

Target for Today Errata and Clarifications (as of 22 Feb. 2025)

Feb. 22, 2025

The Flak Table 6-5 on page 27 of the Tables manual states to go to Table 15-13 A7. There is no Table 15-13 in the Pilot's manual. It should be Table 5-13 A7 on Page 7.

The errata and clarifications below were included in the reprint of TFT in the early 2020's.

June 11, 2017

2. Table 5-7A is for both FCA and FBOA

3. On Table 5-7A, there is a reference to table 7-13 on a result of 7. It should read as follows: Roll 1D6: 1-3, superficial; 4-6, cockpit damage, roll for pilot condition. 1D6: 1-2 Pilot OK, 3-4 Pilot Serious Wound, 5-6 Pilot KIA b)

4. Should a German fighter receive more than one FBOA hit in the same round, treat as miss.

June 13, 2017

5. Clarification -- B=24J Nose Gun Crew

(DESIGNER'S NOTE: There are two options for placing your Navigator, Radio Operator and one Waist Gunner. In Real life the B-24J crews handled it in different ways, some crews had the Navigator man the Nose Turret, while other crews had the Radio Operator double as a waist gunner and used either the left or right Waist Gunner in the new Nose Turret position. If this second option was used the Navigator moved to the Radio Operator's compartment while the Radio Operator moved to a Waist Gunner's position. The Waist Gunner took over the Nose Gun Position. (As described above) This was favored as there was very little for the Radio Operator to do during the mission and the Navigator could work better in the more spacious radio compartment. The B-24J Crew Placement Sheet shows the named gun positions rather than the crew positions, so you can place the counters accordingly. Place your crewmen as you see fit. The B-24 Mission Log Sheet is also marked to allow either option. Just circle the positions your Radio Operator and Navigator have taken on the Mission Log Sheet and place your Navigator in the nose or the radio compartment as you see fit for your crew.)

6. Clarification -- Oxygen Bottles and Heater Plug-ins:

From the Boeing Model B-17F Field Service Manual dated 1943/Restricted. The Oxygen system is made up of four independent low pressure systems operating at a maximum of 425psi. Each system supplies a portion of the crew and is separate from the other systems. The Systems are supplied by 18 type G-1 Bottles each of which contain approximately a 5 hour supply for one man at 30,000 feet. That gives you 90 man hours of oxygen for the crew or 9 hours per man. There are 16 outlets, two of which are in power turrets. While this gives some extra plug in stations the real problem is losing the oxygen supply from the damaged system So in real life if a system is knocked out you lose a portion of the oxygen allocated to each crewman as there are only four systems available.

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On the Walk around bottles. There are 10 type A-4 bottles that contain 6-12 minutes of oxygen. They can be refilled but it comes from the 18 G-1 bottles supplying the 4 systems. The B-24 works basically the same way.

It is our opinion that trying to duplicate this in the game would lead to a cascade of micro managing of oxygen bottles. Therefore, we opted to leave this out of the game. Same with the suit heater plugins.

We set up the rules to give a reasonable approximation of what happens when one of the oxygen systems is out in a compartment.

June 14, 2017

7. In rule 3.1 Take-Off procedure, in talking about the "Mission Scrubbed" listing in table 3-1 for weather at take off ("Weather over Base") it states " 'Mission Scrubbed'...is for the tour of duty player who is keeping track of the days in their tour. If your mission is scrubbed, mark off another day on your tour of duty calendar (emphasis mine) and roll again for better weather tomorrow..." Was I supposed to get a Tour of Duty calendar?

A: No calendar is provided. We left it up to the players to decide which dates they wish to use and create their own sheets, or add the date on the mission composite sheet. I will create one at a later date so players may download it for their use.

8. If the fighter already has one or more FCA results, the fighter is destroyed at the conclusion of the attack. Which attack?

A: The fighter is removed at the conclusion of its attack against the bomber during the round in which it sustained the result.

9. When encountering fighters after bombs away (the second time over the target zone), do you roll for fighter resistance again or just the number of waves using the previously rolled resistance?

A. The rules indicate you would roll again to determine resistance and number of waves. -- re: After turning your bomber around and heading home, resolve additional flak (See Section 6-7) and any Fighter attacks again per the procedure in Section 5.0.

10. On certain attack rolls, you have a 50/50 of having either "no attack" or a "random event." If you roll the latter, is it also "no attack?"

A. That is correct. There is no attack if a random result occurs.

June 15, 2017

Table 6-7 Bombing Accuracy

Add to Note "A" - If the result is greater than 100%, round off the result to 100%.

Table 5-1 German Fighter Resistance

Add to die roll modifiers -- +2 if "Fighter Escort" for applicable zones (Table 2-13) is "NONE"

Table 5-3B German Fighter Resistance under Moderate, result 14 and 44: ME190 should be FW190.

