2.0 PRE-MISSION STEP TABLES

Table 2-1a NOVEMBER 1950 MISSION TARGETS - Roll 2D

Dice	Target	Type
2	*Kopung* +	Interdiction
3	*Kusong* +	Interdiction
4	*Ch'ongsongjin* +	Yalu River Bridge
5	*Sakchu* +	Yalu River Bridge
6	*Kanggye* +	Interdiction
7	*Sinuiju* +	Yalu River Bridge
8	*An-tung* +	Yalu River Bridge
9	*Manpotjin* +	Yalu River Bridge
10	*Hyesanjin*	Yalu River Bridge
11	*Chongju* +	Interdiction
12	*Chonchon* +	Interdiction

\+ "MiG Alley" Target

Table 2-1b DECEMBER 1950 MISSION TARGETS - Roll 2D

Dice	Target	Type
2	*Kaechon*	Interdiction
3	*Pyongyang*	Interdiction
4	*Sunchon*	Interdiction
5	*Wonsan*	Interdiction
6	*Kanggye* +	Interdiction
7	*Sinanju*	Interdiction
8	*Anju*	Interdiction
9	*Pyongyang*	Interdiction
10	*Yudam-ni*	Ground Support
11	*Sinhung-ni*	Ground Support
12	*Hudong-ni*	Ground Support

\+ "MiG Alley" Target

Table 2-1c JANUARY 1951 MISSION TARGETS - Roll 2D

Dice	Target	Type
2	*Kaesong* *	Urban Area
3	*Wonsan*	Urban Area
4	*Wonju*	Ground Support
5	*Seoul (Kimpo)*	Airfield
6	*Kaesong*	Urban Area
7	*Pyongyang*	Urban Area
8	*Hamhung*	Urban Area
9	*Komusan*	Urban Area
10	*Pyongyang*	Airfield
11	*Kanggye* +	Bridge
12	*Pyongyang* *	Urban Area

* night attack

\+ "MiG Alley" Target

Table 2-1d FEBRUARY 1951 MISSION TARGETS - Roll 2D

Dice	Target	Type
2	*Sinanju* *	Urban Area
3	*Anju* *	Urban Area
4	*Sinanju*	Roll 1D - 1-2: Railroad, 3-4: Airfield, 5-6: Barracks
5	*Hoeryong*	Railroad
6	*Chongjin*	Railroad
7	*Pyongyang*	Roll 1D - 1-2: Railroad, 3-4: Airfield, 5-6: Barracks
8	*Hamhung*	Railroad
9	*Wonsan*	Railroad
10	*Kanggye* +	Roll 1D - 1-2: Railroad, 3-4: Airfield, 5-6: Barracks
11	*Pyongyang* *	Urban Area
12	*Sariwon* *	Urban Area

* night attack
+ "MiG Alley" Target

Table 2-1e MARCH 1951 MISSION TARGETS - Roll 2D

Dice	Target	Type
2	*Chonchon* +	Interdiction
3	*Kopung* +	Interdiction
4	*Chongju* +	Interdiction
5	*Kanggye* +	Interdiction
6	*Sinuiju* +	Interdiction
7	*Pyongyang*	Roll 1D - 1-2: Railroad, 3-4: Airfield, 5-6: Barracks
8	*Sinanju*	Interdiction
9	*Kogunyong*	Interdiction
10	*Kusong* +	Interdiction
11	*Pyongyang**	Urban Area
12	*Anju*	Roll 1D - 1-3: Urban Area *, 4-6: Interdiction

* night attack
+ "MiG Alley" Target

Table 2-1f APRIL 1951 MISSION TARGETS - Roll 2D

Dice	Target	Type
2	*Pyongyang* *	Urban Area
3	*Kaesong*	Leaflet Drop
4	*Uiju* +	Airfield
5	*An-tung* +	Yalu River Bridge
6	*Sinuiju* +	Yalu River Bridge
7	*Pyongyang*	Airfield
8	*Kangdong*	Airfield
9	*Yonpo*	Airfield
10	*Chongjin*	Airfield
11	*Kanggye* +	Airfield
12	*Munsan*	Close Air Support

* night attack
+ "MiG Alley" Target

Table 2-2 B-29 FORMATION/BOMBER STREAM POSITION
Roll 2D:

Dice	Position in Formation ("Day" & "Night" Missions)
2*****	Lead Bomber
3-10	Middle
11-12	Tail Bomber

****** If the bombardier, navigator, and radar operator have all flown eight or more missions, your bomber will assume "Lead Bomber" position on a dice roll of "2-3" (vice just "2")*

Table 2-3 EXPECTED COMMUNIST FIGHTER RESISTANCE
Roll 1D:

Die	Expected Mission Resistance Level
≤1	None
2	Light
3	Light
4	Moderate
5	Moderate
6+	Heavy

Note: This Table is used only for "Day" missions; expected Communist fighter resistance is always "None" for "Night" missions

Modifiers (cumulative):

- -1 for November 1950 (Table 2-1a) missions
- +1 if target is "MiG Alley" Target

Table 2-4 FIGHTER ESCORT AVAILABILITY
Roll 2D:

Dice	Fighter Escort Availability
≤2-6	No fighter escort this mission (check the applicable box on the Mission Log Sheet)
7-12	Fighter escort available (check the applicable box on the Mission Log Sheet) - See Section 4.8

Note: This Table is used only for "Day" missions; no fighter escort is required for "Night" missions

Modifiers (cumulative):

- **+1** if expected Communist Fighter Resistance level is "Heavy" (see Table 2-3)
- **- 1** if expected Communist Fighter Resistance level is "None" or "Light" (see Table 2-3)

Table 2-5 FLIGHT LOG GAZETTEER

Target City	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone 9	Zone 10
Anju	/ J	/ W-J	/ W	/ W	/ W-UN	/ W-UN	-2/ W-C	-1/ C	0/ W-C	
*An-tung **	/ J	/ W-J	/ W	/ W	/ W-UN	/ W-UN	-2/ W-C	0/ C	+1/ C	
*Ch'ongsongjin **	/ J	/ W-J	/ W	/ W	/ W-UN	/ W-UN	-2/ W-C	0/ C	+1/ C	
Chonchon	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ C	0/ C	+1/ C	
Chongjin	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ W-C	-2/ W	-1/ W-C	0/ W-C
Chongju	/ J	/ W-J	/ W	/ W	/ W-UN	/ W-UN	-2/ W-C	0/ C	+1/ C	
Hamhung	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ W-C	-1/ W	0/ W-C	
Hoeryong	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ W-C	-1/ W	0/ W-C	0/ C
Hudong-ni	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ W-C	-1/ W-C	0/UN-C	
*Hyesanjin **	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ W-C	-1/ W	0/ W-C	0/ C
Kaechon	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ C	-1/ C	0/ C	
Kaesong	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ C			
Kangdong	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	/UN-C	-3/C		
Kanggye	/ J	/ W-J	/ W	/ W	/ W-UN	/ W-UN	-2/ C	0/ C	+1/ C	
Kogunyong	/ J	/ W-J	/ W	/ W	/ W-UN	/ W-UN	-2/ W-C	-1/ C	0/ C	
Komusan	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ W-C	-1/ W	0/ W-C	0/ C
Kopung	/ J	/ W-J	/ W	/ W	/ W-UN	/ W-UN	-2/ C	0/ C	+1/ C	
Kusong	/ J	/ W-J	/ W	/ W	/ W-UN	/ W-UN	-2/ W-C	0/ C	+1/ C	
*Manpotjin **	/ J	/ W-J	/ W	/ W	/ W-UN	/ W-UN	-2/ C	0/ C	+1/ C	
Munsan	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ UN-C			
*Pyongyang **	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ C	0/ C		
*Sakchu **	/ J	/ W-J	/ W	/ W	/ W-UN	/ W-UN	-2/ W-C	0/ C	+1/ C	
Sariwon	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ C	-1/ C		
Seoul (Kimpo)	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ W-C			
Sinanju	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ C	-1/ C	0/ W-C	
Sinhung-ni	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ W-C	-1/ W-C	0/ UN-C	
*Sinuiju **	/ J	/ W-J	/ W	/ W	/ W-UN	/ W-UN	-2/ W-C	0/ C	+1/ W-C	
Sunchon	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ C	-1/ C		
Uiju	/ J	/ W-J	/ W	/ W	/ W-UN	/ W-UN	-2/ W-C	0/ C	+1/ C	
Wonju	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ UN-C			
Wonsan	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ W-C			
Yonpo	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ W-C	-1/ W-C	0/ W-C	
Yudam-ni	/ J	/ W-J	/ W	/ W	/ W-UN	/ UN	-2/ W-C	-1/ W-C	0/ UN-C	
Target City	*Zone 1*	*Zone 2*	*Zone 3*	*Zone 4*	*Zone 5*	*Zone 6*	*Zone 7*	*Zone 8*	*Zone 9*	*Zone 10*

Notes: a) The last block containing data in the row of the assigned target city is the "**Designated Target Zone**." Place the Target Marker on the Strategic Movement Track on that Zone's space. Any Zones beyond will not be entered this mission.

b) The number to the left of the slash is the modification, if any, to the roll on Table 5-1 when determining Communist Fighter Resistance in the Zone. If there is no number in front of the slash, then there is no possibility of Communist fighter appearance in that Zone.

c) The letter(s) to the right of the slash is a code identifying whether the Zone is over water or land in that Zone. W = Water; J=Japan, C = Communist; UN= United Nations. This information comes into play when a B-29 is forced down in a Zone or the crew must bail out. Where a Zone shows two code letters, the player has a choice of where to come down *if* the B-29 is under control. If forced to land or bail out involuntarily in such a Zone, roll one die: on a roll of "**1-3**" the first letter applies (i.e., water), on a roll of "**4-6**" the second letter applies (i.e., land).

d) Asterisked (*) targets possess searchlights and heavier AA defenses (see Tables 6-1 and 6-3) *(note that this is the opposite of "Bombers Over Japan")*

3.0. STARTING THE MISSION TABLES

Ω Table 3-1 TAKE-OFF / LANDING TIMES **Roll 1D:**

Mission	Die	Base Take-off	Base Landing	Abort Out	Ditch Out	Ditch Back
Night	"1-3"	Day	Night	Zones 1-2: Day Zones 3-10: Night	Zones 1-3: Day Zones 4-10: Night	All Zones: Night
	"4-6"	Night	Day	Night	All Zones: Night	Zones 10-4: Night Zones 3-1: Day
Day	"1-3"	Night	Day	Zones 1-2: Night Zones 3-10: Day	Zones 1-3: Night Zones 4-10: Day	All Zones: Day
	"4-6"	Day	Night	Day	All Zones: Day	Zones 10-4: Day Zones 3-1: Night

Notes: a) Roll using the "Die" column for a "Day" or "Night" mission as appropriate (determined during target assignment from the 2-1 Tables) and follow the row corresponding to the die result.

b) "Base Take-off" refers to the time of take-off from the "FEAF Bomber Command" base in Yokota, Japan. This can affect the roll on Table 3-2 below. Record this time on the Mission Log Sheet.

c) "Base Landing" refers to the time of landing at "FEAF Bomber Command" base in Yokota, Japan *assuming* your bomber goes to the Designated Target Zone. This can affect the landing roll on Table 8-1. Record this time on the Mission Log Sheet.

d) "Abort Out" refers to the time of landing at "FEAF Bomber Command" base in Yokota, Japan *if* your bomber aborts (see Section 4.7) *and* returns to base prior to reaching the Designated Target Zone (if aborting after reaching the Designated Target Zone then follow the "Base Landing" or "Ditch Back" instructions as appropriate). Time of landing is dependent on which Zone your bomber is in when it aborts. For example, if the appropriate row of the "Abort Out" column reads "Zones 1-2: Night, Zones 3-10: Day" then that means if your bomber aborts in Zones 1 or 2 while enroute to the target then it will return and land at "FEAF Bomber Command" base at night. An abort enroute to the target in any other Zone means a daytime landing in Japan.

e) "Ditch Out" refers to a situation in which your bomber has to land *immediately* (is unable to return to "FEAF Bomber Command" base in Yokota, Japan) or the crew has to bail out (see Section 8.0) while enroute to the target. For example, if the appropriate row of the "Ditch Out" column reads "Zones 1-3: Night, Zones 4-10: Day" then if your bomber has to physically land enroute to the target in Zones 1 through 3 it will return and land at "FEAF Bomber Command" base in Yokota, Japan in daylight. Landing or bail out enroute to the target in any other Zone means a nighttime landing.

f) "Ditch Back" is the same as "Ditch Out" except that in this situation your bomber reached the Designated Target Zone and is now enroute back to base.

g) During a mission, "Day" or "Night" status in any given Zone as your aircraft flies can be determined by reference to the "Ditch Out" column (during the outbound leg of the mission) of this Table *(make sure you cross-reference the correct row rolled for on this mission),* or by reference to the "Ditch Back" column (during the inbound leg of the mission).

