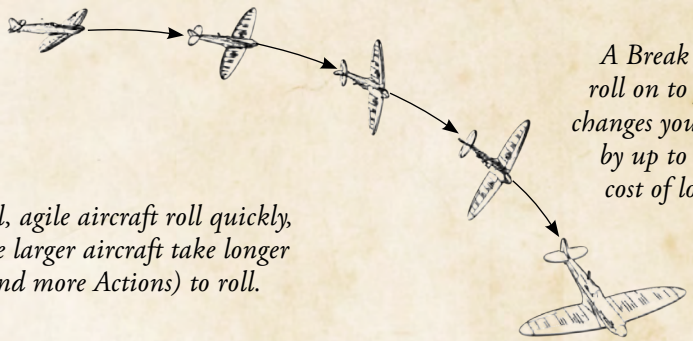
You have three opportunities to Shoot in your turn. This is the first one. The next is after *4. Break or Split-S* and the final one is after *8. Turn or Immelmann*. You can Shoot in any or all of these Steps.



4. BREAK OR SPLIT-S

BREAK





A Break is a sudden snap roll on to your wingtip that changes your direction of flight by up to 45 degrees at the cost of losing some speed.

Small, agile aircraft roll quickly, while larger aircraft take longer (and more Actions) to roll.

A If you want to perform a Break manoeuvre, reduce your Action Gauge by the number of Actions shown for a Break manoeuvre on your Manoeuvre Chart.

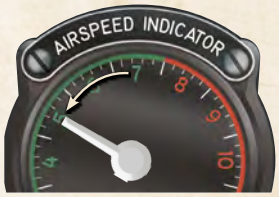
B Reduce your Airspeed Indicator by the Airspeed cost shown for a Break manoeuvre on your Manoeuvre Chart.



A Break Manoeuvre costs a Spitfire two Actions and reduces its Airspeed by two.



Reduce your Action Gauge by two.

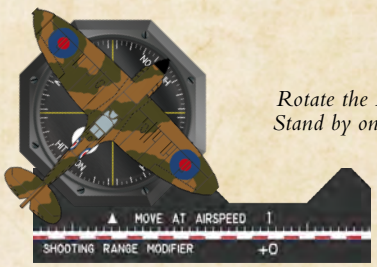


Reduce your Airspeed Indicator by two.

C Rotate your Aircraft left or right by up to one face of the Flight Stand. If you want to turn less than a whole face, remove the ruler and rotate the Aircraft back a little.



Place the ruler with your Flight Stand in a socket.



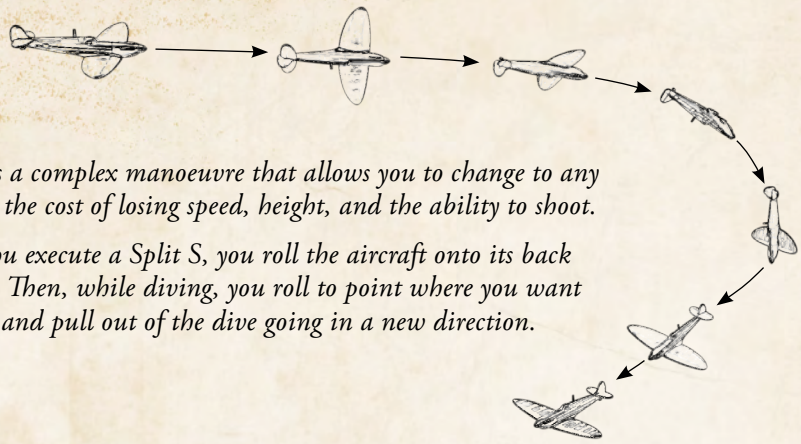
Rotate the Flight Stand by one face.



Running Out of Speed

You cannot perform a Manoeuvre that would reduce your Airspeed below the lowest number on your Airspeed Indicator.





A Split-S is a complex manoeuvre that allows you to change to any heading at the cost of losing speed, height, and the ability to shoot.

When you execute a Split S, you roll the aircraft onto its back and dive. Then, while diving, you roll to point where you want to be and pull out of the dive going in a new direction.

A If you want to perform a Split-S, reduce your Action Gauge by the number of Actions shown for a Split-S manoeuvre on your Manoeuvre Chart.

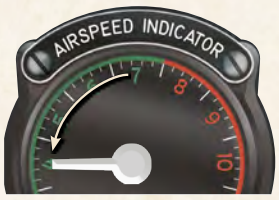


A Split-S Manoeuvre costs a Spitfire four Actions and reduces its Airspeed by three.

B Reduce your Airspeed Indicator by the Airspeed cost shown for a Split-S manoeuvre shown on your Manoeuvre Chart.



Reduce your Action Gauge by four.



Reduce your Airspeed Indicator by three.

C Lower your Aircraft by one segment on the Flight Stand.

The Spitfire starts at Height Level 3 …



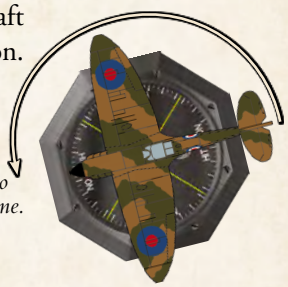
… and ends at Height Level 2





D Rotate your Aircraft to face any direction.

The Spitfire rotates to face back the way it came.





NO SHOOTING AFTER SPLIT-S

You cannot Shoot for the rest of your turn after a Split-S.

5. SHOOT AGAIN

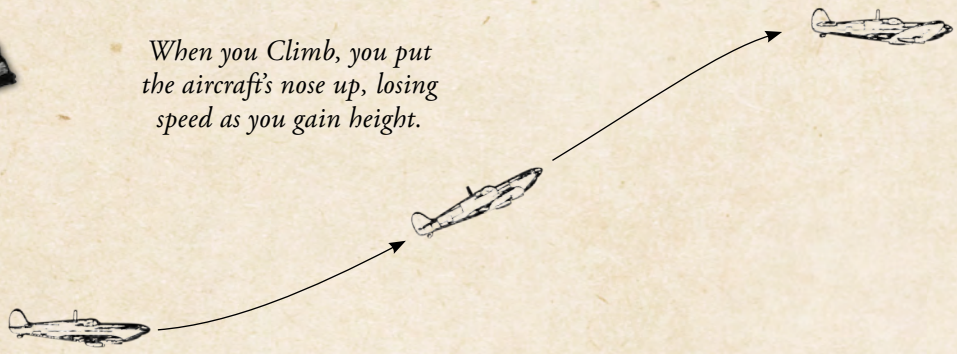
You can Shoot again, unless you performed a Split-S manoeuvre. You will have a final option to Shoot Again after *8. Turn or Immelmann*. See page 26 for the Shooting rules.

6. CLIMB OR DIVE

CLIMB TO GAIN HEIGHT



When you Climb, you put the aircraft's nose up, losing speed as you gain height.



A If you want to Climb, reduce your Action Gauge by the number of Actions shown for a Climb manoeuvre on your Manoeuvre Chart.

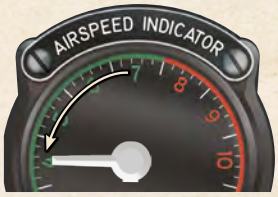
B Reduce your Airspeed Indicator by the Airspeed cost shown for a Climb manoeuvre shown on your Manoeuvre Chart.