Table 5-3C German Fighter Resistance under Light, result 45: ME190 should be FW190.

June 16, 2017

Q: Firing Defensive Fire (I chose Fw190 to be the plane type), I have 3 guns firing. The first to fire was the Nose Gun, which scored an FBOA hit. Good so far. The next to fire was the Top Turret, and it also scored a hit, an FCA. In the rule book, on page 16 under 5.5.3 Bomber Defensive Fire Procedure, the section on FBOA states that "If the fighter already has one or more FCA results (when the FBOA is scored), the fighter is destroyed at the conclusion of the attack" But what if the sequence is reversed, as it is in my circumstance. What if it's FBOA first and then FCA. Is the fighter still destroyed?

A: It is destroyed. The order of receiving the FCA and FBOA is not important.

Q: Extra Attack Rounds -- What if multiple fighters are eligible for a 2nd round and using 5-9 and 5-9A they end up with the same angle/elevation?

A: They attack and you could have a bad day.

Q: Which guns are powered and which guns have multiple barrels? There are several modifiers for these functions.

A: Specific gun positions are covered under modifiers when executing bomber defensive fire. Twin guns, either powered (electrical or hydraulic) or not are the Chin Turret, Ball Turret, Nose Turret (B-24), Top Turret and the tail guns(B-24). The YB-40 is a special case and all gun positions are double guns EXCEPT the Starboard and Port cheek guns, which are single mounts.

Powered Turrets: Chin (B-17G), Nose (B-24J), Top Turret and Ball Turret (All models of B17 and B-24) and tail guns(B-24). The Tail Guns (B17) are not powered.

Q: Table 2-13 Level of Available Fighter Escort, when do we roll on this -- prior to take off or when entering or re-entering the zone area? And leaving a zone and re-entering on the return trip can have different levels, right? The NOTE would seem to indicate upon entering/re-entering, but it's in the rules/charts as pre-mission.

A: The Note under Table 2-13 says to roll for available fighter escort when you enter the range of hexes noted under the "Zones" column. So, as an example, look at Campaign #1 - Zones Column. You roll for fighter cover when your bomber enters Zone 2. You use that result for zones 3, 4 and 5 going to the target. You roll again when your bomber enters zone 6. You will use this new result in zones 6 thru 15. Assume your target is in zone 8. When you turn around to go home, roll again and use that result until

you enter zone 5. then use that new result thru zone 2. There is no need for fighter cover over your base (Zone 1).

Q: Fire extinguishers. When/How are they used? Are they just used for in plane damage from Fighter/Flak hits? As I mentioned above, I haven't had any hits from German Fighters or Flak yet, so maybe this is addressed in those rules.

A: This is addressed in the rules in section 5.13 under oxygen fires.

Q: A bomber that has an engine out cannot rejoin formation, and spends the rest of the game in Out of Formation status, right?

A: That is correct. Remember that you may be out of formation for several reasons other than engine failure. For example, a crewman loses oxygen and you drop out of formation to get to a lower altitude, you would be out of formation. Assume a crewman is killed while at the lower altitude. You now have enough oxygen ports for the crew and your bomber can try to regain the formation again IF all four engines are functioning.

Q: If the B-17 is out of formation and a fighter misses on its attack, does the fighter go away?

A: YES

Q: The eighth paragraph of 5.4 says, "Vertical Dive attacking fighters may NOT be driven off by the Fighter Escorts." Note (d) for Tables 5-3A/B/C say that some Vertical Dive fighters (e.g. dice roll 21 in the Heavy Resistance column on Table 5-3A) can be driven off. Can a (d) fighter be driven off by fighter cover, or not?

A: Rule 5.4 is correct as are Note d) under tables 5-3 B and C. "Not" was left out of Note d) on Table 5-3 A. Note d) on Table 5-3 A should read: d) Top turret and Radio Room MG may fire. Escort Fighters may NOT remove this attacker.

Q: Paragraph 3 of 4.7 says to add a Bf-109 at 12:00 Level when the B-17 is disrupted. Should that be an Me-109?

A: A designation change was during the war. Early on Bf-109 was used and later, Me-109. Both designations refer to basically the same aircraft. Any reference to a Bf fighter unit means the same as a Me fighter.

Q: Paragraph 5 of 4.7 says to "always add one extra fighter per wave" when the B-17 is out of formation or disrupted. If the B-17 is disrupted, is the Me-109 at 12:00 Level considered the "extra fighter", or is an additional fighter added in addition to this Me-109?

A: Only ONE extra fighter is added when the B-17 is in disrupted formation or Out-Of-Formation, not two fighters.

Q: Speaking of Paragraph 5 of 4.7, it does not say what type of fighter (e.g. Me-109) to add when the plane is out of formation. Is it always an Me-109, and if not, how do I determine the type?