Ω Table 3-2 TAKE-OFF
Roll 2D:

Dice	Result
2	Malfunction – roll for result on Table 3-3 (Malfunction Table)
3-11	Take off OK – move B-29 into Zone 1 on Strategic Movement Track at "LO" altitude, continue mission
12	If this is a "**Day**" take-off (see Table 3-1), *no effect*, continue mission. If this is a "**Night**" take-off, roll 2D: "**2-8**" = Close Call but no effect, take-off OK, move B-29 into Zone 1 on Strategic Movement Track at "LO" altitude, continue mission "**9-11**" = Accident, roll on Table 3-5 "**12**" = Midair collision, B-29 destroyed, crew KIA **Modifiers:** • Any *novice* pilot (seven or fewer missions) must apply a "+1" modifier to this second dice roll. • Any *veteran* pilot (fourteen or more missions) can apply a "-1" modifier to this second dice roll.

Ω Table 3-3 TAKE-OFF MALFUNCTION TABLE

Roll 1D:

Die	RESULT
1	**Engine Catches Fire During Run-up** Roll 2D to determine engine (FYI, engines are numbered from left to right from the pilot's perspective): "**2**", "**3**", or "**7**" = engine #1 "**4**", "**10**", or "**11**" = engine #2 "**5**", "**6**", or "**12**" = engine #3 "**8**" or "**9**" = engine #4 Each engine has two fire extinguishers. Now, roll 1D: "**1-3**" = Fire out, plane does not fly, no credit to Mission Tour, B-29 repairable by next mission; "**4-6**" = Fire continues—try again. If second try fails, crew must abandon aircraft, and send for additional ground fire-fighting equipment. Roll 1D again: "**1-4**" = B-29 repairable by next mission, "**5-6**" = B-29 irreparably damaged.
2	**Unusual Power Conditions Noted As Throttles Advanced During Take-Off Roll** Roll 1D: "**1-3**" = pilot aborts take-off, "**4-6**" = pilot continues takeoff. • If take-off aborted, roll 1D: "**1-5**" = plane stopped successfully, plane does not fly, no credit to Mission Tour; "**6**" = Brakes fail, roll on Table 3-5 • If take-off continued, roll 1D: "**1-4**" = mission continues normally; "**5-6**" = not enough lift, roll on Table 3-5
3	**Engine Failure on Take-off** Roll 2D as in #1 above to determine engine. Mission aborted. Roll 1D: "**1-3**" = roll for "Landing on Land", Table 8-1 (one engine out); "**4-6**" = not enough lift, roll on Table 3-5.
4	**Runaway Propeller After Take-off** Roll 2D as in #1 above to determine engine. Then, roll 1D: "**1-4**" = propeller feathered, roll for "Landing on Land", Table 8-1 (one engine out); "**5**" = propeller control restored, mission aborted, roll for "Landing on Land", Table 8-1; "**6**" = feathering fails, windmilling prop, roll for "Landing on Land", Table 8-1, with a –2 modifier.
5	**Engine Fire After Take-off** Follow procedure as in #1 above to determine engine and roll for extinguishing fire: • If fire is successfully extinguished, then mission is aborted, roll for "Landing on Land", Table 8-1 (one engine out). • If second attempt to extinguish fire fails, must attempt immediate crash landing. Roll 1D: "**1-5**" = Roll for "Landing on Land", Table 8-1 (one engine out): "**6**" = Explosion, plane destroyed, crew KIA (note that the plane does not have enough altitude for the crew to safely bail out)
6	**False Alarm. Move B-29 into Zone 1 on Strategic Movement Track at "LO" altitude, and continue mission**

Note: With any landing on land roll (Table 8-1) required by Table 3-3, your bomber has sufficient airworthiness to make a reasonably normal turn around and approach for landing. Note that bombs may <u>not</u> be jettisoned before landing.

Ω Table 3-4 CREW INJURY

Roll 2D:

Dice	RESULT
2-4	KIA
5-6	Seriously Wounded – Rotated Home
7-9	Lightly Wounded – Flies Next Mission
10-12	Emerges unscathed!

Ω Table 3-5 ACCIDENT ON TAKE-OFF

Roll 2D:

Dice	RESULT
2-4	Plane crashes and explodes – all KIA
5-7	Plane crashes at end of runway – roll for each crew member to see if they survive (Table 3-4)
8-9	Crew safe and B-29 irreparably damaged – no credit to Mission Tour
10-12	Crew safe and B-29 repairable by next mission – no credit to Mission Tour

Modifier: -1 if plane crashes as a result of "not enough lift" per Table 3-3

4.0. THE ZONES - TABLES

Ω Table 4-1 LOW FUEL MOVEMENT

Roll 1D:

Die	Result
1-3	B-29 is out of gas and must land immediately *without entering the zone* or the crew must bail out on Table 8-4.
4-6	B-29 may enter the Zone (or base square, if applicable) ***Player Note:*** this reflects the ability of the flight engineer to milk the tanks for all they're worth, skill by the crew chief in squeezing as much fuel in as capacity allows, and the readiness of the engines to run on fumes.

Modifiers (cumulative):

- -1 if flight engineer is *novice* (seven or fewer missions)
- -1 if fuel indicators have been damaged (see Table 7-10)
- -1 if both fuel pumps have failed (see Tables 4-9 and 7-4)
- +1 if flight engineer is *veteran* (fourteen or more missions)

Table 4-2 WEATHER IN ZONE

Roll 2D:

Dice	Result
2-7	Good
8-10	Poor
11-12	Bad (roll on Table 4-3)

Modifiers (cumulative):

- +1 if previous Zone weather was "Poor"
- +2 if previous Zone weather was "Bad"

Notes: a) Good weather causes possible navigation modifiers on Tables 4-4, 4-5, and 4-6, a possible modifier on Formation Assembly dice roll results on Table 4-10, and a **+1** modifier when rolling for target visibility on Table 6-2, and a **+1** modifier when rolling for survival at sea on Table 8-6.

b) Poor weather causes a possible modifier on Formation Assembly dice roll results on Table 4-10, a **–1** modifier when rolling for fighter escort rendezvous on Table 4-11, a **–1** modifier when rolling for Communist fighters on Table 5-1, a **–1** modifier when rolling for Communist searchlights on Table 6-1, and a **–2** modifier on Landing rolls on Tables 8-1 and 8-3.

c) Bad weather causes possible navigation modifiers on Tables 4-4, 4-5, 4-6, 4-7, a possible modifier on Formation Assembly dice roll results on Table 4-10, a **–1** modifier when rolling for fighter escort rendezvous on Table 4-11, a **–2** modifier when rolling for Communist fighters on Table 5-1, a **–2** modifier when rolling for Communist searchlights on Table 6-1, a **-1** modifier when rolling for target visibility on Table 6-2, and a **–3** modifier on Landing rolls on Tables 8-1 and 8-3, and a **-1** modifier when rolling for survival at sea on Table 8-6.

Table 4-3 IMPACT OF BAD WEATHER
Roll 1D:

Die	Result
≤1-4	Safe passage; continue mission with no impact
5	Formation Disrupted ***if*** currently flying in formation (see Section 4.8). Mark the "Formation Disrupted" box on the Mission Log Sheet. Apply a "**+1**" modifier on **all** future rolls during this mission for Communist Fighter Resistance on Table 5-1. Also apply a –1 die roll modifier on Table 6-7. Also see the note below. ***Regardless of formation status, see the note below.***
6+	See roll # 5 above. Also, there is storm damage to the B-29 (***regardless of formation status***): roll once on Table 7-9 "Cockpit Instruments" and twice on Table 7-5 "Wings" (once each for both the port and starboard wings).

Modifiers (cumulative)—apply only if not in formation:

- +1 if radar is not working (Table 7-6) or the radar operator is KIA or seriously wounded
- -1 if one extra fuel box is voluntarily crossed off *prior* to the die roll (reflecting willingness to cautiously steer a wide course around the storm front)

Note: There is also a collision risk with flying in bad weather. If the result on Table 4-3 is "5-7", roll 2D; add three (+3) to the dice roll if B-29 is currently flying in formation (see Section 4.8): "**2-11**" = no collision, "**12" =** possible collision, roll 2D again: "**2-8**" = close call but no effect, "**9-10**" = shallow dive (B-29 falls out of formation for one turn and then regains formation, if applicable), "**11**" = steep dive (B-29 falls violently out of formation, roll 1D for each wing: "1-5" = wing holds, B-29 goes to "LO" altitude and must remain out of formation, if applicable, for at least one turn or for how many turns it takes to regain mission altitude, whichever is greater, "6" = wing rips out, crew must bail out on Table 8-5), "**12**" = Mid-air collision, B-29 destroyed and crew must bail out on Table 8-5.

Ω Table 4-4 PILOTAGE
Roll 1D:

Die	Result
≤0-3	No observation possible (no modifier on Table 4-8)
4-6+	Observation obtained **(see Note)**
Modifiers (cumulative): +2 if B-29 radar is operational / radar operator in position, not SW / KIA +1 if "Weather in Zone" (see Table 4-2) is "GOOD" +1 if at "LO" altitude +1 if current Zone is "Day" (see "Ditch Out/Back" columns, Table 3-1) AND "Weather in Zone" (see Table 4-2) is "GOOD" -1 if "Weather in Zone" (see Table 4-2) is "BAD" -2 if current Zone is "Night" (see "Ditch Out/Back" columns, Table 3-1) -3 if over ***all****-water* (see Table 2-5)	

Ω Table 4-5 DEAD RECKONING
Roll 1D:

Die	Result
≤1-2	Inaccurate calculation (**-2** modifier to Table 4-8)
3-6+	Accurate calculation (**+2** modifier to Table 4-8)
Modifiers (cumulative): +1 if Navigator is veteran (*fourteen* or more missions) +1 if "Weather in Zone" (see Table 4-2) is "GOOD" -1 if Navigator is novice (*seven* or fewer missions) -2 if Navigator is KIA or seriously wounded -1 if Navigator tools are damaged (see Table 7-2) -1 if Gyro Flux Gate Compass is damaged (see Table 7-5) -1 if "Weather in Zone" (see Table 4-2) is "BAD"	

Note: If "4-6+" is rolled on Table 4-4, roll 1D and modify as show below: "**1**" = inaccurate observation (**-3** modifier on Table 4-8), "**2-6**" = accurate observation (**+3** modifier on Table 4-8). Modifiers:

-1 if Navigator is novice (*seven* or fewer missions), KIA or SW
+1 if Navigator is veteran (*fourteen* or more missions)
-1 if Radar Operator is novice (*seven* or fewer missions) (apply this modifier *only* if Radar modifier was necessary for "Observation obtained" result—i.e., if the modifier is removed, then the result would have been "No observation possible").
+1 if Radar Operator is veteran (*fourteen* or more missions) (apply this modifier *only* if Radar modifier was necessary for "Observation obtained" result—i.e., if the modifier is removed, then the result would have been "No observation possible").

Ω Table 4-6 CELESTIAL NAVIGATION

Roll 1D:

Die	Result
≤1-3	No observation possible (no modifier to Table 4-8)
4-6+	Observation obtained, see **Note (a)**

Modifiers (cumulative):
-1 if Navigator is KIA or seriously wounded
-1 if Navigator tools are damaged (see Table 7-2)
-1 if at "LO" altitude
-1 if "Weather in Zone" (see Table 4-2) is "BAD"
+1 if "Weather in Zone" (see Table 4-2) is "GOOD"
+1 if current Zone is "Night" (see "Ditch Out/Back" columns, Table 3-1)

Ω Table 4-7 RADIO NAVIGATION

Roll 1D:

Die	Result
≤1-3	No usable signal (no modifier to Table 4-8)
4-6+	Accurate signal (**+1** modifier to Table 4-8)

Modifiers (cumulative):
-3 if LORAN damaged (see Table 7-2)
-1 if "Weather in Zone" (see Table 4-2) is "BAD"
+1 if Radio Compass is undamaged
+1 if current Zone is "Night" (see "Ditch Out/Back" columns, Table 3-1) (do not apply if LORAN damaged)
+2 in Zones 1-5 (do not apply if LORAN damaged)

Note: If "4-6+" is rolled on Table 4-6, roll 1D (modify the die roll by -1 if Navigator is KIA or Seriously Wounded): "**1**" = inaccurate observation (**-1** modifier on Table 4-8), "**2-6**" = accurate observation (**+1** modifier on Table 4-8).