A Climb Manoeuvre costs a Spitfire one Action and reduces its Airspeed by three.



Reduce your Action Gauge by one.



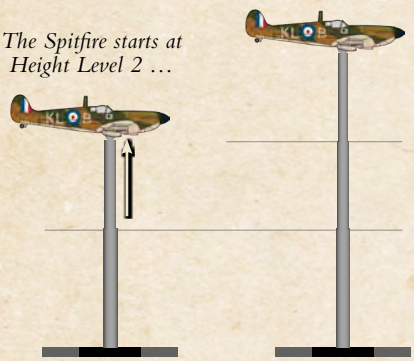
Reduce your Airspeed Indicator by three.

C Raise your Aircraft by one segment on the Flight Stand.

D You can Climb as many times as you have Actions and Airspeed to do so.

The Spitfire starts at Height Level 2 …

… and ends at Height Level 3





NO SHOOTING DOWNWARDS WHILE CLIMBING

You cannot Climb if you have Shot at a target at a lower Height Level and cannot Shoot at a target at a lower Height Level after Climbing.

DIVE TO LOSE HEIGHT





When you Dive, you put the aircraft's nose down, picking up speed as you lose height.

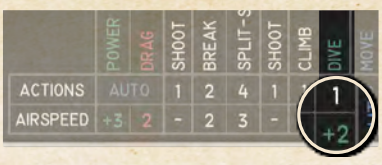


Most aircraft pick up speed at the same rate, but particularly chunky, high-powered aircraft pick up speed faster, while light-weight, low-power aircraft pick up speed more slowly.



A If you want to Dive, reduce your Action Gauge by the number of Actions shown for a Dive manoeuvre on your Manoeuvre Chart.

B *Increase* the Airspeed Indicator by the Airspeed gain shown for a shown for a Dive manoeuvre on your Manoeuvre Chart.



A Dive Manoeuvre costs a Spitfire one Action and gains two Airspeed.



Reduce your Action Gauge by one.



Increase your Airspeed Indicator by two.

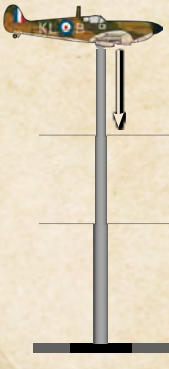


MAXIMUM DIVE SPEED

You can never exceed the highest Airspeed shown on your Airspeed Indicator no matter how far you dive.

C Lower your Aircraft by one segment on the Flight Stand.

The Spitfire starts at Height Level 3 …



… and ends at Height Level 2



D You can Dive as many times as you have Actions to do so.

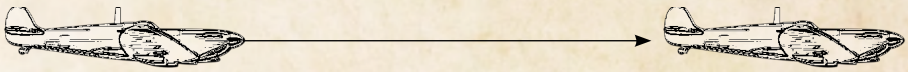


NO SHOOTING UPWARDS WHILE DIVING

You cannot Dive if you have Shot at a target at a greater Height Level and cannot Shoot at a target at a greater Height Level after Diving.

7. MOVE





Your aircraft cannot stop flying. It must move forward with whatever speed it has remaining.

A Movement is *compulsory*. Your Aircraft cannot stop flying.

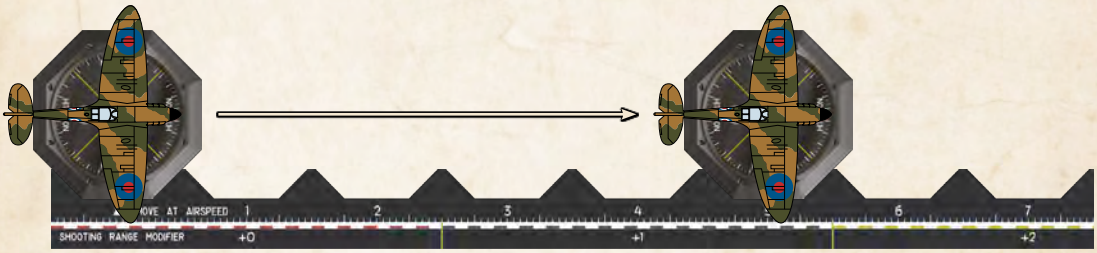
	POWER	DRAG	SHOOT	BREAK	SPLIT-S	SHOOT	CLIMB	DIVE	MOVE
ACTIONS	AUTO		1	2	4	1	1	1	
AIRSPEED	+3	2	-	2	3	-	3	+2	AUTO

*Aircraft **must** move when they reach the Move Manoeuvre.*



With a speed of 5 shown on the Airspeed Indicator, the Spitfire moves five spaces forward.

B Your Aircraft moves straight forward at the speed shown on its Airspeed Indicator.



Place the ruler with your Flight Stand in the first socket.

Move the Flight Stand forward to the appropriate socket for its Airspeed.

SLOWING DOWN

It's normally best to keep your speed up as much as possible.

Sometimes however, if you're going to overshoot, you'll want to slow down. You can spend an Action to reduce your Airspeed by 1 or 2.

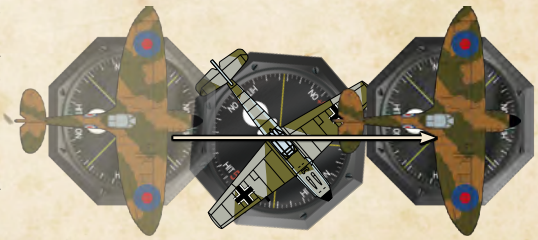
A Reduce your Action Gauge by 1.

B Reduce your Airspeed Indicator by 1 or 2.



NO OVERLAPPING FLIGHT STANDS

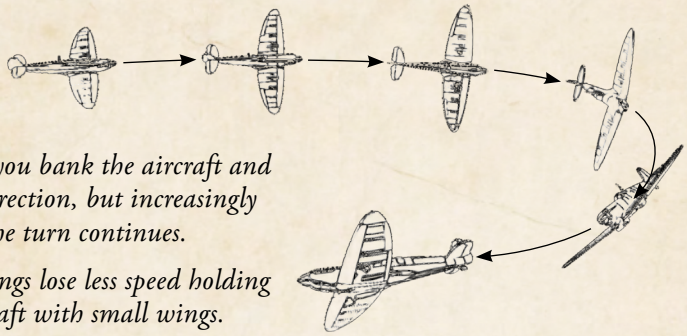
If you end with your Flight Stand overlapping another Aircraft's Flight Stand, continue moving forward until they no longer overlap, and increase your Fright by one (see page 30) for each Flight Stand you overlapped. Aircraft you overlap do not suffer any penalty.



8. TURN OR IMMELMANN

TURN





To make a sustained Turn, you bank the aircraft and hold the turn, changing direction, but increasingly slowing the longer the turn continues.

Lighter aircraft with big wings lose less speed holding a turn than heavy aircraft with small wings.

A Choose how many faces of your Flight Stand you want your Aircraft to Turn.