A: Paragraph 5 refers back to paragraph 3 ... "Add ONE Bf-109 fighter attacking from 12 o'clock Level..." You can also look on the crew placement sheet. In the center is a series of red warning boxes, one of which alerted the player to place an Me-109 if out of formation.

Table 5-6 Bomber Defensive fire Resolution

The third listed modifier refers to two non-existent tables (4-2B and 4-2C). It should read: "-2 for defensive fire if Nose Turret (B-24J/Top Turret (B-17, B-24)/Ball Turret (B-17/B-24)/Tail Turret (B-24) Power failed (See Tables 4-3B, 4-3C)

June 17, 2017

Also on Table 5-6, The Chin Turret (B-17G) should be added to the third listed modifier, -2 defensive fire with other listed powered turrets.

Q: Should the B-17G's Chin Turret get the -2 modifier if its power is lost as well, and if so, then does it get the +1 if it is functional?

A: Yes as answered previous with addition to modifier on Table 5-6, and yes to the second part of the question. Clarification. In essence all power turrets have double machine guns so there is a better chance to hit, hence a +1 modifier. If power is out to a turret, it's like driving a power steering car without the power steering working; very hard to follow a target so its modifier for power out is -2. The NON-TURRET double guns in the YB-40's waist are hand operated so there is no power to go out but they should get the +1 modifier as they are double guns.

Table 5-3A result 45 under heavy: Two Me210: 10:30/L 10:30/Lo should be Two Me210: 10:30/Lv 10:30/Lo

June 18, 2017

Q: In QOTS this table used 2d6, resulting in a 9% chance of meeting an Ace or 9% of meeting a Green fighter. 82% of German pilots were Average. In TFT the table 5-5A uses 1d6, resulting in a 33% of running into an Ace, 33% Green, and 33% Average. Is this correct?

A: Yes, this is correct.

Background: TFT was purposely designed this way. While you quote the overall strategic historical view of the rise and fall of the German Luftwaffe during the course of the war, at the tactical level where we have a single bomber being attacked in the bomber formations this ratio fails to hold up. By 1942 Germany had 3 years of experience fighting in Russian and there were many, many German aces. As the war progressed the Germans tended to concentrate their most experienced pilots into defense units fighting the Daylight Strategic Bombing of their homeland.

While there were a lot of "green" pilots later in the war most of them were taken down by the American escorts before they could attack the bombers, but some did get through. While the escorts were busy with the less experienced pilots, the more experienced pilots (aces) had a better opportunity to use their skills to avoid the escorts and get into the bomber formations and attack the individual bombers. There were less veteran pilots, but more of them were able to use their skills to avoid the escorts and get through to the bombers. This brings the ratio of veteran vs green pilots getting through to the bombers into a more equal state at the individual plane level of TFT. The bombers had about a equal chance of being attacked by a veteran (ace) pilot, or an average pilot or even a "green" pilot. Individual accounts of both US fighter and bomber crews and Luftwaffe fighter pilots bear this out, so that is why that was designed that way.

Q: If I assign my tail gunner to fire passing shots at a 12 o'clock fighter, but that fighter misses, do I still have to fire?

A: Yes, you still have to fire as you assigned the Tail Guns to a Passing Shot in the "deciding to fire phase" outlined in paragraph 8 under Rule 5.5. As the tail gun was assigned to a passing shot, it cannot be diverted to another target in this same round of combat and you must mark off the ammo expenditure for the passing shot, all per rule 5.5.

Q. The charts say fighters that miss are removed, but it seems like maybe I should lose the ammo for a shot, since I did assign him to shoot.

A: Fighter that misses is removed at the end of its combat round. That fighter's combat round is not over until the fighter passes to the rear of the bomber and the Tail gun gets his chance at a Passing Shot. After the Tail Gun fires the fighter's combat round is over and he is removed as stated in the rules.

Q: On the crew sheet the LW can hit 10:30 low. On table 5-5 it's not listed for the B-17. Which is right?

A: On Table 5-5 for both left waist (10:30H and Lo) and Right Waist (1:30 H and Lo) the B-17 has been added.

Q: Vertical dive is not listed for the radio MG on the crew sheet, but is listed on the VD note and Table 5-5.

A: The B-17F Model has the "framed" radio room MG as the majority of the F models had, therefore the F Model RR MG could ONLY shoot into the 6 o'clock high sector. On Table 5-5, Vertical Dive, the B-17 has been changed to B-17G with a note to reference Rule 10.5.3. The B-17 G Crew Placement Sheet is correct for the G Model as most early G Models had the "Frameless" radio room MG mounts that expanded their fields of fire.

Q: When 'Target Mostly Obscured' is rolled on 6-1 Target Visibility it notes that a -1 modifier is to be applied on 6-2 FLAK Level and 6-6 Bomb Run. The -1 is not listed in the 6-6 standard modifiers list.