Ω Table 4-8 COURSE DETERMINATION

Roll 1D:

Die	Result
≤1-2	**Off Course** *(see Section 4.5. c.)*
3-6+	**On Course** *(see Section 4.5. c.)*

Modifiers (cumulative):

- -3 if "Inaccurate Observation" result obtained from Note to Table 4-4
- -2 if "Inaccurate Calculation" result obtained from Table 4-5
- -1 if "Inaccurate Observation" result obtained from Note **(b)** to Table 4-6
- +1 if "Accurate Observation" result obtained from Note **(b)** to Table 4-6
- +1 if "Accurate Signal" result obtained from Table 4-7
- +2 if "Accurate Calculation" result obtained from Table 4-5
- +3 if "Accurate Observation" result obtained from Note to Table 4-4

Ω Table 4-9 RANDOM EVENT

Roll 1D:

Die	Result
1	Fuel Transfer Pump Failure. See Note **(a)**.
2	Roll 1D: "1-2": NO EVENT, "3-6": Oil Tank Failure. See Note **(b)**.
3	Roll 1D: "1-3": NO EVENT, "4-6": Engine Malfunction. See Note **(c).**
4	Miscellaneous Malfunction. Roll 1D: "**1-3**"= roll on Table 7-9 "Cockpit Instruments", "**4-6**" = Roll on Table 7-10 "Engineer Instruments" (treat as one shell hit on rolled-for area). *(This event may be rolled for any number of times.)*
5	Roll 1D: "1-3": Bomb Bay Door Malfunction (treat as "no effect" and disregard if bomb run has already been accomplished). See Note **(d)**, "4-6": Bomb Release Mechanism Failure (treat as "no effect" and disregard if bombs have already been released). See Note **(e).**
6	Hydraulic Pump Failure. See Note **(f).**

Notes to Table 4-9:

a) See the "Fuel Tank" damage result (see Table 7-5) for possible effect. Note that fuel pumps may also receive damage on Table 7-4.

b) Roll 2D to determine engine:

"2", "3", or "7" = engine #1

"4", "10", or "11" = engine #2

Design Note: *Fuel transfer was accomplished by two reversible, electrically driven pumps located under the mid-wing section between the forward and aft bomb bays and controlled by toggle switches on the engineer's stand.*

"5", "6", or "12" = engine #3

"8" or "9" = engine #4

Then, roll 1D, and add one (+1) to this roll if the current Zone is "Night" (see "Ditch Out/Back" columns, Table 3-1) (reflecting the difficulty in visually identifying the leak, and reacting in a timely manner): "**1-4**" = propeller feathered (one engine out, see Section 7.2), pilot may abort mission; "**5-6+**" = feathering fails, windmilling prop.

a. If feathering fails, roll 1D again: "1-5" = no effect, pilot must abort, "6" = engine catches fire, roll 1D to attempt to extinguish: "1-3" = Fire out, pilot must abort; "4-6" = Fire continues—try again. If the second try fails and at 'LO' altitude, the player must decide if the crew immediately bails out on Table 8-4, or continues flying with a burning engine. If the crew does not immediately bail out, then roll one die:

"**1-2**" = fire continues, engine is considered "out" (i.e., inoperable), see rule 7.2;

"**3-4**" = fire spreads, immediately roll for bail out on Table 8-4;

"**5**" = fire spreads rapidly and control is lost, roll for uncontrolled bail out on Table 8-5;

"**6**" = explosion, plane is destroyed, all crewmembers are KIA.

For engine fire at "MED" altitude (only), an attempt may first be made to extinguish the fire by diving (any number of crewmembers may bail out on Table 8-4 first). When diving, roll one die—if the result is less than or equal to the number of wing root hits on either wing (not both wings added together), the wing snaps off in the dive; roll for uncontrolled bail out on Table 8-5. Otherwise, roll 1D again:

"**1**" (or less) = fire extinguished, plane "Out of formation" (if applicable), at "LO" altitude, engine is considered "out" (i.e., inoperable), see rule 7.2;

"**2**" = same as roll #1 except fire continues; in this case, immediately consult the verbiage above for uncontrollable engine fire at "LO" altitude (i.e., the choice now is bail out or risk sticking with the plane)

"**3-4**" = fire spreads, roll for bail out on Table 8-4;

"**5-6**" = plane out of control, roll for uncontrolled bail out on Table 8-5.

In either case, if a 'fire continues' result is received, re-roll on <u>all</u> subsequent turns to see if fire spreads, results in explosion, or merely festers. The crew may always bail out prior to making this die roll.

b. If prop is windmilling and there is no fire, roll 1D each turn, beginning with the current turn: "**1-5**" = No effect, prop continues to windmill, "**6**" = runaway propeller. In the event of a runaway propeller, immediately repeat the die roll per Note **a**. above to see if the engine catches fire. Continue to check for fire each turn as long as the propeller continues to runaway. A runaway propeller causes a –**3** modifier on Landing rolls on Tables 8-1 and 8-3.

c. Each turn that the runaway prop continues and there is no fire (make the fire check first each turn before continuing this procedure), roll 1D: "**1**" = runaway halted, propeller returns to windmilling, beginning with the next turn return to the procedure in Note **b**., "**2-3**" = runaway continues, no additional effect this turn, "**4**" = runaway continues, one

wing root hit is inflicted on affected wing (effect of excessive vibration), "**5-6**" = centrifugal explosion of the propeller, destruction of the engine, go to Note **d**.

d. In the event of centrifugal explosion of the propeller/destruction of the engine, roll 1D; subtract one (-1) for *each* of the following conditions (cumulatively) that may apply—either wing aileron out (-2 if both out), rudder out: "**1**" = aircraft falls out of control, crew must immediately bail out on Table 8-5, "**2-6**" = damage due to flying pieces of propeller and/or engine. Roll 1D again:
   - If this an outboard engine (engine #1 or #4), apply the following: "**1-4**" = superficial damage (e.g., propeller spins harmlessly away), "**5**" = inboard engine (same wing) damage, see result #10 on Table 7-5 for the affected engine (treat as one engine hit), "**6**" = damage to inboard engine (same wing) *and* fuselage. See result #10 on Table 7-5 for the affected engine (treat as one engine hit), then inflict one wing root hit on the affected wing, *then* roll 1D again for the number of hits on the Nav/Radio Compartment—roll that many times on Table 7-2.
   - If this an inboard engine (engine #2 or #3), apply the following: "**1-2**" = superficial damage (e.g., propeller spins harmlessly away), "**3-4**" = outboard engine (same wing) damage, see result #10 on Table 7-5 for the affected engine (treat as one engine hit), "**5-6**" = damage to fuselage: inflict one wing root hit on the affected wing then roll 1D again for the number of hits on the Nav/Radio Compartment—roll that many times on Table 7-2.

   Note that a windmilling propeller causes a **–2** modifier on Landing rolls on Tables 8-1 and 8-3.

(This event may be rolled again for any operating engine; no additional effect if a previously failed engine is rolled for.)

c) Roll 2D to determine engine as in Note **(b)** above. Then roll 1D; add one (+1) if engine cooling controls have been damaged (see Table 7-10): "**1-3**" = engine returned to full operation; "**4-5**" = (disregard if at "LO" altitude) engine running but not at full power (may stay in, or join, formation—if applicable—only by jettisoning bomb load; pilot may choose to abort mission); "**6**" = roll 1D again, subtract one (-1) if this same engine is already not at full power from previous random event: "1" = engine fire, "2-6" = engine quits.

a. If engine catches fire, roll 1D to attempt to extinguish: "**1-3**" = Fire out, pilot must abort; "**4-6**" = Fire continues—try again. If the second try fails and at "LO" altitude, crew must immediately bail out on Table 8-4. If the second try fails and at 'LO' altitude, the player must decide if the crew immediately bails out on Table 8-4, or continues flying with a burning engine. If the crew does not immediately bail out, then roll one die:

   "**1-2**" = fire continues, engine is considered "out" (i.e., inoperable), see rule 7.2;

   "**3-4**" = fire spreads, immediately roll for bail out on Table 8-4;

   "**5**" = fire spreads rapidly and control is lost, roll for uncontrolled bail out on Table 8-5;

   "**6**" = explosion, plane is destroyed, all crewmembers are KIA.

   For engine fire at "MED" altitude (only), an attempt may first be made to extinguish the fire by diving (any number of crewmembers may bail out on Table 8-4 first). When diving, roll one die—if the result is less than or equal to the number of wing root hits on either wing (not both wings added together), the wing snaps off in the dive; roll for uncontrolled bail out on Table 8-5. Otherwise, roll 1D again:

   "**1**" (or less) = fire extinguished, plane "Out of formation" (if applicable), at "LO" altitude, engine is considered "out" (i.e., inoperable), see rule 7.2;

   "**2**" = same as roll #1 except fire continues; in this case, immediately consult the verbiage above for uncontrollable engine fire at "LO" altitude (i.e., the choice now is bail out or risk sticking with the plane)

   "**3-4**" = fire spreads, roll for bail out on Table 8-4;

   "**5-6**" = plane out of control, roll for uncontrolled bail out on Table 8-5.

   In either case, if a 'fire continues' result is received, re-roll on all subsequent turns to see if fire spreads, results in explosion, or merely festers. The crew may always bail out prior to making this die roll.

b. If engine quits, roll 1D for feathering: "**1-4**" = propeller feathered (one engine out; see Section 7.2), pilot may abort mission; "**5-6**" = feathering fails, windmilling prop. Follow the procedures given in **Notes a through d** of event #5 above in the event of windmilling prop.

(This event may be rolled again for any fully or partially operating engine; no additional effect if a previously failed engine is rolled for.)

d) Roll 1D: "**1-3**" = forward bomb bay door(s), "**4-6**" = aft bomb bay door(s). Roll 1D again: "**1-3**" = bomb bay door(s) fail to open on bomb run, jammed shut (halve the bombing accuracy percentage, see Table 6-8; the bomb run is automatically "Off Target" if *both* forward and aft bomb bay doors have malfunctioned), "**4-6**" = bomb bay door(s) fail to close following bomb run. (In either case, the bomber must permanently leave formation if applicable). If the bomb bay door(s) jams closed, two manual attempts to actuate the door(s) may be attempted. The first is by the pilot in the cockpit, roll 1D: "**1-2**" = door(s) successfully opened, "**3-6**" = door(s) remain jammed. Whether jammed open or shut, the bomber must permanently leave formation (if applicable) at this point. Any second attempt to open door(s) jammed shut—or *any* attempt to *close* doors jammed *open*—requires one functioning crewmember (normally the flight engineer)

spend one turn (beginning no earlier than the turn following the bomb run), in the bomb bay (see Section 4.2 for pressurization rules, if applicable) to attempt emergency operation of the door using a portable electric motor installed for the purpose. Roll 1D: "**1-3**" = door(s) successfully opened/closed, "**4**" = motor burns out (this may also affect emergency flap operation—see Table 7-9, "Flaps" result [note e.]), door(s) remains stuck open/closed, "**5-6**" = door(s) jammed open/closed. In either case, no further attempts are possible. If bomb bay doors fail to open (thus preventing bomb drop), fuel consumption (see Section 4.3[a]) remains **two** boxes per zone entered (note that consumption is still just *one* box marked off for turn-around turn). If bomb bay doors fail to close, speed is reduced due to drag—two turns per zone beginning immediately (i.e., three turns total in the Designated Target Zone—one for flight in, two for flight out—with one fuel box marked off for each extra turn spent in each zone). Also, there is a negative modifier for "Landing in Water" (Table 8-3).