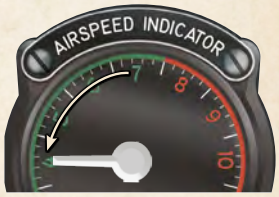
The Spitfire can Turn its Flight Stand by one to three faces in either direction. Let's Turn two faces.

B Reduce your Action Gauge by the number of Actions shown for the appropriate Turn manoeuvre on your Manoeuvre Chart.



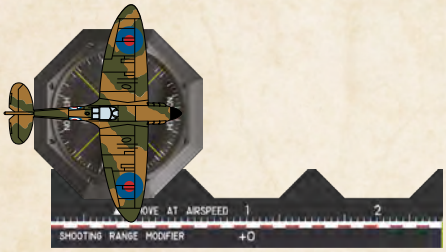
A Turn of two faces of its Flight Stand (Turn 2) takes two Actions for a Spitfire. Reduce your Action Gauge by two.

C Reduce your Airspeed Indicator by the number shown for the appropriate Turn manoeuvre on your Manoeuvre Chart.



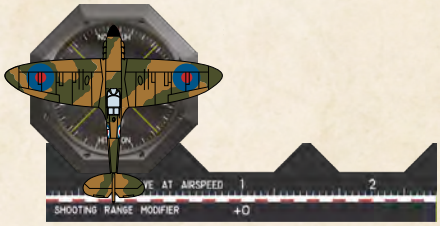
A Turn 2 costs three Airspeed for a Spitfire. Reduce your Airspeed Indicator by three.

D Rotate your Aircraft left or right by up to the selected number of faces of its Flight Stand.



Place the ruler with your Flight Stand in a socket.





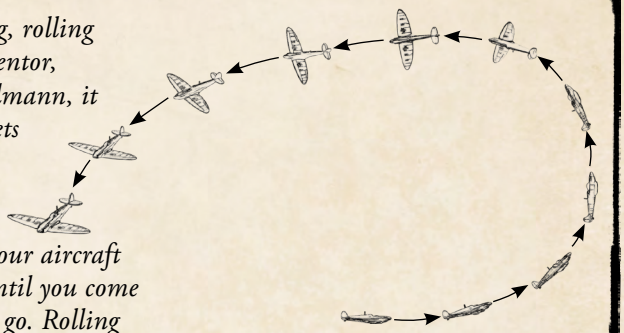
The Spitfire is making a Turn 2, so rotate the Flight Stand by two faces.



Visit the Angels One Six website (AngelsOneSix.com) for videos and tips on playing the game.

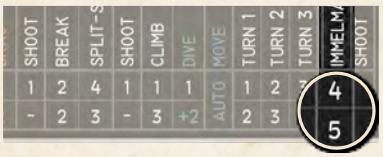


An Immelmann turn is a climbing, rolling half-loop. Named after its inventor, First World War ace Max Immelmann, it burns lots of speed, but lets an aircraft turn to face any direction.



To execute an Immelmann, you pull your aircraft back into a loop, rolling as you climb until you come out heading the direction you want to go. Rolling upright, you dive again to regain airspeed.

A If you want to perform an Immelmann, reduce your Action Gauge by the number of Actions shown for an Immelmann manoeuvre on your Manoeuvre Chart.



An Immelmann Manoeuvre costs a Spitfire four Actions and reduces its Airspeed by five.



Reduce your Action Gauge by four.

B Reduce your Airspeed Indicator by the number shown for an Immelmann manoeuvre on your Manoeuvre Chart.



Reduce your Airspeed Indicator by five.



NO SHOOTING AFTER IMMELMANN

You cannot Shoot after performing an Immelmann manoeuvre.

9. SHOOT AGAIN

You can Shoot again at the end of your turn. The Shooting rules start on page 26.



REMEMBER

No shooting after Split-S or Immelmann.

No shooting down after Climbing or up after Diving.

10. DISCARD ACTIONS

A Set the Action Gauge back to 0 at the end of every turn. You cannot carry Actions forward from turn to turn.



Leave the Airspeed Indicator where it is, carrying over your speed to the next turn.

SHOOTING

When Shooting, take the following steps:

Use an Action (page 26)
It costs one Action to Shoot (I).

Check Target is Valid (page 27)
You can only Shoot a target that is dead ahead and within the length of the Ruler.

You cannot Shoot at a target at a lower Height Level if you Climb and you cannot Shoot at a target at a greater Height Level if you Dive.

You cannot Shoot after performing a Split-S or Immelmann manoeuvre.

Roll to Hit (page 28)
Roll one die for each Weapon you have. The base score to Hit depends on which quarter of the target's Flight Stand you are shooting towards:

- Front 4+
- Side 5+
- Rear 3+



- Add the Weapon's To Hit modifier from the Cockpit.
- Add the Range from the Ruler.
- Add the difference in Height Levels.

Roll Airframe Save (page 30)
Target rolls a die for each Hit, discarding the Hit if they roll their Airframe Save (II) or better.

Add Fright (page 30)
Increase the target's Fright die by one for each unsaved Hit.

Roll Firepower to Shoot Down (page 30)
Roll a die for each unsaved Hit. Any die that rolls its Weapon's Firepower (III) or better shoots the target down.



USE AN ACTION

A Shooting costs one Action, but does not affect your Airspeed.

B Reduce your Action Gauge by 1 to take a Shoot Manoeuvre.

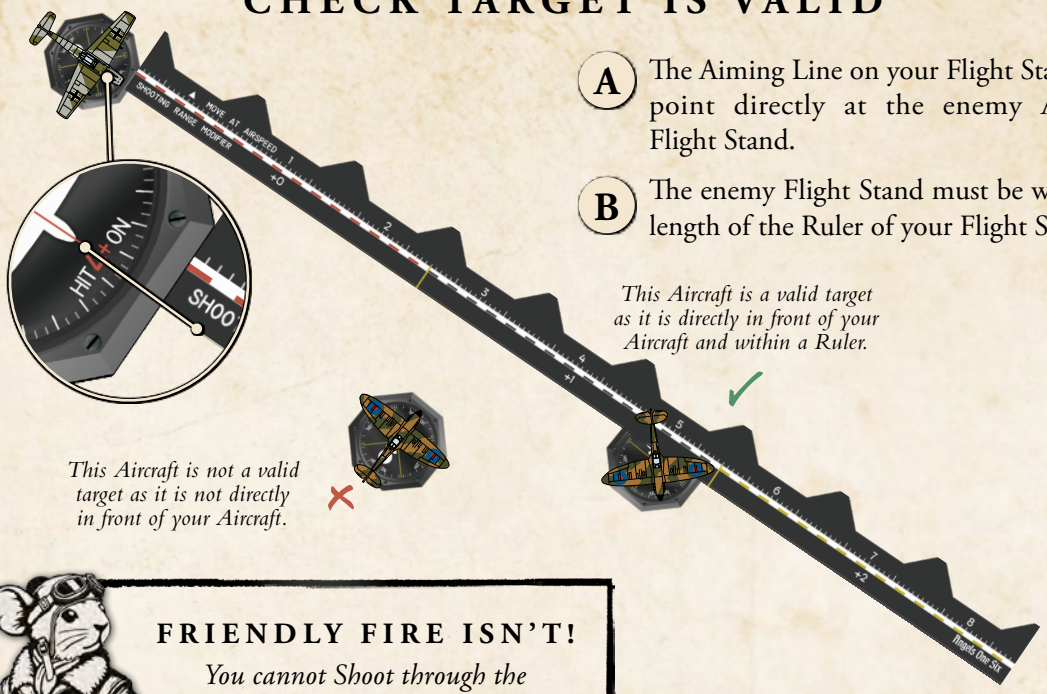


A Shoot Manoeuvre costs you one Action.