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A: On Table 6-6 Bomb Run under standard modifiers add the following to the list: -1 if "Target Visibility" is "Target mostly obscured" on Table 6-1

Q: Under the notes for Table 4-3B (Failed System B-17) and 4-3C (Failed System B-24), under note (h) and (o) (relating to ball turret failure), it states: "If 'ditching' a trapped gunner is KIA (See Table 7-2 note f). However, the notes for Table 7-2 only go from (a) to (e). I believe it should be (d): "If (B-24/B17) ditches and the ball turret gunner is still trapped in the turret he is KIA."

A: Correct. It should be (See Table 7-2 note d)

#2 Under Table 4-3C (Failed System B-24) note (p), it states: "...nose gunner hits on Table 5-7 Bomber Defensive Fire..." It should read "Table 5-6"...

Q: Should notes (h) and (o) (Table 4-3A, B and C) state that if crew bails out, or crash-lands without landing gear, the ball turret gunner is KIA?

A: No! The above note should not be added to either Table 4-3B (h) or Table 4-3C (o). If your bomber crash-lands on land or in the water, follow the procedures outlined in rules sections 7.1 thru 7.4 in the rule book. For landings on land, use the modifier for Landing with one (or more) main gear out and/or the modifier for Tail wheel out or nose wheel out depending on the bomber type you are flying. Apply any other applicable modifiers and roll for the crew's status on Table 7-1. He might get lucky and survive the crash-landing.

For landings in water refer to note d) for Table 7-2. The gunner drowns and is KIA.

For crew bailouts, refer to note b) under Table 7-3. Any seriously wounded crew member (including our trapped gunner) who cannot bail out are killed in the crash.

June 20, 2017

Q: In my current game my B-17 took a hit that cut the oxygen in the tail from the first plane in 3-plane wave. This, in itself, was the first of two waves. So my question is, when does the B-17 need to break formation and drop below 10,000 feet? As I see it there are three potential options:

1. Immediately after that fighter's combat is resolved (meaning that fighters #2 and #3 are now attacking at 10,000 feet); 2. Immediately after that wave, but before the second wave; In my current game my B-17 took a hit that cut the oxygen in the tail from the first plane in 3-plane wave. This, in itself, was the first of two waves. So my question is, when does the B-17 need to break formation and drop below 10,000 feet? As I see it there are three potential options: 1. Immediately after that fighter's combat is resolved (meaning that fighters #2 and #3 are now attacking at 10,000 feet); 2. Immediately after that wave, but before the second wave; 3. When the plane moves into a new zone.

A: After all waves have finished attacking, and all combat has ended, make the decision to drop altitude or stay before you move into the next zone. That was our intent for the sake of game play.

June 22, 2017

Q: I rolled a "Target Completely Obscured" on Table 6-1. Wouldn't that mean the bomb run is automatically off target? According to the Table 6-6 and applying the modifier for target completely obscured, I was still on target with my bomb drop. I believe I have played it correctly but I'm curious as to the thought process behind this. Any insight would be appreciated.

A: "Completely Obscured" is a relative term. It is the most obscured condition of the four states of visibility that a target can have. Each of these visibility states has a greater dice roll modifier as the condition worsens. A good bombardier when using the Norden Bombsight can use various means to line up on a target even if he cannot actually see the target itself in the bomb site. One method is to use terrain analysis and pick the bomb drop point off of a map in relation to prominent terrain features. Then you find those prominent features in the bomb sight and estimate where the drop point will be in relation to those same features to determine the aiming point. Not as accurate maybe as seeing the target itself but it works. There are also other techniques a good bombardier can use to find the target even when its completely obscured.

If your bomber is not the lead bomber you mostly are bombing on command, then you drop when the lead bomber says to drop. You might even have a "togglie" onboard instead of a bombardier and there is no Norden Bombsight on your bomber, so you drop on command. (See Rule 10.8 Toggliers and rule 10.7.4 Bombardiers) Radar equipped bombers were also used. (See Rule 10.9 Pathfinder Force Bombers -Radar Bombing.) So, in real life its not necessary to actually see the target to be successful in hitting it with your bomb load.

The dice roll modifiers for the bomb run get progressively worst as the visibility gets worst and that effects the degree of difficulty hitting the target on the bomb run. In your case your Bombardier was either extremely good or extremely lucky!

June 24

On Table 5-11 Hit Effect Multiplier, the campaign numbers above the ME-210 should read 1-6 instead of 3-6.

June 28

Table 5-13 (A-7 Wings) Result of 12 Landing Gear

Roll 1D6:1-3 Brakes Out (h) should read "...Brakes out (g) with note g being: g) Landing roll on Table 7-1 is -1.