(This event may be rolled again prior to the bomb run for the other bomb bay; no additional effect if a previously affected bomb bay is rolled for again.)

e) Some or all bombs fail to drop during the bomb run. Bombardier or pilot may attempt emergency release of bombs on a die roll of "1-2" but the bomb run is automatically off-target (***exception***: for URBAN AREA attacks apply a –2 die roll modifier on Table 6-7). If unsuccessful in manual attempt to drop bombs on bomb run, plane must leave formation (if applicable) and attempt to jettison. Roll 1D: "**1-2**" = bombs successfully jettisoned, "**3-6**" attempt unsuccessful. A jettison attempt may be made once per turn. Subtract one (-1) from the roll if a crewmember is present in the bomb bay (see Section 4.2 for pressurization rules, if applicable) during the attempt *(i.e., simulating the attempt to drop bombs singly by manually tripping the release lever on each bomb shackle)*. If bombs are still on-board upon reaching base, see note c. to Table 8-1, pilot must remain aboard for landing attempt (remainder of crew may bail out). If bombs are still aboard in a ditching attempt, apply a "-1" modifier to the landing roll on 8-3 but entire crew may bail out. (No additional effect if already rolled for.) Until all bombs are successfully jettisoned, fuel consumption (see Section 4.3[a]) remains **two** boxes per zone entered (note that consumption is still just *one* box marked off for turn-around turn). ***(No additional effect if event is rolled for again.)***

f) Brake reliability on landing is reduced. Apply a –2 die roll modifier when rolling on Table 8-1, "Landing on Land."***(No additional effect if event is rolled for again.)***

Table 4-10 FORMATION ASSEMBLY
Roll 2D:

Dice	Result
2	If "Weather in Zone" (Table 4-2) is "BAD" or "POOR", there is difficulty assembling the formation (otherwise, formation assembly is accomplished uneventfully). Apply a "**+1**" modifier on all future rolls during this mission for Communist fighters on Table 5-1. In addition, roll 1D: "**1-3**" = cross off one fuel box, "**4-6**" = no additional effect.
3	Formation Drop-outs. Roll 1D: "**1-3**" = you are now lead bomber, "**4-6**" = you are now tail bomber.
4	Difficulty assembling the formation. Apply a "**+1**" modifier on all future rolls during this mission for Communist fighters on Table 5-1. In addition, roll 1D: "**1-3**" = cross off one fuel box, "**4-6**" = no additional effect.
5-6	Formation assembly accomplished uneventfully
7	If "Weather in Zone" (Table 4-2) is "GOOD", assembly goes well and a tight formation is built (otherwise, formation assembly is accomplished uneventfully). Apply a "**-1**" modifier when rolling for Communist fighters on Table 5-1.
8-9	Formation assembly accomplished uneventfully
10	Delay in assembling the formation. Cross off one fuel box (see Section 4.3). ***EXCEPTION:*** treat this roll as "Formation Assembly Uneventful" on Missions #1-10.
11	If "Weather in Zone" is "BAD", there is difficulty assembling the formation (otherwise, formation assembly is accomplished uneventfully). Apply a "**+1**" modifier on all future rolls during this mission for Communist fighters on Table 5-1. In addition, roll 1D: "**1-3**" = cross off one fuel box, "**4-6**" = no additional effect.
12	Possible mid-air accident. Roll 2D; add two (+2) if "Weather in Zone" (Table 4-2) is "BAD", add one (+1) if "Weather in Zone" (Table 4-2) is "POOR": "**2-11**" = close call but no effect; "**12**" = collision. B-29 destroyed and crew must bail out on Table 8-5.

Table 4-11 FIGHTER ESCORT RENDEZVOUS
Roll 1D:

Die	Result
1	Rendezvous Missed
2-6	**Roll 1D:** "1-2" – F-80 *Shooting Star*, "3-4" – F-84 *Thunderjet*, "5-6" – F-86 *Sabre* Subtract **3** (-3) for Table 2-1a Missions Subtract **2** (-2) for Table 2-1b Missions, Subtract **1** (-1) for Table 2-1c Missions Add **1** (+1) for Table 2-1e Missions, Add **2** (+2) for Table 2-1f Missions

Note: This Table is for "Day" Missions only.
Modifiers (cumulative):

- - 2 if "Weather in Zone" (Table 4-2) is "BAD"
- - 1 if "Weather in Zone" (Table 4-2) is "POOR"
- - 2 if "Rendezvous missed" in previous Zone

Note: Place the appropriate Escort Fighter marker in the proper box on the map.

5.0. COMBAT TABLES

Table 5-1 COMMUNIST FIGHTER RESISTANCE
Roll 2D:

Dice	Result*
≤2-3	None (no fighter combat this turn)
4-6	One Communist Fighter appears on this turn, roll on Table 5-2
7-9	Two Communist Fighters appear on this turn, roll on Table 5-2 for *each* **(b)**
10-12+	Three Communist Fighters appear on this turn, roll on Table 5-2 for *each* **(b)**

Notes:

(a) This Table is used only for "Day" missions; there is no Communist fighter resistance for "Night" missions

(b) For results "7-9" and "10-12+", roll one die—if the result is *less than* the number of fighters rolled, then the fighters appear *together* in a multi-plane attack; if the result is *equal to or greater than* the number of fighters rolled, then the fighters appear *successively* (individually)

Modifiers to Table 5-1 (cumulative):

- +2 if expected Communist Fighter Resistance level is "Heavy" (see Table 2-4)
- +1 if expected Communist Fighter Resistance level is "Moderate" (see Table 2-4)
- - 1 if expected Communist Fighter Resistance level is "None" (see Table 2-4)
- - / + number to the left of the slash in appropriate zone for designated target on Table 2-5 "Flight Log Gazetteer"
- +1 if currently at "LO" altitude (see 4.1[b]) ("Day" Missions only)
- - 1 if "Weather in Zone" (see Table 4-2) is "POOR"
- -2 if "Weather in Zone" (see Table 4-2) is "BAD"
- - 1 if tight formation created on formation assembly (see Table 4-10)
- +1 if "difficulty assembling formation" on formation present (see Table 4-10)
- - 1 if F-80 *Shooting Star* Fighter Escort marker is present (see Table 4-11)
- - 2 if F-84 *Thunderjet* Fighter Escort marker is present (see Table 4-11)
- - 3 if F-86 *Sabre* Fighter Escort marker is present. (see Table 4-11)
- +1 if on the **inbound** leg of the mission (flying *away* from the Designated Target Zone)
- +2 if "out of formation" (see 4.8[b]) ("Day" Missions only)
- +1 if one or more "Formation Disrupted" results received on Table 4-3 from "Bad" weather while in formation anytime during this mission (do not apply this modifier if "Out of Formation)

IMPORTANT NOTE: A result of "None" *always* means **NO** Communist fighters encountered this turn.

Table 5-2 COMMUNIST FIGHTER APPEARANCE
Roll 2D:

	Result					
Dice	*Nov 1950*	*Dec 1950*	*Jan 1951*	*Feb 1951*	*Mar 1951*	*Apr 1951*
2	***NONE* (a)**	***NONE* (a)**	**NK Yak 9**	**NK Yak 9**	**NK Yak 9**	**NK Yak 9**
3	***NONE* (a)**	**NK Yak 9**	**NK Yak 9**	**NK Yak 9**	**China Yak 9 (b)**	**China Yak 9**
4	**NK Yak 9**	**NK Yak 9**	**China Yak 9 (b)**	**China Yak 9 (b)**	**China Yak 9**	**NK MiG-15**
5	**China Yak 9 (b)**	**China Yak 9 (b)**	**China Yak 9**	**China Yak 9**	**China MiG-15**	**China MiG-15**
6	**China Yak 9**	**China Yak 9**	**China Yak 9**	**China MiG-15**	**China MiG-15**	**China MiG-15**
7	**China Yak 9**	**China Yak 9**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**
8	**China Yak 9**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**
9	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**
10	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**
11	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**
12	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**	**Soviet MiG-15**

Notes:

(a) Communist fighter is slow taking off – rolled for aircraft does not appear

(b) If any Fighter Escort marker is present, rolled for aircraft does not appear

Modifiers:

- +1 if target is "MiG Alley" Target

Table 5-3 AREA OF ATTACK
Roll 2D:

Dice	Result
2	VERTICAL CLIMB. But, see note **(a)**.
3	VERTICAL DIVE. But, see note **(a)**.
4	3 o'clock (place proper fighter from Table 5-2 on the map), go to Table 5-4
5	• *If* this result (#5) is rolled for while rolling for the area of attack of a fighter in a simultaneous multi-plane fighter attack from Table 5-1, see note **(b).** "Dogpile" Mass Attack. Roll 2D, halve (round down) the result = total number of enemy planes that will attack in addition to (and simultaneously with) the fighter rolled for on Table 5-2 (all are the same type as originally rolled for on Table 5-2). Roll again on this Table that many times for each plane's area of attack. • *If* this result (#5) is rolled for again while rolling for the area of attack of a "dogpile" fighter attack, see note **(b).**
6	1:30 o'clock (place proper fighter from Table 5-2 on the map), go to Table 5-4
7	12 o'clock (place proper fighter from Table 5-2 on the map), go to Table 5-4
8	10:30 o'clock (place proper fighter from Table 5-2 on the map), go to Table 5-4
9	6 o'clock (place proper fighter on the map), go to Table 5-4
10	9 o'clock (place proper fighter from Table 5-2 on the map), go to Table 5-4
11	6 o'clock (place proper fighter on the map), go to Table 5-4
12	Roll again. Also, see note **(c)**.

Notes:

a) For dice results #2 and #3, if a Yak-9 fighter was rolled for on Table 5-2, then there is no fighter attack

b) Fighter is driven off by other B-29s, possible hits on your B-29 by other bombers (roll again on Table 5-3 if "out of formation"). Roll 1D: "**1-5**" = no hits, "**6**" = hit. If hit, roll 1D for number of shell hits, then roll 2D for location of each: "**2**" = nose, "**3**" = Nav/Radio, "**4**" = Waist, "**5**" = fwd bomb bay, "**6**" = starboard wing, "**7**" = superficial damage, "**8**" = port wing, "**9**" = aft bomb bay, "**10**" = tail, "**11**" = utility, "**12**" = nose. Resolve hit effect(s) normally on the applicable Damage Tables (see Section 7.1)

c) For dice result "12, in addition to fighter from Table 5-2, if B-29 is "**Lead**" bomber (see Table 2-2), then there is also an attack by one additional fighter (same type as rolled for on Table 5-2) from 12 o'clock, roll on Table 5-4 to determine angle of attack; if B-29 is "**Tail**" bomber (see Table 2-2), then there is also an attack by one additional fighter (same type as rolled for on Table 5-2) from 6 o'clock, roll on Table 5-4 to determine angle of attack; if "Out of Formation" ***both*** attacks occur. (No additional effect if this note is rolled for again on the same attack.) ***If none of these conditions apply***, and B-29 is *not* "Out of Formation", then there are "Formation Casualties": roll 1D: "1-2" = B-29 is now lead bomber, "3-4" = B-29 is now tail bomber, "5-6" = no change.

Table 5-4 ANGLE OF ATTACK
Roll 1D:

Dice	Result
1-2	Low
3-4	Level
5-6	High

Modifiers:

- +1 for attacks from 10:30, 12, or 1:30 o'clock areas of attack
- - 1 for attacking fighters at 6 o'clock area of attack

Note: No more than one Communist fighter may occupy the same area and angle of attack. If necessary, roll again on Table 5-4—or, if more than three fighters are at the same position, Table 5-3.

Table 5-5 FIGHTER PILOT STATUS
Roll 2D:

Dice	Result
2-5	Green: B-29 +1 to hit fighter (Table 5-7), fighter –1 to hit B-29 (Table 5-9)
6-10	Average (no modifications)
11-12	Ace: B-29 –1 to hit fighter (Table 5-7), fighter +1 to hit B-29 (Table 5-9)

Modifiers:
-1 for any Chinese fighter
-2 for any Korean fighter

Table 5-6 B-29 DEFENSIVE FIRE ALLOCATION ***(if intercom out, see rule 5.3.B)***

Fighter Attack From:	B-29 Gun with Field of Fire	Crew Position Eligible to Fire *(see rule 5.3.B for meaning of parentheticals)*
12 High	Forward Upper Turret	Bombardier *(1-2)*, CFC *(3-6)*
	Aft Upper Turret	Bombardier *(1-3)*, CFC *(4-6)*
12 Level	Forward Upper Turret	Bombardier *(1-2)*, CFC *(3-6)*
	Forward Lower Turret	Bombardier *(1-3)*, CFC *(4-6)*
12 Low	Forward Lower Turret	Bombardier *(1-2)*, CFC *(3-6)*
	Aft Lower Turret	Bombardier *(1-3)*, CFC *(4-6)*
1:30 High	Forward Upper Turret	Bombardier *(1-2)*, CFC, Right Gunner *(either, 3-6)*
	Aft Upper Turret	Bombardier *(1-2)*, CFC, Right Gunner *(either, 3-6)*
1:30 Level	Forward Upper Turret	Bombardier *(1-2)*, CFC *(3-6)*
	Forward Lower Turret	Bombardier *(1-3)*, CFC *(4-6)*
1:30 Low	Forward Lower Turret	Bombardier *(1-2)*, CFC, Right Gunner *(either, 3-6)*
	Aft Lower Turret	Bombardier *(1-2)*, CFC, Right Gunner *(either, 3-6)*
10:30 High	Forward Upper Turret	Bombardier *(1-2)*, CFC, Left Gunner *(either, 3-6)*
	Aft Upper Turret	Bombardier *(1-2)*, CFC, Left Gunner *(either, 3-6)*
10:30 Level	Forward Upper Turret	Bombardier *(1-2)*, CFC *(3-6)*
	Forward Lower Turret	Bombardier *(1-3)*, CFC *(4-6)*
10:30 Low	Forward Lower Turret	Bombardier *(1-2)*, CFC, Left Gunner *(either, 3-6)*
	Aft Lower Turret	Bombardier *(1-2)*, CFC, Left Gunner *(either, 3-6)*
3 High	Forward and Aft Upper Turrets	CFC, Right Gunner *(either, no die roll necessary)*
3 Level	Forward and Aft Upper and Lower Turrets	CFC, Right Gunner *(either, no die roll necessary)*
3 Low	Forward and Aft Lower Turrets	CFC, Right Gunner *(either, no die roll necessary)*
9 High	Forward and Aft Upper Turrets	CFC, Left Gunner *(either, no die roll necessary)*
9 Level	Forward and Aft Upper and Lower Turrets	CFC, Left Gunner *(either, no die roll necessary)*
9 Low	Forward and Aft Lower Turrets	CFC, Left Gunner *(either, no die roll necessary)*
6 High	Forward and Aft Upper Turrets	CFC
	Tail Turret	Tail Gunner *(1-4)*, CFC *(5-6)*
6 Level	Aft Lower Turret	CFC
	Tail Turret	Tail Gunner *(1-4)*, CFC *(5-6)*
6 Low	Forward and Aft Lower Turrets	CFC
	Tail Turret	Tail Gunner *(1-4)*, CFC *(5-6)*
VERTICAL DIVE	Forward and Aft Upper Turrets	CFC
VERTICAL CLIMB	Forward and Aft Lower Turrets	CFC