Reduce your Action Gauge by one.

CHECK TARGET IS VALID



A The Aiming Line on your Flight Stand must point directly at the enemy Aircraft's Flight Stand.

B The enemy Flight Stand must be within the length of the Ruler of your Flight Stand.

This Aircraft is a valid target as it is directly in front of your Aircraft and within a Ruler.

This Aircraft is not a valid target as it is not directly in front of your Aircraft.

FRIENDLY FIRE ISN'T!

You cannot Shoot through the Flight Stand of a friendly Aircraft if its Height Level is the same as or between the Height Levels of your Aircraft and the target Aircraft.

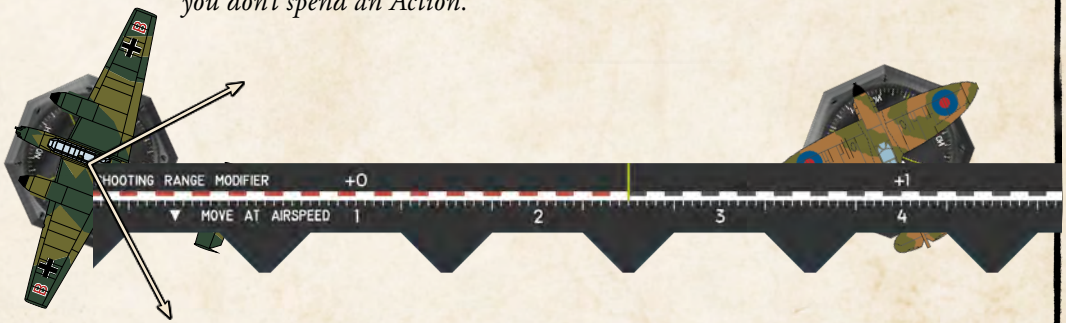
This Aircraft is not a valid target as it is more than a Ruler from your Aircraft.



REAR WEAPONS

Aircraft like the twin-engined Me 110 have a rear gunner (marked REAR). A rear gunner can only target Aircraft in their rear quarter (between the rear yellow lines, see page 28) at the same Height Level or higher.

A rear gunner can Shoot for free every time you can take a Shoot Manoeuvre, even if you don't spend an Action.



WEAPONS		TO HIT	FIREPOWER
CAN	2x 20MM MG/FFM	-	4+
MG	4x 7.92MM MG17	-1	6
REAR	1x 7.92MM MG15	-	6

ROLL TO HIT

A Roll one die for each Weapon on your Aircraft. You can roll all the dice at the same time.

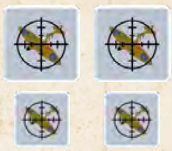
WEAPONS		TO HIT	FIREPOWER
MG	8x .303 BROWNING	-	6

The Spitfire has 8x .303 Browning machine-guns, so rolls eight small dice.



The Me 109 has 2x 20mm MG/FFM cannon and 2x 7.92mm MG17 machine-guns.

WEAPONS		TO HIT	FIREPOWER
CAN	2x 20MM MG/FFM	+1	4+
MG	2x 7.92MM MG17	-1	6



Use two large dice for cannon (marked CAN) and two small dice for machine-guns (marked MG) so you can tell which type of weapon scored each hit. You can roll for all of your weapons at the same time.

B **Target Aspect**

The base score required to hit an enemy Aircraft depends on which quarter of the *target* Aircraft's Flight Stand you are shooting toward. If you are making a head-on attack (shooting at the front of the target), your base score is 4+. If you are making a beam attack (from the side of the target), it is 5+. The easiest is a tail attack (from the rear of the target) where you hit on a 3+.

Score To Hit Summary

Target Aspect

The base score to hit depends on which quarter of the target's Flight Stand you are shooting toward:

- Front 4+
- Side 5+
- Rear 3+

Weapon

Add the Weapon's To Hit modifier from the Cockpit.

Range

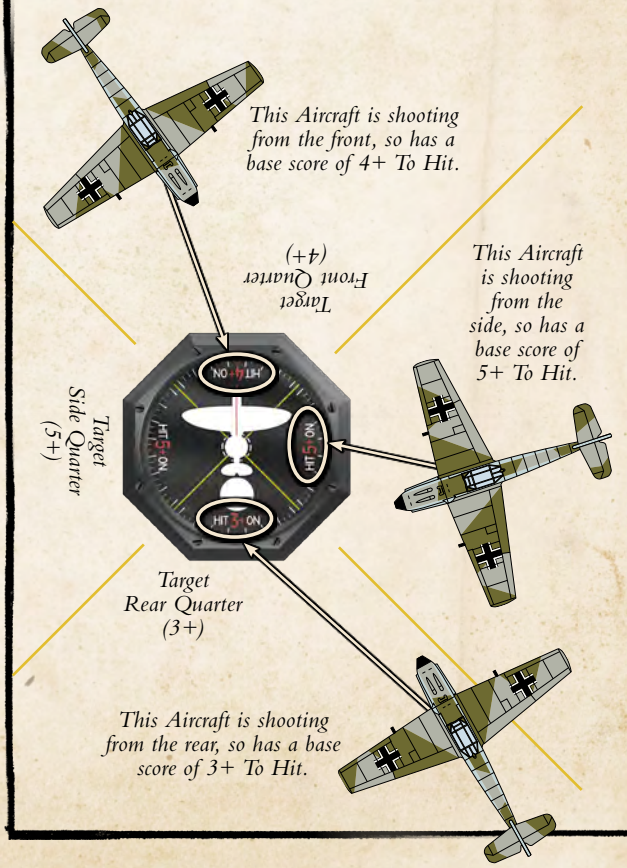
Add the Range from the Ruler.

Height Difference

Add the difference in Height Levels.

Which Target Quarter?

To determine which target Flight Stand you are shooting into, draw a line between the pole of the shooting Aircraft and the pole of the target Aircraft. If the line is exactly between two quarters, use the one with the lower score to hit.



C Weapons

The base score required to hit is adjusted by the Weapon's To Hit number, shown on your Cockpit.



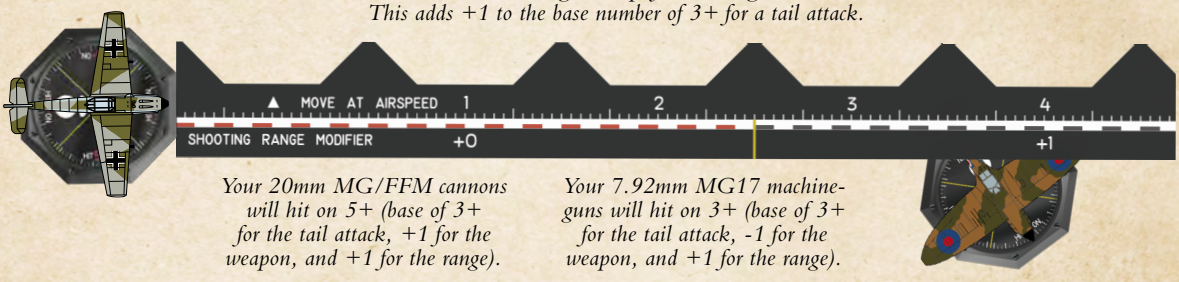
The slow-firing 20mm MG/FFM cannons on your Me 109 add one to the score needed to hit, making it more difficult to shoot the enemy down.