Table 5-9 result 2 should read 10:30

More Questions and Clarifications to Disrupted Formations

Q: As I read the rules, tables and charts I see only one way Disrupted Formation Status can be achieved. That occurs on Table 5-3D Random Events 2d6 result #3. A Disrupted Formation is permanent for the remainder of the mission. (I will deal with "Temporary Disruption" in another paragraph.)

A: If you roll the Random Event "Disrupted Formation" on Table 5-3D you will add +1 to your dice roll on Table 5-2 Number of German Fighter Waves (Any Zone) for the remainder of the mission as stated. The thinking here is that you are flying a very loose formation and the German fighters are targeting your six-plane cell because of it. This is different than being "Temporarily Disrupted" as discussed in Rule 4.7 . You can recover from "Temporary Disruption" as stated in the rule.

Q: Is a Disrupted Formation always unrecoverable once it occurs?

A: Yes. The Random Event "Disrupted Formation" is always unrecoverable.

Q: When a bomber cell formation is attacked and results on the Tables 5-3 (A-C) are aerial bombing (Note F) and Rocket Attack (Note G), RB_4.7(pg13) states the formation "may be" Temporarily Disrupted.

A:: Change "may" to "Will". The sentence should read "... bomber formation "will" be "Temporarily Disrupted"...

Q: What is the effect of multiple occurrences of notes (F and G) to the same bomber in the same zone?

A: Follow the directions in the notes and roll 1D6 each time the event is rolled.

Q: Is a temporarily disrupted formation considered to be in a state of "In Disrupted Formation" until it returns to normal formation status (see below) and if so, is the formation subject to all rules, modifiers and conditions that accrue when the formation is in the state of "In Disrupted Formation"? If no, is being Temporarily Disrupted considered to be a fourth formation state, and what penalties, if any, accrue to Temporary Disrupted status.

A: Yes. There is no fourth state of disruption. The term "Temporarily Disrupted" in the second paragraph of Rule 4.7 refers to the "in Disrupted formation" in the fourth paragraph NOTE.

Q: Rb_4.7(pg. 13) goes on to say that one extra fighter per wave is always added to the number of fighters attacking the bomber when the bomber is... "in disrupted formation". This condition is also noted on the Crew Placement Boards. Does a temporarily disrupted formation accrue the extra fighter?

A: A bomber flying "in Disrupted formation" as described in Rule 4.7 paragraph 4. always accrues the extra fighter as explained in Rule 4.7, paragraph 5.

RB_4.7(Pg13) states that a Temporarily Disrupted Formation may return to normal formation in the first zone they are not again attacked by German fighters and if there is (are?) no losses to the six-cell

bomber formation. Does the reference above to no losses in the six-cell formation refer to losses in the current zone due to (a) any cause or (b) only due to losses from notes (F and G)?

A: Any Cause.

Q: Does this mean that in the next zone, assuming the results on any of the Tables 5-1; 5-2 and any roll on Tables 5-3 (A-C) that result in zero, no or none attackers, and the formation has suffered no losses as clarified in question 6 above, that the formation reverts to In Formation Status?

Answer: Yes

Q: What happens if the Temporary Formation does not recover In Formation Status in the next zone? Or in subsequent zones?

Answer: The "in Disrupted formation" bomber as described in Rule 4.7 paragraph 4 stays "in Disrupted formation" until the conditions for returning to "in Formation" status are met or the plane is shot down or lands at his base no matter how many zones are entered. There is no "Temporary Formation" only the three formations listed in Rule 4.7 paragraph 4.

July 1, 2017

Add to Rule 7.3 after "...are considered lost." To determine the disposition of surviving crew members crash landing in German controlled territory, refer to notes c), d), and e) in Table 7-3 Controlled Bailout.

Design Notes:

The "Effects" column on Table 7-1 merely indicates the condition of the crew after the "Landing" it does not say they are "all going home" unless a natural 12 result is rolled per note a) to Table 7-1 and then the crew disposition process is waived.

Referring to Rule 7.3 Landing in Europe. It states bomber crash landing in Europe are considered lost. This rule applies to Table 7-1, so when a -1 result is rolled on Table 7-1 the crew survived the crash landing and the bomber is destroyed. No change necessary. To determine the crew's POW status refer to Rule 7.3 addition noted above.

FINAL NOTE: Remember, this is a solo game. If a player wants to include extra details, feel free to do so. It may not make it as official errata to the published rules, but the player can certainly take the game design and add his own "pet" rules to the game system.

July 9, 2017

Notes for Table 5-13A A-1 Nose YB-40 (B-17) Variant on page 13 of the Pilot Manual are missing. The notes are:

Table Notes:

a) Treat as No Effect if hit from attacking fighter 12 O'clock High

b) If presently or subsequently out of formation, B-17 must spend 2 turns in each future odd-numbered zone entered.

c) See rules section 5.12 - Heat Out/Frostbite

d) See rules section 5.14 - Oxygen Out.