Table 5-7 DEFENSIVE FIRE RESOLUTION
Roll 2D:

Dice	Result
≤1	Fighter attacks normally
2	Gun(s) jam, see note **(a)**; fighter attacks normally
3-10	Fighter attacks normally
11-12+	Fighter hit – roll for damage on Table 5-8

Modifiers (cumulative):

- -3 for defensive fire against VERTICAL DIVE
- -2 for tail gun "passing shots" against a fighter attacking from the 10:30, 12, or 1:30 positions (see Section 5.3.D)
- -1 modifier when resolving defensive fire from tail guns (only) for *each* hit (cumulative) on Utility compartment ammunition feed trays (see Table 7-7)
- -1 for Ace fighter pilot (Table 5-5)
- -1 for defensive fire while performing "Evasive Action" (see Section 5.7)
- +1 for Green fighter pilot (Table 5-5)
- +1 for defensive fire against **Yak-9** fighter
- +1 for defensive fire against 3 or 9 o'clock positions
- +2 for defensive fire against 6 o'clock positions
- +3 for defensive fire against VERTICAL CLIMB

Notes:

a) Regardless of modifiers in effect, guns will always jam on an unmodified roll of "2." A functioning crewmember in the Nav/Radio section may attempt to fix a jammed *forward* turret once each turn (beginning with the *next* turn after jamming). A functioning crewmember in the Waist Compartment may attempt to fix a jammed *aft upper* turret once each turn (beginning with the *next* turn after jamming). A functioning crewmember in the Utility Compartment (unpressurized) may attempt to fix a jammed *aft lower* turret once each turn (beginning with the *next* turn after jamming). The tail gunner may attempt to fix any jammed tail guns once each turn (beginning with the *next* turn after jamming). Roll 1D for the repair attempt: "**1-2**" = gun(s) fixed, "**3-5**" = gun(s) remained jammed, "**6**" = gun(s) broken permanently.

b) Regardless of modifiers in effect, an unmodified roll of "12" is always a hit.

Table 5-8 HIT DAMAGE AGAINST COMMUNIST FIGHTER

Roll 2D:

	Fighter Type	
Dice	***Yak-9***	***MiG-15***
≤1	FCA	FCA
2	FCA	FCA
3	FCA	FCA
4	FCA	FBOA
5	FBOA	FBOA
6	FBOA	FBOA
7	FBOA	FBOA
8	FBOA	FBOA
9	Destroyed	FBOA
10	FBOA	FBOA
11	Destroyed	Destroyed
12+	Destroyed	Destroyed

Modifiers (cumulative):

- -1 if "out of formation"
- +1 for defensive fire by forward upper turret

Explanation of Results:

- **FCA =** Fighter damaged but continues attack with a –1 modifier on Table 5-9
- **FBOA** = Fighter breaks off attack without firing at B-29
- **Destroyed =** Fighter removed, may not fire at B-29

Note: FCA modifiers accumulate with each FCA result on one fighter (e.g., if a single fighter receives 2 "FCA" results, there is a –2 modifier on Table 5-9). Four FCA results on one fighter means the fighter destroyed.

Design Note: *B-29 crewmen frankly had little confidence in their .50 caliber guns against the MiG-15. In late 1951, bomber gunners expressed their frustrations to visiting USAF Chief of Staff Hoyt S Vandenberg. "It's worthless" one gunner said of the armament. "Anything would be better than what we got." One Air Force NCO pointed out that even though several of the men present had officially been credited with downing MiGs, none of them actually believed that they had successfully done so. Postwar research today seems to indicate that the gunners were right to be skeptical. Table 5-8 above makes destroying a MiG difficult—the Table may be even more generous than what was historically accurate!*

Table 5-9 COMMUNIST OFFENSIVE FIRE
Roll 2D:

Attack Position	Dice / Result
12 High, Level, Low	"**<2-8**" = No hits, "**9-12+**" = B-29 hit
1:30 / 10:30 High, Level, Low	"**<2-8**" = No hits, "**9-12+**" = B-29 hit
3 / 9 High, Level, Low	"**<2-7**" = No hits, "**8-12+**" = B-29 hit
6 High, Level, Low	"**<2-6**" = No hits, "**7-12+**" = B-29 hit
VERTICAL DIVE	"**<2-8**" = No hits, "**9-12+**" = B-29 hit
VERTICAL CLIMB	"**<2-6**" = No hits, "**7-12+**" = B-29 hit

Modifiers (cumulative):

- -1 for *each* FCA result inflicted on the attacking fighter on Table 5-8
- -1 for Green fighter pilot (Table 5-5)
- -1 if B-29 is performing "Evasive Action" (see Section 5.7)
- +1 for Ace fighter pilot (Table 5-5)
- +1 if B-29 has *two or more* engines out (see Section 7.2)

Note: Regardless of modifiers in effect, an unmodified roll of "12" is always a hit.

Table 5-10 SHELL HITS BY AREA OF ATTACK
Roll 2D:

	Number of Shell Hits				
Dice	**12 / 1:30 / 10:30**	**3 / 9**	**6**	**Vertical Dive**	**Vertical Climb**
2	4	6	9	4	6
3	3	4	7	3	6
4	3	4	9	4	6
5	3	4	4	1	3
6	1	4	3	1	3
7	3	1	3	1	1
8	1	3	3	1	3
9	3	6	4	1	3
10	3	4	9	4	7
11	3	4	7	3	6
12	6	7	10	6	7

Note: if attacking fighter is a **Yak-9**, add one to the number of shell hits

Table 5-11 SHELL HITS BY AREA OF ATTACK - Roll 2D:

ATTACK FROM 12 / 1:30 / 10:30					
High		**Level**		**Low**	
Dice	**Area Hit**	**Dice**	**Area Hit**	**Dice**	**Area Hit**
2	Tail	2	Superficial Damage **(g)**	2	Tail
3	Superficial Damage **(g)**	3	Superficial Damage **(g)**	3	Walking Hits – See Note **(d)**
4	Superficial Damage **(g)**	4	Wing – See Note **(a)**	4	Superficial Damage **(g)**
5	Fwd Bomb Bay	5	Fwd Bomb Bay	5	Fwd Bomb Bay
6	Nav/Radio	6	Nav/Radio	6	Nav/Radio
7	Nose	7	Nose	7	Nose
8	Wing – See Note **(a)**	8	Wing – See Note **(a)**	8	Wing – See Note **(a)**
9	Bomb Bay – See Note **(b)**	9	Wing – See Note **(a)**	9	Bomb Bay – See Note **(b)**
10	Waist	10	Superficial Damage **(g)**	10	Waist
11	Utility	11	Bomb Bay – See Note **(b)**	11	Utility
12	Walking Hits – See Note **(d)**	12	Waist	12	Bomb Bay – See Note **(b)**

ATTACK FROM 3 / 9					
High		**Level**		**Low**	
2	Walking Hits – See Note **(d)**	2	Wing – Attacking Side	2	Tail
3	Nose	3	Fwd Bomb Bay	3	Walking Hits – See Note **(e)**
4	Nav/Radio	4	Nose	4	Superficial Damage **(g)**
5	Superficial Damage **(g)**	5	Nav/Radio	5	See Note **(c)**
6	Fwd Bomb Bay	6	Superficial Damage **(g)**	6	Fwd Bomb Bay
7	Wing – See Note **(a)**	7	Wing – Attacking Side	7	Wing – Attacking Side
8	Aft Bomb Bay	8	Waist	8	Aft Bomb Bay
9	Waist	9	Utility	9	Waist
10	Utility	10	Tail	10	Utility
11	Tail	11	Aft Bomb Bay	11	Walking Hits – See Note **(d)**
12	Walking Hits – See Note **(e)**	12	Walking Hits – See Note **(f)**	12	Bomb Bay – See Note **(b)**

ATTACK FROM 6					
High		**Level**		**Low**	
2	Superficial Damage **(g)**	2	Wing – See Note **(a)**	2	Superficial Damage **(g)**
3	Nav/Radio	3	Superficial Damage **(g)**	3	Nav/Radio
4	Bomb Bay – See Note **(b)**	4	Tail	4	Superficial Damage **(g)**
5	Waist	5	Wing – See Note **(a)**	5	Waist
6	Wing – See Note **(a)**	6	Superficial Damage **(g)**	6	Tail
7	Tail	7	Tail	7	Wing – See Note **(a)**
8	Wing – See Note **(a)**	8	Superficial Damage **(g)**	8	Bomb Bay – See Note **(b)**
9	Utility	9	Wing – See Note **(a)**	9	Utility
10	Aft Bomb Bay	10	Utility	10	Walking Hits – See Note **(d)**
11	Walking Hits – See Note **(d)**	11	Waist	11	Aft Bomb Bay
12	Nose	12	Wing – See Note **(a)**	12	Nose

VERTICAL DIVE		VERTICAL CLIMB	
Dice	**Area Hit**	**Dice**	**Area Hit**
2	Nose	2	Bomb Bay – See Note **(b)**
3	Nav/Radio	3	Nose
4	Superficial Damage **(g)**	4	Nav/Radio
5	Walking Hits – See Note **(d)**	5	Superficial Damage **(g)**
6	Superficial Damage **(g)**	6	Wing – See Note **(a)**
7	Wing – See Note **(a)**	7	Bomb Bay – See Note **(b)**
8	Walking Hits – See Note **(e)**	8	Walking Hits – See Note **(d)**
9	Bomb Bay – See Note **(b)**	9	Walking Hits – See Note **(e)**
10	Waist	10	Waist
11	Utility	11	Utility
12	Tail	12	Tail

Notes to Table 5-11, as applicable:

a) Roll 1D (add one if attack is from 1:30 or 3, subtract one if attack is from 9 or 10:30): "**1-3**" = Port Wing, "**4-6**" = Starboard Wing

b) Roll 1D: "**1-3**" = Fwd Bomb Bay, "**4-6**" = Aft Bomb Bay
c) Roll 1D" "**1-3**" = Nose, "**4-6**" = Nav/Radio
d) One shell hit on each of the following sections: Nose, Nav/Radio, Fwd Bomb Bay, Aft Bomb Bay, Waist, Utility, Tail
e) Two shell hits on each Wing
f) One shell hit in each of the following sections: Nose, Nav/Radio, Wing (attacking side), Waist, Utility, Tail
g) "Superficial Damage" equates to *no effect;* no further damage resolution is required

Table 5-12 HIT EFFECT MULTIPLIER

Roll 1D:

	Attacking Fighter Inflicting Hit	
Die	**Yak-9**	**MiG-15**
1	**See Note (a)**	x 0 **see Note (b)**
2	x 1	x 1
3	x 1	x 2
4	x 1	x 2
5	x 1	x 2
6	x 2	x 2

Note:

(a) As required (result #1), roll 1D: "**1-3**" = x 0 ("Superficial Damage"), "**4-6**" = x 1
(b) Any "x 0" result is automatic "Superficial damage" for that hit (no effect)

Table 5-13 SUCCESSIVE ATTACKS

Roll 2D for each eligible fighter:

Dice	Successive Attack Area
2	VERTICAL CLIMB **(a)**
3	VERTICAL CLIMB **(a)**
4	6 Level **(b)**
5	10:30 Low
6	9 Low
7	6 Low
8	3 Low
9	1:30 Low
10	6 High **(b)**
11	9 Level **(b)**
12	3 Level **(b)**

Notes:

(a) If fighter is a Yak-9, roll 1D: "**1-2**" – successive attack continues, "**3-6**" – there is no successive attack by that fighter
(b) If fighter is a Yak-9, angle of attack for successive attack is always "Low"

6.0. OVER THE TARGET TABLES

Ω Table 6-1 COMMUNIST SEARCHLIGHTS

Roll 2D:

Dice	Result
≤2-9	No Effect
10-12+	Searchlight has spotted and is fixed on B-29 **(a) (b) (c)**

Note: This Table is used only for "Night" missions; there is obviously no need for searchlights on "Day" missions.