The 7.92mm MG17 machine-guns subtract one from the score needed to hit, making it easier to score hits with this fast-firing weapon.

D Range

The base score required to hit is further adjusted by the Range to the target. Measure the Range using the Ruler. There are three Range Brackets: 0, +1, and +2. Add the Range Bracket to the score required to Hit.

Your Me 109 is shooting at a Spitfire at Range Bracket +1. This adds +1 to the base number of 3+ for a tail attack.

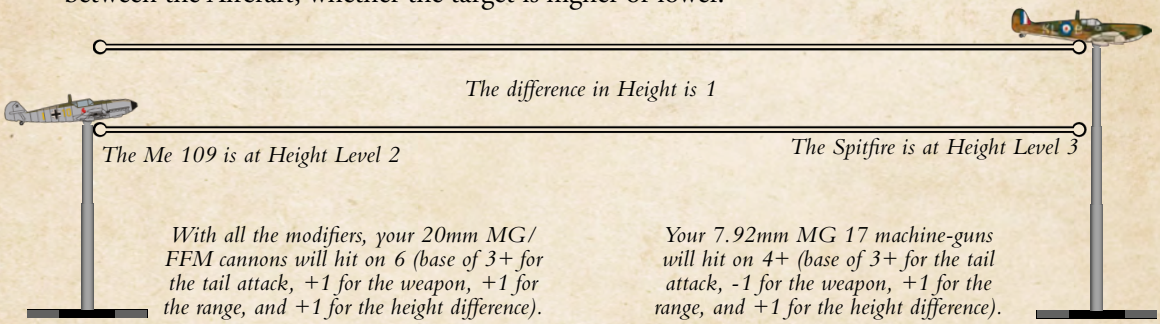


Your 20mm MG/FFM cannons will hit on 5+ (base of 3+ for the tail attack, +1 for the weapon, and +1 for the range).

Your 7.92mm MG17 machine-guns will hit on 3+ (base of 3+ for the tail attack, -1 for the weapon, and +1 for the range).

E Height Difference

The final modifier to the base score required to hit is the difference in Height Levels between the Aircraft, whether the target is higher or lower.



The difference in Height is 1

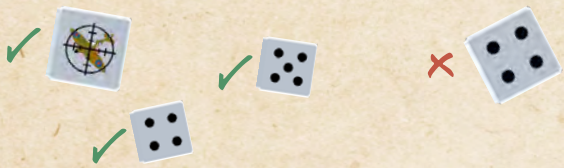
The Me 109 is at Height Level 2

The Spitfire is at Height Level 3

With all the modifiers, your 20mm MG/FFM cannons will hit on 6 (base of 3+ for the tail attack, +1 for the weapon, +1 for the range, and +1 for the height difference).

Your 7.92mm MG 17 machine-guns will hit on 4+ (base of 3+ for the tail attack, -1 for the weapon, +1 for the range, and +1 for the height difference).

F Roll the dice. Each die rolling the score required or better scores a Hit. Discard the rest.



One of the 20mm MG/FFM cannons hits with a roll of 6 (the sights symbol is a 6) and both of the 7.92mm MG17 machine-guns hit with rolls of 4 and 5. The Me 109 scores a total of three hits.



Shooting Dice Symbols

Shooting dice have an image of an enemy aircraft in crosshairs.



If you roll these symbols, you score a 6!



Impossible Shot

If the score required to hit is 7 or more, the shot is too difficult and you will automatically miss.

ROLL AIRFRAME SAVE

A The targeted player rolls a die for each shot that hit.

The Me 109 scored a hit with its 20mm MG/FFM cannons and two with its 7.92mm MG17 machine-guns.



The Spitfire rolls a die for each hit. If the roll equals or exceeds its Airframe Save (5+), the hit is discarded.



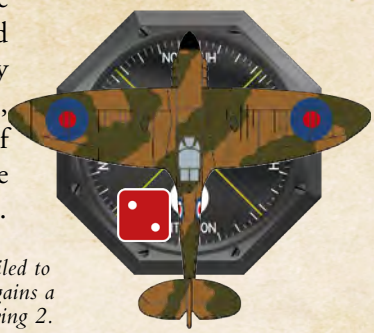
B If the score is at least equal to their Aircraft's Airframe Save, the aircraft was saved by the strength of its construction, so the shot has no effect.

The Spitfire discards one of the 7.92mm MG17 hits, leaving just two hits.



ADD FRIGHT

A Place a Fright die on the target's Flight Stand showing the number of unsaved hits. If it already has a Fright die, add the number of unsaved hits to the Fright die instead.



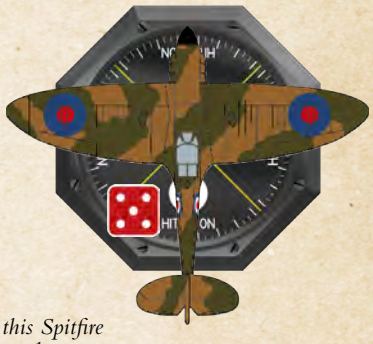
The Spitfire failed to save 2 hits, so gains a Fright die showing 2.



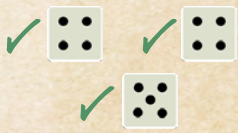
DICE SYMBOLS

If you have six or more Fright, immediately roll to recover from the extra Fright, otherwise, the pilot flees the fight.

B If the target Aircraft has six or more Fright, its player rolls a die for each Fright over five. If *all the dice* score 4 or more, the Aircraft reduces its Fright to 5. Otherwise, the pilot flees the fight, immediately being removed from the table.

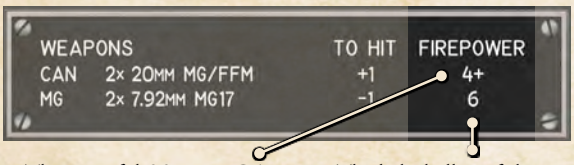


After being shot at, this Spitfire has eight Fright. It needs to get rid of three immediately. With a lucky roll, it remains in the fight with five Fright. If it had failed any of the rolls, the pilot would have abandoned the fight.



ROLL FIREPOWER TO SHOOT DOWN

A You roll a die for each of your hits that was not discarded.



The powerful 20mm MG/FFM cannons shoot down the Spitfire on a roll of 4+.

The light bullets of the 7.92mm MG 17 machine-guns need a 6 to shoot down the Spitfire.

B If the score is at least equal to your Weapon's Firepower, you shoot down the enemy Aircraft.

With one hit each from its 20mm MG/FFM cannon and 7.92mm MG17 machine-guns not saved, the Me 109 rolls a die for each.