Q: When a German fighter misses, the notes in table 5-8 says "Fighters that do not score hits are removed from the board". But then, looking at the Collision Table (Table 5-16), there's a -1 modifier for "attacking fighters that did not score any hits on the bomber." which implies that fighters that missed should still roll on the Collision Table?

A: Check for collisions BEFORE fighter is removed from the board. Replace the last line of the 4th paragraph, right column on page 16, to "Remove the fighter from the Battle Board after a check is made for a collision. See 5.8 MID AIR COLLISIONS."

Q: On Table 5-13 A-7 (Wings B-17) and 5-13A A-7 Wings (YB-40) note (e), it details how far the bomber could travel with a leaking fuel tank. It lists the distances in ZONES. On Table 5-15 B-7 (Wings B-24) note (e), it contains the exact same verbiage as the B-17 table, BUT the distances are listed in TURNS. I believe the correct verbiage should be TURNS as the aircraft may have to spend two turns in a zone?

A: Yes. They should be TURNS instead of ZONES.

Q: On Table 5-13 A-6 (Tail Section - B-17) note (c), it states that if both tailplanes (aka horizontal stabilizers) come off the aircraft, "...bailout immediately on Table 7-3 (Controlled Bailout)". #2 On Table 5-13A A-6 (Tail Section - YB-40) note (c), same as above. #3 Table 5-15 B-7 (Wings - B-24) note (a), it states that if the wing separates from the aircraft, "...crew must immediately bail out according to Table 7-3 (Controlled Bailout). I'm pretty sure all the above notes should read "Table 7-4 (Uncontrolled Bailout)."

A: These should reference Table 7-4 Uncontrolled Bailout

Q: On Table 5-15 B-2 (Flight Deck - Pilot/Co-Pilot Compartment) for both the B-24D and B-24J, #10 (Oxygen System) note (c), it reads: c) If presently or subsequently out of formation, B-24 must spend 2 turns in each future odd-numbered zone entered (Roll twice for fighter waves). This is listed as a note when the navigator's equipment is damaged in either the B-17 or B-24, but it's only listed as a note for the B-24 Cockpit Oxygen.

Answer: Note c) for those two tables is wrong. Change Note c) for tables 5-15 B-2 FLIGHT DECK - PILOT/CO-PILOT COMPARTMENT for both the B-24 D and J to read "Roll 1D6: Number rolled is the number of zones until runs out for entire plane. If more than one hit, take the lower of number rolled and remaining zones from prior system hit."

July 10, 2017

On Table 5-3D, note (g), it begins, "Roll 2D..." This should read 2D6.

On Table 5-3D, roll #11, should refer to note (f)

On Table 5-7A (Fighter Damage Results for FCA / FBOA Hits on Table 5-7), under notes (c) and (d), it refers only to attacks against B-17's (not B-24's). This has been changed to "...your bomber."

On Table 5-3C, use the "Ta-152" airplane counter for the Ta152H

Result 23 under moderate resistance should read Ta152H, not Ta162H.

Rule 9.3.1 has been changed to "The Ta-152H fighter had a short range and can only make two attacks on the bomber. There is no third round attack for this fighter type. Use the Ta-152 counter when a Ta-152H is determined to attack your plane."

Rule 9.3.2 - add the following line at the end of the section – "Use the Ju-88 counter when a Ju88 C-6 is determined to attack your plane."

Q: It looks like the Radio Room gun and the Tail Guns have the same odds of hitting an enemy aircraft, on a 6 or better. Is this correct?

A: Yes. This gun only fires into the 6 O'Clock High sector. It would have the same chance of hitting as the tail guns firing into the 6 O'Clock high Sector as that sector is the same relative to the bomber and attacking fighter. It just would not get the double gun bonus. As for ace status, the tail gunner gets to fire in more sectors and he gets the double gun bonus whereas the radio operator only fires into one sector hence less chance to be an ace. Its correct the way it is written.

Table 5-15 B-2 Flight Deck-Pilot/Co-Pilot Compartment Damage B-24J: roll 9-Instruments - Roll for damage on Table 5-17. It should reference Table 5-15 B-8 (Instruments).

Table 5-15 B-2 Flight Deck-Pilot/Co-Pilot Compartment Damage B-24D: roll 9-Instruments - Roll for damage on Table 5-15 B-7. It should reference Table 5-15 B-8 (Instruments).

Table 5-15 B-3 Flight Deck - Top Turret & Radio Room/(On the B-24D table ONLY) #10 Fuel Transfer System, for roll of 1-2, it states, "...extinguish fire on Table 4-10." This should reference Table 5-19 (Oxygen Fire - Handheld Extinguisher)

Q: Table 5-13A A-6 (Tail - YB-40) roll #3. Since the only modifier for a damaged autopilot is on the bomb run, and the YB-40 isn't a bomber, should we just change this roll to Tail Wheel Damaged?