Modifiers (cumulative):

- -1 if "Weather in Zone" (see Table 4-2) is "POOR"
- -2 if "Weather in Zone" (see Table 4-2) is "BAD"
- -1 if B-29 is performing "Evasive Action" (see Section 5.7)
- +1 if the target is asterisked on Table 2-5

Notes: a) If a searchlight fixes on the B-29, place a "Searchlight" marker on the B-29 counter on the Strategic Movement Track. The marker is removed at the end of the current turn.

b) A Searchlight marker on the B-29 counter causes a **+1** modifier when rolling for Communist Flak on Table 6-3, and a **–1** modifier when rolling for the bomb run on Table 6-7.

Table 6-2 TARGET VISIBILITY

Roll 1D:

Die	Result
≤1	Target *completely* obscured; apply a "-2" modifier on Table 6-3 and a "-1" modifier on Table 6-7 (both cumulative with any other modifiers).
2-3	Target *mostly* obscured; apply a "-1" die roll modifier on Table 6-3 (cumulative with any other modifier).
4-5	Target *slightly* obscured; no special modifiers apply
6+	Clear conditions apply. Apply a "+1" modifier on Tables 6-3 and 6-7 (cumulative with any other modifiers).

Modifiers (cumulative):

- +1 if "Weather in Zone" (see Table 4-2) is "GOOD"
- +1 if at "LO" altitude
- -1 if "Weather in Zone" (see Table 4-2) is "BAD"

Table 6-3 FLAK OVER TARGET

Roll 1D:

Die	Result
≤1	No Flak
2-3	Light Flak
4-5	Medium Flak
6+	Heavy Flak

Modifiers (cumulative):

- -2 if "Target Visibility" (see Table 6-2) is "Target *completely* obscured"
- -1 if "Target Visibility" (see Table 6-2) is "Target *mostly* obscured"
- -1 if this is a "Night" mission
- -1 if B-29 is performing "Evasive Action" (see Section 5.7)
- -1 for "Additional Flak" (see Section 6.4)
- +1 if the target is asterisked on Table 2-5
- +1 if at "LO" altitude
- +1 if "Target Visibility" (see Table 6-2) is "Clear conditions apply"
- +1 if B-29 is spotted and fixed by Communist searchlight ("Night" missions only, see Table 6-1)

Table 6-4 FLAK TO HIT B-29
Roll 2D (x 3 times):

	Result		
Dice	***Light Flak***	***Medium Flak***	***Heavy Flak***
2	Hit	Hit	Hit
3	Miss	Hit	Hit
4	Miss	Miss	Miss
5	Miss	Miss	Hit
6	Miss	Miss	Miss
7	Miss	Hit	Hit
8	Miss	Miss	Miss
9	Miss	Miss	Hit
10	Miss	Miss	Miss
11	Miss	Hit	Hit
12	Hit	Hit	Hit

Table 6-5 B-29 FLAK HITS
Roll 2D:

Dice	Result (go to Table 6-6)
2	*Burst Inside Plane* *****
3	1
4	4
5	3
6	2
7	1
8	2
9	3
10	4
11	5
12	4

Table 6-6 AREA AFFECTED BY FLAK HITS
Roll 2D *(per shell hit from Table 6-5)*:

Dice	Area Affected
2	Nose
3	Nav/Radio
4	Waist
5	Fwd Bomb Bay
6	Starboard Wing
7	Superficial Damage *(if "Burst Inside Plane" was rolled for on Table 6-4, then roll again)*
8	Port Wing
9	Aft Bomb Bay
10	Tail
11	Utility
12	Nose

***** Roll once on Table 6-6 to determine section of plane affected by burst

Table 6-7 BOMB RUN
Roll 1D:

Die	Effect
≤1-2	Off Target
3-6+	On Target

Modifiers (cumulative):

- -2 if "Bomb Release Mechanism Failure" has been rolled for on Table 4-9 ***and*** this is a URBAN AREA mission
- -2 if automatic pilot has been damaged (see Table 7-9) (***exception:*** do not apply this modifier if this is a URBAN AREA mission)
- -1 if "Formation Disrupted" result is received on Table 4-3 from "Bad" weather while in formation anytime during this mission (do not apply this modifier if "Out of Formation" or if this is a "Night" Mission)
- -1 if target is a "Yalu River Bridge"
- -1 if this is a "Night" Mission
- -1 if B-29 is spotted and fixed by Communist searchlight (see Table 6-1)
- -1 if Radar is out **or** Intercom is out **or** radar operator is KIA or SW (no additional modifier if more than one condition applies)
- -1 if "Target Visibility" (see Table 6-2) is "Target *completely* obscured" (***exception:*** do not apply this modifier if this is a URBAN AREA mission *and* both Radar and Intercom are operational *and* radar operator is in position and not KIA or SW)

- -1 if Norden bombsight is damaged (see Table 7-1) (***exception:*** do not apply this modifier if this is a URBAN AREA mission *and* both Radar and Intercom are operational *and* radar operator is in position and not KIA or SW); see Note below
- -1 if the bombardier is KIA or SW (***exception:*** if bombardier's wound or death occurs from flak on the bomb run, then bombs are automatically "Off Target")
- -1 if the navigator is KIA or SW **and** this is a "Night" mission or B-29 is "Out of Formation" (***exception:*** do not apply this modifier if navigator was KIA or SW in the Designated Target Zone)
- -1 if the B-29 performed "Evasive Action" (see Section 5.7) to avoid searchlights or flak
- +1 if at "LO" altitude
- +1 if "Target Visibility" (see Table 6-2) is "Clear conditions apply"
- +1 if this a URBAN AREA mission

Note: If the Norden bombsight is damaged *and* the B-29 is "out of formation" ("Day" missions only) *or* "Lead" bomber with bombsight damage resulting from flak during the bomb run, then the "bomb run" is automatically "Off Target."

Table 6-8 BOMBING ACCURACY
Roll 2D:

ON TARGET		OFF TARGET	
Dice	**Percentage**	**Dice**	**Percentage**
2	See Note **(a)**	2	See Note **(c)**
3	60	3	5
4	50	4	0
5	40	5	0
6	30	6	0
7	20 **(b)**	7	0
8	30 **(b)**	8	0
9	40 **(b)**	9	0
10	50 **(b)**	10	0
11	See Note **(a) (b)**	11	Roll 1D
12	88 + 2D	12	Roll 2D

Notes: a) As applicable, roll 1D three times and multiply the sum by the roll of one die.
b) As applicable, double percentage for "On Target" bombs on URBAN AREA mission (only) (up to 100% maximum)
c) As applicable, roll 2D, subtract 6 from the dice roll (to a minimum of zero), and multiply the result by 3.
d) For all rolls, on both "On Target" and "Off Target" results, halve the percentage (round up) if either forward or aft bomb bay doors did not function (either as a result of "Bomb Bay Door Malfunction" result on Table 4-9 or battle damage from Tables 7-3 or 7-4) or Bomb Release Mechanism was damaged (Tables 7-3 or 7-4). The result is automatically "Off Target" and "0%" if doors or release mechanism in *both* bomb bays inoperable.

7.0. BOMBER DAMAGE TABLES

Table 7-1 NOSE
Roll 2D:

Dice	Area Hit	Effect
2	Oxygen Supply	Roll 1D: "**1**" = Pilot and Copilot, "**2**" = Pilot, "**3**" = Copilot, "**4-5**" = Bombardier, "**6**" = Fire, roll to extinguish (see Section 7.5) on Table 7-12, and all Nose section oxygen out. See Section 7.4. Also, see **Note (b)**.
3	Bombardier Gunsight	Bombardier may not fire guns (see Table 5-6) See **Note (b)**.
4	Nose landing gear	Roll 1D: "**1-2**" = nose gear will not extend, see **Note (c)**, "**3**" = nose gear extends but will not hold on landing, apply a **–4** modifier on the landing roll on Table 8-1 , "**4-5**" = nose wheel damaged, apply a **–1** modifier on the landing roll on Table 8-1, "**6**" = landing gear drops down (fully or partially), see **Note (d)**.
5	Hydraulic Reservoir	Brake reliability on landing is reduced. Apply a **–2** landing roll modifier on Table 8-1. See **Notes (a) & (b)**. Also, roll 1D: "**1-3**" = hydraulic fluid catches fire, roll to extinguish (see Section 7.5) on Table 7-12, "**4-6**" = no fire.
6	Crewmember	Roll 1D: "**1**" = Pilot and Copilot, "**2**" = Pilot, "**3**" = Copilot, "**4**" = Bombardier, "**5**" = Pilot, Copilot, and Bombardier, "**6**" = Bombardier and roll 1D again: "1-3" = Pilot, "4-6" = Copilot Roll for wound on affected crewmember(s) on Table 7-13. See **Notes (b) & (e)**.
7	Superficial Damage	No Effect.
8	Windshield	1st windshield hit = No Effect; 2nd windshield hit = apply a **-1** landing roll modifier on Tables 8-1 and 8-3. Also, pressurization capability is "compromised," neither Nose or Nav/Radio sections may be pressurized (see Sections 4.2, 7.2, 7.3). If currently pressurized, roll for Explosive Decompression on Table 7-11 (result applies to both Nose and Nav/Radio sections). Additional hits = treat as dice roll #6.
9	Cockpit Instruments	Roll for damage on Table 7-9. Also, see **Note (b)**.
10	Norden Bombsight	If B-29 is "out of formation" ("Day" missions only) *or* "Lead" bomber with bombsight damage resulting from flak during the bomb run, then the "bomb run" is automatically "Off Target." Otherwise, apply a **–1** modifier on Table 6-7 (***Exception:*** do <u>not</u> apply this modifier if this is a URBAN AREA mission <u>*and*</u> both Radar and Intercom are operational <u>*and*</u> radar operator is in position and not KIA or SW). See **Notes (a) & (b)**.
11	Superficial Damage	No Effect.
12	Radio Compass	Radio compass no longer usable, see Table 4-7. Also, see **Note (b)**.

Notes to Table 7-1, as applicable:
a) If in the Designated Target Zone, roll 1D: "**1-4**" = No additional effect, "**5-6**" = roll for bombardier wound on Table 7-13. See Note (e).
b) Roll 1D: "**1-5**" = no additional effect, "**6**" = Pressurization capability "compromised," neither Nose or Nav/Radio sections may be pressurized (see Sections 4.2, 7.2, 7.3), roll 1D again if currently pressurized: "1-5" = no additional effect, "6" = roll for Explosive Decompression on Table 7-11 (result applies to both Nose and Nav/Radio sections)
c) Emergency extension of the nose gear may be attempted *twice* prior to landing, roll 1D for each attempt: "**1-2**" = nose gear successfully extended, "**3-6**" = nose gear remains stuck. If second attempt to extend nose gear fails, apply a **–3** modifier on the landing roll on Table 8-1. The nose gear modifier is <u>not</u> cumulative with the main landing gear (Table 7-5) modifier (i.e., the maximum modifier even if both nose and main gear is not lowered is –3).
d) Manual operation of the nose gear may be attempted once per Zone entered: roll 1D: "**1-2**" = nose gear is successfully raised (see **Note (c)** to extend gear for landing), "**3-6**" = nose gear remains inoperable. As long as the gear is inoperable, speed is reduced due to drag—the aircraft must spend 2 turns per Zone, beginning immediately, with fuel box(es) crossed off normally per *turn*.
e) Apply a **–1** modifier to Table 6-7 if the bombardier is KIA or SW (***exception:*** if bombardier's wound or death occurs from flak on the bomb run, then bombs are automatically "Off Target")

Note: *When a compartment is hit and crew casualties must be rolled for – any wounded crewman that has been moved into the affected compartment must also roll for wounds*

Table 7-2 NAV / RADIO
Roll 2D:

Dice	Area Hit	Effect
2	Oxygen Supply	Roll 1D: "**1**" = Flight Engineer, "**2**" = Navigator, "**3**" = Radio Operator, "**4**" = Fire, roll to extinguish (see Section 7.5) on Table 7-12, and all Nose and Nav/Radio section oxygen out, "**5-6**" = roll 1D again: "1-2" = Flight Engineer, "3-4" = Navigator, "5-6" = Radio Operator. See Section 7.4. Also, see **Note**.
3	Hydraulic Reservoir	No Effect unless "Hydraulic Reservoir" in Nose section has also been hit. In that case, brake capability is lost, apply a **–6** landing roll modifier on Table 8-1. See **Note**. Also, roll 1D: "**1-3**" = hydraulic fluid catches fire, roll to extinguish (see Section 7.5) on Table 7-12, "**4-6**" = no fire.
4	Engineer Instruments	Roll for damage on Table 7-10. Also, see **Note**.
5	Radio Out	No Mayday possible. If forced to land in water (Table 8-3) or bail out over water (Tables 8-4 or 8-5), roll modifier on Table 8-6 is –**2**.
6	Crewmember	Roll 1D: "**1-2**" = Flight Engineer, "**3-4**" = Navigator, "**5-6**" = Radio Operator. Roll for wound on affected crewmember(s) on Table 7-13. See **Note.**
7	Superficial Damage	No Effect.
8	Armament	Roll 1D: "**1-3**" = Forward Upper Turret inoperable (guns many not fire), "**4-6**" = Forward Lower Turret inoperable (guns may not fire)
9	Intercom	Apply a **+2** modifier when rolling for crewmembers going on oxygen for depressurization (see Section 4.2) and a **–1** modifier on Table 6-7. A die roll is normally required on Table 5-6 for defensive fire allocation. Mission may be aborted (see Section 4.7). Also, see **Note**.
10	Navigator's Equipment	Roll 1D: "**1-3**" = Navigator tools, see Tables 4-5 and 4-6, "**4-6**" = LORAN set inoperable, see Table 4-7. Also, see **Note**.
11	Superficial Damage	No Effect.
12	Fire Extinguisher	Nav/Radio fire extinguisher destroyed and unusable, remove marker from Crew Placement Sheet. Also, see **Note**.

Note: When indicated, roll 1D: "**1-5**" = no additional effect, "**6**" = Pressurization capability "compromised," neither Nose or Nav/Radio sections may be pressurized (see Sections 4.2, 7.2, 7.3), roll 1D again if currently pressurized: "1-5" = no additional effect, "6" = roll for Explosive Decompression on Table 7-11 (result applies to Nose and Nav/Radio sections)

Table 7-3 FORWARD BOMB BAY
Roll 2D:

Dice	Area Hit	Effect
2	Compressed Air Duct	1st hit = No Effect, 2nd hit (anywhere in B-29 except Utility compartment) = Roll 1D: "**1-4**" = No Effect, "**5-6**" = Pressurization capability lost *throughout* B-29 (see Sections 4.2, 7.2, 7.3).
3	Center Wing Fuel Tanks	Roll 1D: "**1**" = Fire, see **Note (a)**, "**2-3**" = Leakage, see **Note (b)**, "**4-6**" = Self-seal, No Effect.
4	Rubber Life Raft	If plane lands in water, then the +1 modifier for "successful ditching" on Table 8-6 may be applied to no more than 6 (player's choice) crewmen. (If rubber life rafts hit in Aft Bomb Bay as well, then the modifier may not be applied to any crewmen).
5	Bombs	Bombs hit (*No Effect* if already dropped), see **Note (c)**.
6	Bombs	See above.
7	Superficial Damage	No Effect.
8	Bomb Bay Doors	No Effect if bomb run already accomplished. Otherwise, roll 1D after rolling on Table 6-7 during the bomb run: "**1-2**" = Bay doors jammed shut, "**3-4**" = bay doors jammed open, "**5-6**" = superficial damage, No Effect. See **Note (d)**.
9	Communications Tunnel	Roll 1D: "**1-5**" = No Effect, "**6**" = Pressurization capability "compromised" in communications tunnel, crewmembers may <u>not</u> move from Nav/Radio section directly to the Waist compartment (and vice versa) without depressurization (see Section 4.2).
10	Bomb Release Mechanism	See **Note (e)**.
11	Superficial Damage	No Effect.
12	Radio Compass Antenna	Radio compass no longer usable, see Table 4-7.

Notes to Table 7-3, see next page.

Notes to Table 7-3, as applicable:
a) Roll 1D: "**1-4**" = fire continues, bail out on Table 8-4; "**5-6**" = explosion—if bombs still aboard B-29 is destroyed, entire crew KIA; otherwise, bail out on Table 8-5.

b) Roll 1D and halve the result; subtract one (**-1**) from the halved result if both B-29 fuel pumps are operating; add one (**+1**) to the halved result if both B-29 fuel pumps have failed (Table 4-9) and/or are damaged (Table 7-4). The final result is the number of fuel tank boxes that must *immediately* be crossed off. If the result is modified to "0", no boxes are crossed off (the flight engineer has succeeded in transferring fuel out of the tank such that the loss is negligible). Cross off requirements for leakage do not satisfy fuel consumption requirements (see Section 4.3). If the same leaking fuel tank is hit again, do not roll for damage, there is no additional effect.

c) Roll 1D: "**1-4**" = No Effect, "**5-6**" = bombs detonate, B-29 destroyed, crew KIA.

d) If bomb bay doors are jammed shut on the bomb run, halve the bombing accuracy percentage, see Table 6-8. If the bomb bay door(s) jams closed, two manual attempts to actuate the door(s) may be attempted. The first is by the pilot in the cockpit, roll 1D: "**1-2**" = door(s) successfully opened, "**3-6**" = door(s) remain jammed closed. Whether jammed open or shut the bomber must permanently leave formation (if applicable) at this point. Any second attempt to open door(s) jammed closed—or *any* attempt to *close* doors jammed *open*—requires one functioning crewmember (normally the flight engineer) spend at least one turn (beginning no earlier than the turn following the bomb run) in the bomb bay (see Section 4.2 for pressurization rules, if applicable) to attempt emergency operation of the door using a portable electric motor installed for the purpose. Roll 1D: "**1-3**" = door(s) successfully opened/closed, "**4**" = motor burns out (this may also affect emergency flap operation—see Table 7-9, "Flaps" result [note e.]), door(s) remains stuck open/closed, "**5-6**" = door(s) jammed open/closed. In either case, no further attempts are possible. If bomb bay doors fail to open—thus preventing bomb drop—fuel consumption (see Section 4.3[a]) remains **two** boxes per zone entered (note that consumption is still just *one* box marked off for turn-around turn). If bomb bay doors fail to close, speed is reduced due to drag—two turns per zone beginning immediately (i.e., three turns total in the Designated Target Zone—one for flight in, two for flight out—with one fuel box marked off for each extra turn spent in each zone). Also, there is a negative modifier for "Landing in Water" (Table 8-3).

e) Some or all bombs fail to drop during the bomb run. A manual attempt must be made to drop. (A manual attempt to drop/jettison bombs may not be made prior to the bomb run unless the aircraft aborts for another reason or there is a requirement to jettison bombs in order to stay in formation.) Manual attempt is successful on a die roll of "**1-2**" but see Note **(d)** to Table 6-8 for effect on bomb drop. If unsuccessful in manual attempt on bomb run, plane must leave formation (if applicable) and attempt to jettison. Roll 1D: "**1-2**" = bombs successfully jettisoned, "**3-6**" attempt unsuccessful. A jettison attempt may be made once per turn. Subtract one (-1) from the roll if a crewmember is present in the bomb bay (see Section 4.2 for pressurization rules, if applicable) during the attempt *(i.e., simulating the attempt to drop bombs singly by manually tripping the release lever on each bomb shackle)*. If bombs are still on-board upon reaching base, see note c. to Table 8-1, pilot must remain aboard for landing attempt (remainder of crew may bail out). If bombs are still aboard in a ditching attempt, apply a "-1" modifier to the landing roll on Table 8-3 but entire crew may bail out. (No additional effect if already rolled for.) Until all bombs are successfully jettisoned, fuel consumption (see Section 4.3[a]) remains **two** boxes per zone entered (note that consumption is still just *one* box marked off for turn-around turn).

Table 7-4 AFT BOMB BAY
Roll 2D:

Dice	Area Hit	Effect
2	Compressed Air Duct	1st hit = No Effect, 2nd hit (anywhere in B-29 except Utility compartment) = Roll 1D: "**1-4**" = No Effect, "**5-6**" = Pressurization capability lost *throughout* B-29 (see Sections 4.2, 7.2, 7.3)
3	Center Wing Fuel Tanks	Roll 1D: "**1**" = Fire, see **Note (a)**, "**2-3**" = Leakage, see **Note (b)**, "**4-6**" = Self-seal, No Effect.
4	Rubber Life Raft	If plane lands in water, then the +1 modifier for "successful ditching" on Table 8-6 may be applied to no more than 6 (player's choice) crewmen. (If rubber life rafts hit in Forward Bomb Bay as well, then the modifier may not be applied to any crewmen).
5	Bombs	Bombs hit, see **Note (c)**.
6	Bombs	See above.
7	Superficial Damage	No Effect.
8	Bomb Bay Doors	No Effect if bomb run already accomplished. Otherwise, roll 1D after rolling on Table 6-7 during the bomb run: "**1-2**" = Bay doors jammed shut, "**3-4**" = bay doors jammed open, "**5-6**" = superficial damage, No Effect. See **Note (d)**
9	Communications Tunnel	Roll 1D: "**1-5**" = No Effect, "**6**" = Pressurization capability "compromised" in communications tunnel, crewmembers may not move from Nav/Radio section directly to the Waist compartment (and vice versa) without depressurization (see Section 4.2)
10	Bomb Release Mechanism	See **Note (e)**
11	Superficial Damage	No Effect.
12	Fuel Transfer Pump	See **Note (f)**.

Notes to Table 7-4, as applicable:
a) *through* **e)** see notes to Tables 7-3.
f) See the "Fuel Tank Leakage" damage result (Table 7-5) for possible effect. Note that if one fuel transfer pump has already failed per Random Event (see Table 4-9), roll 1D first: "1-3" = failed pump hit, no further effect, "4-6" = remaining pump hit. (If *both* pumps have already failed, then there is no effect).

Table 7-5 WINGS
Roll 2D:

Dice	Area Hit	Effect
2	Gyro Flux Gate Compass	Port wing = apply a –1 modifier when rolling on Table 4-5; starboard wing = No Effect.
3	Wing Root	1 wing root hit, see **Note (a)**
4	Compressed Air Duct	1st hit = No Effect, 2nd hit (anywhere in B-29 except Utility compartment) = Roll 1D: "**1-4**" = No Effect, "**5-6**" = Pressurization capability lost *throughout* B-29 (see Sections 4.2, 7.2, 7.3)
5	Wing Flap	Roll 1D: "**1-3**" = flap inoperable, see **Note (b)**; "**4-6**" = No Effect.
6	Aileron	Roll 1D: "**1-3**" = aileron inoperable, see **Note (c)**; "**4-6**" = No Effect.
7-8	Superficial Damage	No Effect.
9	Fuel Tank	Roll 1D: "**1-3**" = Outboard tank, "**4-6**" = Inboard tank. Roll 1D again: "**1**" =Fire, see **Note (d)**, "**2-3**" = Leakage, see **Note (e)**, "**4-6**" = Self-seal, No Effect
10	Engines	Roll 1D: "**1-3**" = #1 engine if port wing, #3 engine if starboard wing; "**4-6**" = #2 engine if port wing, #4 engine if starboard wing. Roll 1D again: "**1-2**" = superficial damage; "**3-4**" = engine out, see **Note (f)**; "**5**" = runaway engine, see **Note (g)**; "**6**" = oil tank hit, see **Note (h)**
11	Wing Root	1 wing root hit, see **Note (a)**
12	Landing Gear	Roll 1D: "**1-2**" = brake reliability on landing reduced, apply a –2 modifier when rolling for landing on Table 8-1; "**3-5**" = landing gear inoperable, see **Note (n)**; "**6**" = gear drops down, see **Note (o)**

Notes to Table 7-5, as applicable:
a) When a wing root has accumulated 5 hits over the course of a mission, the wing rips off and the crew must immediately bail out according to Table 8-5. Note that wing root damage can also be inflicted on Table 4-9.

b) If both the port and starboard wing flaps are inoperable, apply a **–1** modifier to the landing roll on Tables 8-1 and 8-3.

c) If both the port and starboard wing ailerons are inoperable, apply a **–1** modifier to the landing roll on Tables 8-1 and 8-3.