With a roll of 4, the 20mm MG/FFM cannon shoots the Spitfire down. Victory to the Me 109! Pauke!

BEING SHOT DOWN



Although your pilot has been shot down and the enemy claimed another 'kill', that doesn't mean that your pilot is dead and gone. Less than half of the aircraft claimed and verified as shot down were recorded as lost.

When their aircraft takes serious damage, pilots don't wait around to find out how bad it is, they get out of the fight as fast as they can. The enemy seeing the aircraft going down, often trailing smoke, usually turn their attention back to the rest of the fight, satisfied that the enemy is doomed.

Surprisingly often, the smoke wasn't from the aircraft on fire, but rather from coolant streaming out from a damaged radiator, or clouds of black exhaust smoke from an engine suddenly slammed to full throttle. Even more surprising is the number of badly damaged aircraft that made it home.

SHOT DOWN TABLE

When your pilot is shot down, roll on the Shot Down Table to see what happened to them. If you are not playing a campaign, this has little effect, but it is still nice to know how your pilot fared.

Roll two dice. The first, an Action die, represents the tens and the second, a Shooting die, represents the ones, so rolls of 4 and 2 would give 42. Look up the result in the table below to find out your pilot's fate.

Table Key:

Killed in Action



This symbol indicates that the pilot is killed and the aircraft destroyed.

Aircraft Destroyed



This symbol indicates that the aircraft is destroyed.

Missing in Action



This symbol indicates that the pilot may be missing in action.

Roll	Event
 11 to 15	**Mid-air Explosion:** Your aircraft exploded in a ball of fire killing the pilot instantly.
 16	**Lost a Buddy:** Your pilot spun into the ground, dying in the crash. Their friend swears revenge. Your next replacement pilot recovers from Fright on rolls of 3+ instead of 4+.
  21	**Guinea Pig Club:** Your pilot survives being shot down in flames with horrendous burns. Fortunately they recover after difficult experimental plastic surgery. If they were an intruder, they spend the rest of the war in a POW camp. If they were a defender, flying over home soil, they will eventually return to their unit, scarred, but ready to fight. Roll a die at the start of the next game. On a roll of 5+, your pilot returns to the squadron, ready for action. Otherwise they miss the game and roll again next game. Their injuries mean that they need to roll 5+ instead of 4+ to get Actions at the start of their turn, but having faced the worst, they are now utterly fearless and recover from Fright on rolls of 2+.
  22 to 23	**Caterpillar Club:** Hitting the silk, your pilot parachutes to safety. If they were a defender, flying over home soil, they return to their unit ready for the next game. If your pilot was an intruder, they end up as a prisoner in a POW camp. Roll a die at the start of each game. On a roll of a 6, they have escaped and returned to the fight. On a roll of 1, they increase the score they need to roll to get Actions by 1 from lack of practice.

Roll	Event
  24	**Escape Artist:** Your pilot bails out of their aircraft, parachuting to earth. If they were a defender flying over home soil, they return to their unit ready for the next game. If your pilot was an intruder, they miss a game as they have all sorts of exciting adventures, dodging enemy patrols and crossing the Channel. If they ever roll Caterpillar Club above, they will escape on a roll of 5+ instead of 6.
 25 to 26	**Goldfish Club:** Having been hit in the fight, your engine finally gave out over the Channel. Your pilot spends several uncomfortable hours in the water waiting for rescue. The resulting chest cold increases the score your pilot needs to roll to recover from Fright by 1 for the next game.
 31 to 32	**Hospitalised:** In a brilliant piece of flying, your pilot brought their aircraft home despite several serious wounds. Carefully lifted out of the cockpit, they are taken to hospital in the base ambulance. The aircraft's a write-off, but your pilot will recover. Roll a die at the start of the next game. On a roll of 3+, your pilot returns to the squadron, ready for action. Otherwise, they miss the game and roll again next game. Your pilot increases the score they need to roll to get Actions by 1.
33 to 34	**Niggling Wound:** Despite bullets in their arm and leg, your pilot makes it home with their aircraft largely intact. Unfortunately, their wounds never heal quite right. At the start of each game, roll a die. On a roll of 1, your pilot increases the score they need to roll to get Actions by 1 for this game. If they have multiple niggling wounds, they roll once for each wound at the start of the game.
35 to 36	**Frayed Nerves:** Your pilot nursed their damaged aircraft home. The aircraft is easily fixed, but the impact of the enemy rounds broke their nerve. Your pilot increases the score they need to roll to recover from Fright by 1.
41 to 42	**Combat Exhaustion:** Your pilot makes it back to their airfield, but is utterly exhausted by continuous combat flying. Getting hit in this dogfight pushed him over the edge. At the start of each game, roll a die. On a roll of 1, the score your pilot needs to roll to recover from Fright by 1. If they have multiple combat exhaustion results, roll for each one at the start of the game.
43 to 44	**The Shakes:** A close shave left your pilot shaking and barely able to fly. They'll recover in time, but for the moment, they can barely hold the glass of booze they so desperately need. Increase the score your pilot needs to roll to get Actions by 1 for the next game.
 45 to 46	**Write Off:** Your pilot nursed the aircraft back to the airfield, but when the ground crew saw the crash landing, they gave up hope. They were stunned and ecstatic to see your pilot walk away from the wreck unharmed.
51 to 56	**Belly Landing:** Flying a badly shot-up aircraft, your pilot pulled a perfect belly landing. Although the aircraft is damaged, it is repairable. The ground crew will have your aircraft ready for the next mission.
61 to 65	**Lost:** Your pilot avoided serious damage through desperate manoeuvres, but by the time they were clear, they had lost sight of everyone. Finishing the patrol, they went home.
66	**Eventful Flight Home:** Your pilot broke off with minor damage. Flying home, they had several eventful encounters with enemy aircraft, learning a thing or two on the way. Your pilot may re-roll one die each time they roll to see how many Actions they have.

MISSIONS

The following pages contain four missions: two for one-on-one dogfights and two for a group of players on each side.

To play these missions, you'll need a table or other flat playing area at least 90 cm (36 inches) across in each direction.

CHOOSE YOUR AIRCRAFT

Each player picks a side, British or German, and takes their Aircraft with the matching Flight Stands and Cockpits.

Angels One Six is designed so that an experienced player can control more than one aircraft at a time, so feel free to fly multiple aircraft each. Just make sure that each side has the same number of Aircraft.

SET UP

Each mission gives instructions on where each side's aircraft start the game and their starting height. Measurements are given in terms of the Range Brackets on the Ruler or entire Ruler lengths.

SETTING COCKPITS

Set the Airspeed Indicator to the highest green number (7 on a Spitfire I or Me 109 E-4) and the Action Gauge to 0 on each of your Cockpits.

STARTING HEIGHT

Each side (or each player in some missions) rolls a die. The score is the Height Level they start the game. A score of 6 allows players to choose any Height Level.

WHO GOES FIRST

Many missions assign the roles of intruder and defender to the sides based on which side starts the game at the highest or lowest Height Level. Unless otherwise stated, the defenders have the first turn.

If both sides roll the same Height Level, both start at that Height Level. Then both roll another die. The side with the higher roll is the intruder. The other side is the defender. Keep rolling until you break the tie.