A: Change the wording under the Effects Column. "... 4-6, Autopilot mechanism inoperable, Bomb Run on Table 6-6 is -2" to read as follows: "... 4-6, Autopilot mechanism inoperable, no effect during the bomb run"

July 15, 2017

Q: Table 5-13A A-6 (Tail - YB-40) roll #3. Since the only modifier for a damaged autopilot is on the bomb run, and the YB-40 isn't a bomber, should we just change this roll to Tail Wheel Damaged?

A. Table 5-13A A-6 (Tail - YB-40)-- change the last line in the Effects Column from "... 4-6, Autopilot mechanism inoperable, Bomb Run on Table 6-6 is -2" to read as follows: "... 4-6, Autopilot mechanism inoperable, no effect during the bomb run."

7.6 (OPTIONAL RULE) CONFIRMATION OF GERMAN FIGHTERS CLAIMED SHOTDOWN BY YOUR GUNNERS.

For the player who wants a more detailed experience for his crewmembers, this rule allows the player to determine what aerial victories claimed by his bomber's gunners are approved for official credit by the Aerial Victory Credit board.

7.6.1 HOW WAS CREDIT FOR AERIAL VICTORIES DETERMINED DURING WORLD WAR II.

During World War II the criteria that the USAAF used for awarding aerial victory credits varied by theater and commands. The action had to occur between December 7, 1941 and September 2, 1945. Only fighter pilots or members of night fighter crews were eligible. The enemy aircraft had to be airborne, heavier than air, manned, and armed.

Destruction involved shooting an enemy aircraft down, causing the pilot to bail out, intentionally ramming the airplane to make it crash, or maneuvering it into the ground or water. If the enemy airplane landed, despite its degree of damage, it was not counted as destroyed.

An eyewitness in another aircraft or gun camera film confirmed aerial victory credit claims. USAAF officials then awarded credit, usually through the issuance of numbered air force general orders. An aerial victory credit board, of which there were several during the war, also documented credits.

Prior to World War II the Air Service awarded one whole victory credit to each aviator who contributed to an aerial victory. A single victory could—and often did— result in three or four victory credits. In World War II the criteria were changed. The service divided one credit among all aviators who contributed to destruction of an enemy airplane. With the awarding of fractional credits, a single victory could result in no more than one full credit.

Gunners on bombers such as B-17 Flying Fortresses and B-24 Liberators destroyed enormous numbers of enemy aircraft, but the Army Air Forces quickly abandoned the attempt to systematically award aerial victory credits to them. The average bomber had ten machine guns and six gunnery positions, and the average bomber formation contained many aircraft. If a formation shot down an enemy airplane, witnesses could not determine exactly which bomber, much less which gunner, destroyed the airplane.

Army Air Forces Statistical Digest, World War II has these numbers for aerial victories in the ETO during World War II: 6,098 by heavy bombers, 7,422 by fighters, and 103 by medium bombers.

How many of those were actually losses remain a matter of conjecture. Post-war studies suggest that fighter pilots over-claimed by about a 2:1 margin. The degree to which bomber gunners over-claimed varies greatly depending on who you ask, and no solid evidence could be found to support any particular ratio of over-claiming. Bomber over-claiming has been estimated between 2:1 and 10:1.

One of the reasons for 10:1 not being too far off is if a fighter was shot down attacking a bomber box just about every gunner who fired on him would likely claim a kill. Thus you could get several claims from a single B-24 or B-17. Now combine that with there being very little way to confirm kills. (e.g. the fighter started smoking, did it crash or recover? Many gunners would assume it crashed and make a claim. If it flew through another formation in that shape you have even more claims.)

The moral factor was one reason to award kill credits to bomber gunner. Many ace pilots and gunners went on Bond Drives to raise money for the war effort after returning from their 25 missions. Recognition for the gunner and the kills they claimed was a good thing, so even though the USAAF did not officially credit bomber gunners some numbered Air Forces including the 8th and 15th Air Forces did award credits using their own criteria.

To simulate the Aerial Victory Boards of the 8th and the 15th Air Forces award of Credit for a claimed aerial victory by one of your gunners, use the optional rules below.

7.6.2 RECEIVING CREDIT FOR AERIAL VICTORIES CLAIMED BY YOUR BOMBER'S GUNNERS.

Treat each enemy fighter shot down by a gunner on your bomber as a "Claim". Keep track of the claimed victories by each gunner during each mission. At the end of the mission during the Post Mission Debriefing roll on Table 7-6 below to determine if your numbered Air Force Victory Awards Board approved your credit.

It is now possible to receive partial credit if the board determined other gunners also made a claim on the fighter you claimed as shot down.