PLACING AIRCRAFT

When asked to place an Aircraft within the +0 Range Bracket of a table edge, table corner, or the table centre, put the start of the Ruler against the table edge, corner, or centre. Then place the Aircraft so that at least part of the Flight Stand is in the +0 Range Bracket.

ALIGN AIRCRAFT

Adjust each Aircraft so its nose aligns with the aircraft silhouette on the Flight Stand.

ENDING THE GAME

Missions end when only one side has aircraft on the table.

Too Many Casualties

Once a side has had two Aircraft shot down or left the table, each remaining Aircraft on that side must roll a die at the start of each of their turns.

The score required to stay in the fight is 4+, increased by +1 for each point of Fright that the Aircraft has. On a successful roll, the Aircraft fights on. Otherwise, that Aircraft immediately leaves the table.

For larger games, a side must have at least half of its Aircraft shot down or left the table before they need to start rolling.



MORE MISSIONS

You can find more missions in the Campaign Pack or online at AngelsOneSix.com.

DOGFIGHT MISSION

One of the favourite missions of fighter pilots is what the Germans call* Freijagd*, Free Hunting, setting out looking for enemy aircraft with nobody to escort and no target to attack. Unencumbered by these responsibilities, the pilot can pit their skill against the enemy in a fair fight.

ONE-ON-ONE

This mission is designed for two players, one British and one German. You can play it with two teams, with half the players being British and half being German.

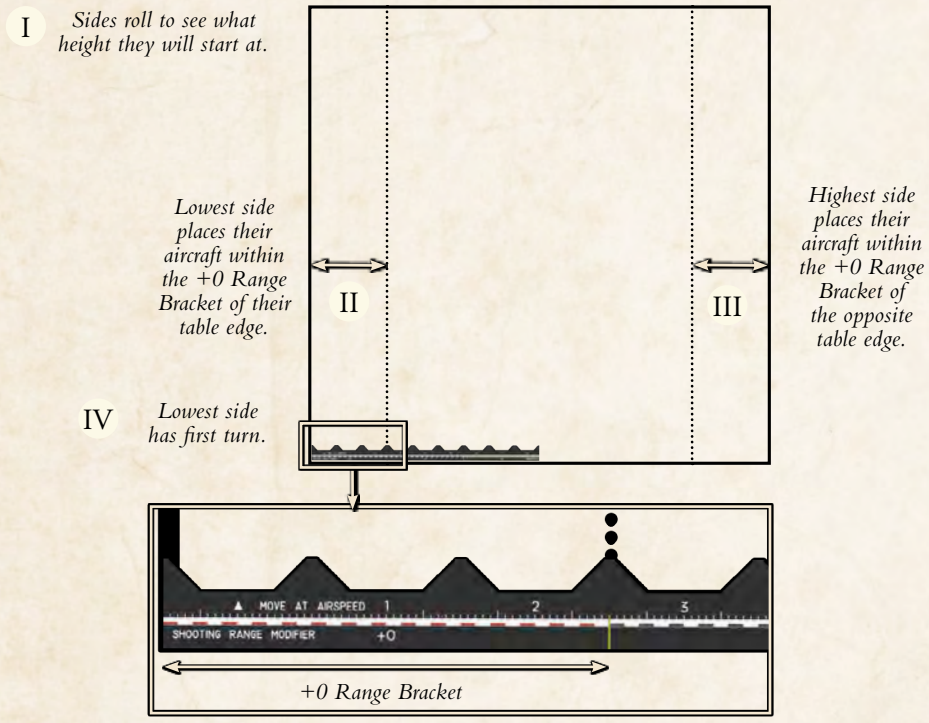
SET UP

Your playing area should be at least two Ruler lengths across in both directions.

Both sides roll for their starting height (I). The side with the lower starting height is the defender (II). The higher side is the intruder (III).

The defenders place their Aircraft within the +0 Range Bracket of one short edge of the table.

Then, the intruders place their aircraft within the +0 Range Bracket of the opposite short edge of the table.



WHO GOES FIRST

The defenders have the first turn (IV).

WHO WON

Each pilot gains one Victory Point for being on the table at the end of the game. In addition, each pilot gains a Victory Point for each aircraft they shot down. The side with the most Victory Points wins the mission.

BOUNCED MISSION

Bad things happen, things like the enemy bouncing you — diving on you unawares. When this happens, you need all the skill you have just to stay alive and attempt to turn the tables on them. Sometimes the best tactic is to dive hard and gain separation. Other times, just turn hard into the fight.

ONE-ON-ONE

This mission is designed for two players, one British and one German. You can play it with two teams, with half the players being British and half being German.

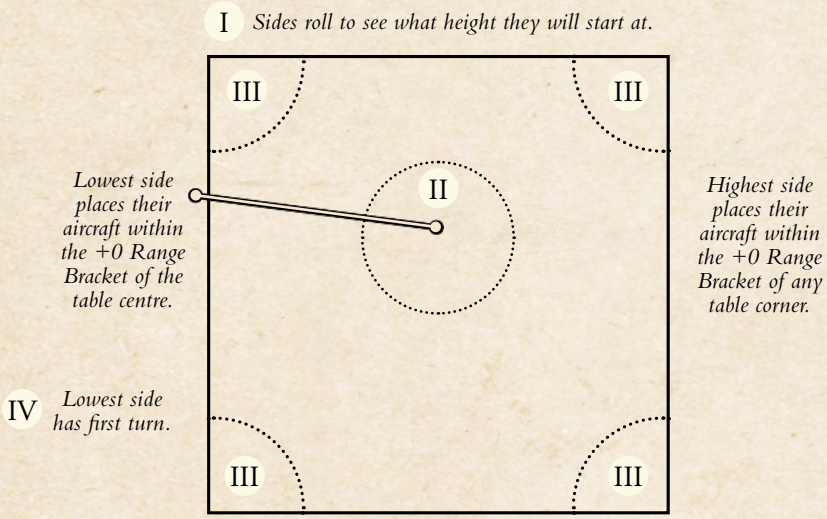
SET UP

Your playing area should be at least two Ruler lengths across in both directions.

Both sides roll for their starting height (I). The side with the lower starting height has been bounced and starts the fight as the defender (II). The other side is the intruder (III).

The defenders place their aircraft entirely within the +0 Range Bracket from the centre of the playing area.

Then, the intruders place their aircraft within the +0 Range Bracket of any table corner or combination of table corners.



WHO GOES FIRST

The defenders have the first turn (IV).

WHO WON

Each pilot gains one Victory Point for being on the table at the end of the game. In addition, each pilot gains a Victory Point for each aircraft they shot down. The side with the most Victory Points wins the mission.

FURBALL MISSION

A furball is a big dogfight with the fighters of both sides tangled up in a giant mess. In this mission, aircraft are constantly arriving to replace those shot down, creating an ongoing scrap. It is an ideal mission for a group of players wanting to spend a while flying and fighting.

GROUP PLAY

This mission is designed for a group of players looking for a casual game. It's a free-wheeling fight with pilots on both sides trying to rack up scores for their side.

SET UP

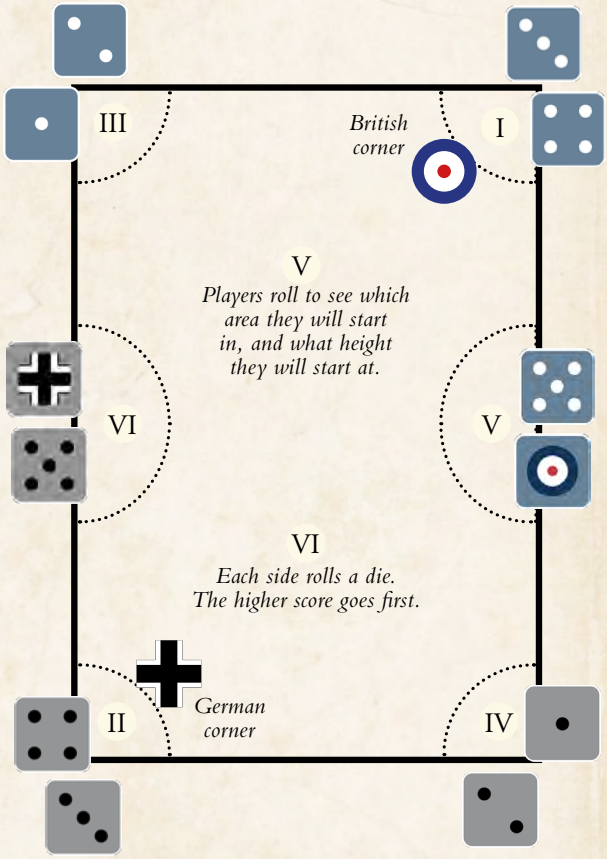
Your playing area should be at least two Ruler lengths across and at least three Ruler lengths long.

Each player has one Aircraft.

Divide the players into two roughly equal groups, one flying for the British, the other flying for the Germans. Choose one corner for the British to start from. The Germans start from the opposite corner (I & II).

Each side has three starting areas: their corner (I & II), the closest corner (III & IV), and halfway down the other adjacent side (V & VI).

The players take turns rolling to find their starting point (V). Then, they place their Aircraft within the +0 Range Bracket of that point. Once they have placed their Aircraft, each player rolls to determine their starting height.



WHO GOES FIRST

Once all the players have positioned their aircraft, both sides roll a die with the side scoring the highest getting the first turn (VI).

JOINING THE GAME

New players may join the game as if they were just starting the game. Try to keep the sides balanced when assigning sides to new players.

ENDING THE GAME

The Furball mission does not use the Too Many Casualties rule. Instead, it ends when time runs out or everyone has had their fill of dogfighting for the time being.

WHO WON

Each pilot gains their side one Victory Point for each aircraft they shoot down. The side with the most Victory Points wins.

GETTING SHOT DOWN

If a player's Aircraft gets shot down, they may start the next Round with a new Aircraft. Roll for their starting point and height as for the start of the game.

ACE OF ACES MISSION

Ace of Aces is a mission that pits every player against every other player in a game of tag, trying to score the most shootdowns. Unlike most games, getting shot down does not remove an aircraft from the table. It just reduces its score and keeps flying.

GROUP PLAY

This mission is designed for a group of players looking for a casual game. It's a free-for-all with pilots out for themselves. There are no sides, so everyone is a valid target.

SET UP

Your playing area should be at least two Ruler lengths across and at least three Ruler lengths long.

Each player has one Aircraft.

There are six starting areas: the four corners (I) and halfway down the longest two sides (II).

The players take turns at rolling to find their starting point (III). Then, they place their Aircraft within the +0 Range Bracket of that point. Once they have placed their Aircraft, each player rolls to determine their starting height.

Pick a random player to go first. Then the player to their left and so on.



WHO GOES FIRST

Once all of the players have placed their Aircraft, they position themselves behind their aircraft to determine the turn order. Pick a random player to go first. This player has their turn, then the person on the left has their turn, and so on clockwise around the table. Players cannot Shoot in their first turn.

JOINING THE GAME

New players may join the game as if they were just starting the game. A player cannot Shoot or be Shot at until their second turn.

ENDING THE GAME

The Ace of Aces mission does not use the Too Many Casualties rule. Instead, it ends when time runs out or everyone has had their fill of dogfighting.

WHO WON

Each pilot gains one Victory Point for each aircraft they shoot down, but loses two Victory Points (to a minimum of zero) each time they are shot down. The player with the highest score at the end of the game wins the acclaim of friend and foe alike.

GETTING SHOT DOWN

If a player's Aircraft gets shot down, they reduce their score by two, but suffer no other ill effects. A player can only shoot down the same plane once each turn.

TURN SUMMARY



*You **must** do the following Manoeuvres **in order**, starting from the left on your Cockpit's Manoeuvre Table and proceeding to the right.*

1. Available Actions (page 17)
You get 2 Actions automatically. Roll 3 Action dice and add another Action for each 4+.

Roll a die for each Fright, reducing Fright by 1 for each 4+. Reduce your Actions by 1 for each remaining Fright.

2. Apply Power (page 18)
Increase Airspeed by the Power rating (or decrease Airspeed by the Drag rating). You can't increase or decrease speed past your Maximum Level Speed (the highest speed shown in green).

3. Shoot (page 18)
If there is a target dead ahead of your Aircraft and within range, you can shoot it.

4. Break or Split-S (page 19)
Spend Actions and Airspeed to rotate the Aircraft by up to one face of its Flight Stand.

5. Shoot Again (page 20)
After Break or Split-S, Shoot again.

6. Climb or Dive (page 21)
Spend Actions and lose or gain Airspeed for each Height Level the Aircraft Climbs or Dives.

7. Move (page 23)
Move the Aircraft straight forward by the amount shown on the Airspeed Indicator. You *must* do this. Aircraft can't just stop moving.

8. Turn or Immelmann (page 24)
Spend Actions and Airspeed to rotate the Aircraft. The cost depends on how far it rotates.

9. Shoot Again (page 25)
After Turning, Shoot again.

10. Discard Actions (page 25)
Reset the Action Gauge to 0, losing any unused Actions.

SHOOTING

When Shooting, take the following steps:

Use an Action (page 26)
It costs one Action to Shoot.

Check Target is Valid (page 27)
You can only Shoot a target that is dead ahead and within the length of the Ruler.

You cannot Shoot at a target at a lower Height Level if you Climb or a greater Height Level if you Dive.

You cannot Shoot after performing a Split-S or Immelmann manoeuvre.

Roll to Hit (page 28)
Roll one die for each Weapon you have. The base score to Hit depends on the quarter being shot at on the target's Flight Stand:

- Front 4+
- Side 5+
- Rear 3+

- Add the Weapon's To Hit modifier from the Cockpit.
- Add the Range from the Ruler.
- Add the difference in Height Levels.

Roll Airframe Save (page 30)
Target rolls a die for each Hit, discarding the Hit if they roll their Airframe Save or better.

Add Fright (page 30)
Increase the target's Fright die by one for each unsaved Hit.

Roll Firepower to Shoot Down (page 30)
Roll a die for each unsaved Hit. Any die that rolls its Weapon's Firepower or better shoots the target down.



Good hunting.

Tally Ho!