Roll 2D6 on Table 7.6 for each Enemy Aircraft claimed by your gunners.

TABLE 7-6 AWARDING AERIAL VICTORIES

Die Roll	Aerial Victory Award Board's Action
2	Denied - No Credit Awarded
3	Shared - 1/3 Victory Credit Awarded
4	Approved = Full Credit Awarded
5	Denied - No Credit Awarded
6	Shared - 1/2 Victory Credit Awarded
7	Approved = Full Credit Awarded
8	Denied - No Credit Awarded
9	Shared - 1/2 Victory Credit Awarded
10	Approved - Full Credit Awarded
11	Shared - 1/3 Victory Credit Awarded
12	Denied - No Credit Awarded

Table Notes:

a) Denied Claim results in no victory credit being awarded. Do not count it toward Ace Status.

b) Partial claims are added to the gunner's victory totals. Example; $1/2 + 1/2 = 1$ full Victory Credit. $1/3 + 1/3 + 1/3 = 1$ Full Victory Credit.

July 20, 2017

Q: Here's the situation. I'm in Zone 5 outbound to Bremen. My ship is attacked by two waves of enemy aircraft. The first wave (FW190 VD) is claimed shot down by the top turret gunner. The second wave 2 of the 3 attacking enemy aircraft are shot down but the third scores some hits. After resolving damage the Co-Pilot is KIA and the RW gunner is SW. Here's my question.

If the Radio Operator moves into the RW gunner position, when is he allowed to fire?

Answer: Covered in Rules Section 5.11.2 (page 20) of the TFT Rules. Assuming your Co-Pilot KIA and SW to the RW gunner occurred after the second wave of fighters completed their initial attack and any successive attack for THAT WAVE, (As stated above) the radio operator is moved then to the RW and cannot fire as there are no more waves of attacking fighters.

If there was a third wave of fighters attacking the bomber in Zone 5 then the RO could fire from the RW position against these third wave attackers as this is a completely new wave that is attacking the bomber.

Q: The E/A that inflicted the damage has a chance for a successive attack. If he is successful, the Radio Operator would not be allowed to fire but could then fire in the next zone (Zone 6 out)?

Answer: That is correct.

Q: If the E/A misses, is the Radio Operator restricted from firing the RW gun until Zone 7?

Answer: No. Per your question the second wave combat occurred in Zone 5. If the last E/A in the second wave missed and there is no third wave attack the bomber in zone 5, the radio operator cannot fire until the bomber moves into zone 6. He is then free to fire normally at the right waste position. Combats and any crew changes would have to be resolved for zone 6 to see if he can fire in zone 7.

Back ground on Radio Operations from the B-17F Service Manual: "The B-17F airplane contains (radio) equipment for long and short range two way and code communication; identification; emergency transmission; reception of weather, range, and marker beacon signals; directional indication; and intraplane communications."

Design notes: There are a number of different radio sets in the bombers. The Radio Operator only controls the long range radio sets. The pilots can talk short range within the bomber formations with no problems. This is the frequency he would be monitoring. The pilots can bring up the long range voice channels also but he would have to switch frequencies to get that and since he is not monitoring the long range channels (He's on the group Freq), he might not hear a voice recall on the long range

channel. The radio Operator handles the Morse code radio and would get a group recall on that if he was at his station.

House Rule -

Q: If the Radio Operator is moved to another compartment per the Crew Movement Rule (R/B 5.11.2 Pg. 20), the radio equipment is considered to be unmonitored. If the mission is recalled per Table 4.2 while the radio equipment is unmonitored there is a chance the pilots will miss the formation's recall turn.

Answer: Ok so far.

Q: If the formation's recall turn is missed the bomber is Out of Formation (R/B 4.7 Pg. 13) and must roll to Rejoin the Formation per Table 4.8 when entering the next zone, and if not successful, in each subsequent zone.

Answer: There is nothing in the game rules that says this. In real life, even if a radio recall was missed by the radio operator when the pilot sees the bomber formation beginning a turn, he will turn too to stay in the formation. Missing a Radio Recall (From Table 4-2) would only apply to Radio Messages from HQ recalling the whole group. If your bomber did not pick up the recall message from HQ others in the group would and the Group Leader would initiate the recall turn. Your bomber pilot would just follow along when the other bombers turned so no roll on Table 4.8 is necessary. Since this is listed as a house rule, if the player wants to play it his way he or anyone else reading this is welcome to do so.

Q: Modify the Table 4.8 dice roll -1 in the case of a missed formation recall turn. Random Roll (D6) Bomber Pilot Missions Flown < 5 1-5 Misses Formation Turn 5-9 1-4 " 10-15 1-3 " 16 > 1

Answer: As for adding the -1 DM to Table 4.8, no negative die roll modifier needs to be added to table 4.8 as it does not apply in the TFT rules.