d) Roll 1D: "**1**" = Explosion, bail out on Table 8-5; "**2-6**" = Fire continues. If at "LO" altitude, the crew must immediately bail out on Table 8-4. If at "MED" altitude (only), an attempt may be made to extinguish the fire by diving (any number of

crewmembers may bail out on Table 8-4 first). When diving, roll one die—if the result is less than or equal to the number of wing root hits on either wing (not both wings added together), the wing snaps off in the dive; roll for uncontrolled bail out on Table 8-5. Otherwise, roll 1D again: "1" (or less) = fire extinguished, plane "Out of formation" (if applicable) and at "LO" altitude, roll for leakage per note **(e)**; "2-4" = fire spreads, roll for bail out on Table 8-4; "5-6" = plane out of control, or explosion occurs, roll for uncontrolled bail out on Table 8-5.

e) Roll 1D; subtract two (**-2**) from the die roll if both B-29 fuel pumps are operating; subtract one (**-1**) to the die roll if one B-29 fuel pump has failed (Table 4-9) and/or is damaged (Table 7-4), but the other is operational. (***Exception:*** no modifier is subtracted if fuel transfer controls have been damaged on Table 7-10.) The final result is the number of fuel tank boxes that must be *immediately* crossed off (additional fuel tank box[es] are only crossed off on the turn of damage, not each turn). If the result is modified to "0", no boxes are crossed off (the flight engineer has succeeded in transferring fuel out of the tank such that the loss is negligible). Cross off requirements for leakage do not satisfy fuel consumption requirements (see Section 4.3). If the same leaking fuel tank is hit again, do not roll for damage, there is no additional effect.

f) Engine out. Roll 1D: "**1-4**" = propeller feathered (one engine out, see Section 7.2), pilot may abort; "**5-6**" = feathering fails, speed is reduced due to drag—two turns per zone beginning immediately (i.e., three turns total in the Designated Target Zone—one for flight in, two for flight out—with one fuel box marked off for each extra turn spent in each zone).

g) Runaway engine. Roll 1D: "**1-4**" = propeller feathered (one engine out, see Section 7.2), pilot may abort mission; "**5-6**" = feathering fails, runaway prop, see **Note (l)**

h) Oil tank hit. Roll 1D: "**1-2**" = engine fire (roll 1D to attempt to extinguish: "1-3" = Fire out, pilot must abort; "4-6" = Fire continues—try again; if second try fails, see **Note [p]**); "**3-4**" = leakage (roll 1D: "1-2" = engine must be shut off after one more turn, not counting the current turn; "3-4" = shut off engine after two more turns, "5-6" = shut off engine after three more turns; after engine shut down, see **Note [i]**), "**5-6**" = Self-seal, no effect.

Design Note: *Players familiar with B-17, QUEEN OF THE SKIES may balk at the difficulty with extinguishing engine fires in SUPERFORTRESS but B-29 engine fires were notoriously difficult to put out. The engine firewall was woefully inadequate and the fire extinguisher system succeeded in putting out only seven of fifty-two fires reported through June 1945 (part of the problem was that parts of the engine were made of magnesium which burned easily and hotly). Adequate cooling of the R-3350 was a continuing challenge and as a result fire in the engine was perhaps the greatest fear of B-29 aircrews. A 1945 report disclosed that the rate of fire in the B-29 was four times that in the B-17 or B-24.*

i) Roll 1D, and add one (+1) to this roll if this is a "Night" mission (reflecting the difficulty in visually identifying the leak, and reacting in a timely manner): "**1-4**" = propeller feathered (one engine out, see Section 7.2), pilot may abort mission; "**5-6+**" = feathering fails, windmilling prop, see **Note (j)**

j) If feathering fails, roll 1D again: "**1-5**" = no effect, pilot must abort, see **Note (k)**; "**6**" = engine catches fire, roll 1D to attempt to extinguish: "1-3" = Fire out, pilot must abort; "4-6" = Fire continues—try again. If second try fails, see **Note (p).**

k) If prop is windmilling and there is no fire, roll 1D each turn, beginning with the current turn: "**1-5**" = No effect, prop continues to windmill, "**6**" = runaway propeller, see **Note (l)**. In the event of runaway propeller, immediately repeat the die roll per **Note (j)** above to see if engine catches fire. Continue to check for fire each turn as long as the propeller continues to runaway. Note that a windmilling propeller causes a **–2** modifier on Landing rolls on Tables 8-1 and 8-3.

l) Each turn that the runaway prop continues and there is no fire (make the fire check in **Note (j)** first each turn before continuing this procedure), roll 1D: "**1**" = runaway halted, propeller returns to windmilling, beginning with the next turn return to the procedure in **Note (k)**, "**2-3**" = runaway continues, no additional effect this turn, "**4**" = runaway continues, one wing root hit is inflicted on affected wing (effect of excessive vibration), "**5-6**" = centrifugal explosion of the propeller, destruction of the engine, see **Note (m)**. A runaway propeller causes a **–3** modifier on Landing rolls on Tables 8-1 and 8-3.

m) In the event of centrifugal explosion of the propeller/destruction of the engine, roll 1D; subtract one (-1) for *each* of the following conditions (cumulatively) that may apply—either wing aileron out (-2 if both out), rudder out: "**1**" = aircraft falls out of control, crew must immediately bail out on Table 8-5, "**2-6**" = damage due to flying pieces of propeller and/or engine. Roll 1D again:

- If this an outboard engine (engine #1 or #4), apply the following: "**1-4**" = superficial damage (e.g., propeller spins harmlessly away), "**5**" = inboard engine (same wing) damage, see result #10 of this Table for the affected engine

(treat as one engine hit), "**6**" = damage to inboard engine (same wing) ***and*** fuselage. See result #10 on this Table for the affected engine (treat as one engine hit), then inflict one wing root hit on the affected wing, *then* roll 1D again for the number of hits on the Nav/Radio Compartment—roll that many times on Table 7-2.

- If this an inboard engine (engine #2 or #3), apply the following: "**1-2**" = superficial damage (e.g., propeller spins harmlessly away), "**3-4**" = outboard engine (same wing) damage, see result #10 on this Table for the affected engine (treat as one engine hit), "**5-6**" = damage to fuselage: inflict one wing root hit on the affected wing then roll 1D again for the number of hits on the Nav/Radio Compartment—roll that many times on Table 7-2.

n) Manual operation of the gear may be attempted once. A functioning crewmember must be in the aft bomb bay to attempt manual lowering, unless a flak BIP has occurred in the aft bomb bay, thus damaging the manual controls. Roll 1D: "**1-2**" = gear may be lowered, "**3-6**" = manual lowering unsuccessful. If the landing gear on either or both sides is inoperable, apply a **–3** modifier to the landing roll on Table 8-1. The modifier is not cumulative with the nose gear (Table 7-1) modifier (i.e., the maximum modifier even if both nose and main gear is not lowered is –3).

o) Manual operation of the gear may be attempted once per Zone entered. A functioning crewmember must be in the aft bomb bay to attempt manual raising, unless a flak BIP has occurred in the aft bomb bay, thus damaging the manual controls. Roll 1D: "**1-2**" = landing gear is raised (see **Note (n)** for lowering the gear for landing); "**3-6**" = gear remains inoperable. As long as the landing gear remains lowered, speed is reduced due to drag—two turns per zone beginning immediately (i.e., three turns total in the Designated Target Zone—one for flight in, two for flight out—with one fuel box marked off for each extra turn spent in each zone).

p) For uncontrollable engine fire at "LO" altitude, the player must decide if the crew immediately bails out on Table 8-4, or continues flying with a burning engine. If the crew does not immediately bail out, then roll one die:

"**1-2**" = fire continues, engine is considered "out" (i.e., inoperable), see rule 7.2;
"**3-4**" = fire spreads, immediately roll for bail out on Table 8-4;
"**5**" = fire spreads rapidly and control is lost, roll for uncontrolled bail out on Table 8-5;
"**6**" = explosion, plane is destroyed, all crewmembers are KIA.

For engine fire at "MED" altitude (only), an attempt may first be made to extinguish the fire by diving (any number of crewmembers may bail out on Table 8-4 first). When diving, roll one die—if the result is less than or equal to the number of wing root hits on either wing (not both wings added together), the wing snaps off in the dive; roll for uncontrolled bail out on Table 8-5. Otherwise, roll 1D again:

"**1**" (or less) = fire extinguished, plane "Out of formation" (if applicable), at "LO" altitude, engine is considered "out" (i.e., inoperable), see rule 7.2;
"**2**" = same as roll #1 except fire continues; in this case, immediately consult the verbiage above for uncontrollable engine fire at "LO" altitude (i.e., the choice now is bail out or risk sticking with the plane)
"**3-4**" = fire spreads, roll for bail out on Table 8-4;
"**5-6**" = plane out of control, roll for uncontrolled bail out on Table 8-5.

In either case, if a 'fire continues' result is received, re-roll on all subsequent turns to see if fire spreads, results in explosion, or merely festers. The crew may always bail out prior to making this die roll.

Table 7-6 WAIST
Roll 2D:

Dice	Area Hit	Effect
2	Oxygen Supply	Roll 1D: "**1**" = CFC, "**2**" = Left Gunner, "**3**" = Right Gunner, "**4**" = Radar Observer, "**5**" = Fire, roll to extinguish (see Section 7.5) on Table 7-12, and all Waist compartment oxygen out, "**6**" = roll again. See Section 7.4. Also, see **Note (a).**
3	Master Gunnery Control Panel	Roll 1D: "**1**" = Forward Upper Turret inoperable, "**2**" = Aft Upper Turret inoperable, "**3**" = Forward Lower Turret inoperable, "**4**" = Aft Lower Turret inoperable, "**5**" = Tail guns may only be fired by Tail Gunner, "**6**" = Forward and Aft Upper and Lower Turrets inoperable, tail guns may only be fired by Tail Gunner. Inoperable guns may not fire. See Table 5-6. Also, see **Note (a).**
4	Ammunition Box	Roll 2D: result is the number of bursts (boxes) of ammunition for the Aft Upper Turret that should be crossed off as destroyed. Also, see **Notes (a)** and **(b).**
5	Blister	Roll 1D: "**1-2**" = Left Gunner Blister, "**3-4**" = Right Gunner Blister, "**5-6**" = CFC Blister. 1st hit to that blister = No Effect; 2nd hit to that blister = roll for wound for applicable gunner on Table 7-13 and pressurization capability is "compromised," Waist compartment may not be pressurized (see Sections 4.2, 7.2, 7.3). If currently pressurized, roll for Explosive Decompression on Table 7-11
6	Crewmember	Roll 1D: "**1**" = CFC, "**2**" = Left Gunner, "**3**" = Right Gunner, "**4**" = Radar Observer, "**5**" = CFC and Left Gunner, "**6**" = CFC and Right Gunner. Roll for wound on affected crewmember(s) on Table 7-13. See **Note (a).**
7	Superficial Damage	No Effect.
8	Radar Set	Apply a **+1** modifier when rolling on Table 4-3, and a **–1** modifier on Table 6-7. A non-functional radar also negates modifiers to Table 4-4 and Table 6-7. Also, see **Note (a)**.
9	Armament	Aft Upper Turret inoperable (guns many not fire)
10	Gunsight	Roll 1D: "**1-2**" = Left Gunner gunsight, "**3-4**" = Right Gunner gunsight, "**5-6**" = CFC gunsight. Applicable position may not fire guns (see Table 5-6). See **Note (a).**
11	Superficial Damage	No Effect.
12	Fire Extinguisher	Waist fire extinguisher destroyed and unusable, remove marker from Crew Placement Sheet. Also, see **Note (a).**

Notes to Table 7-6, as applicable:

a) Roll 1D: "**1-5**" = no additional effect, "**6**" = Pressurization capability "compromised," Waist compartment may not be pressurized (see Sections 4.2, 7.2, 7.3), roll 1D again if currently pressurized: "1-5" = no additional effect, "6" = roll for Explosive Decompression on Table 7-11 (Waist compartment).

b) If ammunition for the Aft Upper Turret remains *before* rolling for destroyed ammunition, then roll 1D and halve result (round down). (If no ammunition remains then treat this note as no further effect.) The halved result is the number of additional times the player must roll on this Table (7-6) to account for the effects of exploding ammunition. The "Ammunition Box" result (#4) may be rolled again in this case, triggering additional damage rolls.

Table 7-7 UTILITY
Roll 2D:

Dice	Area Hit	Effect
2	Compressed Air Duct	1st hit = No Effect, 2nd hit (this compartment only) = Roll 1D: "**1-4**" = No Effect, "**5-6**" = Pressurization capability lost in Tail compartment (only) (see Section 4.2)
3	Ammunition Feed Trays	Apply a **–1** modifier when resolving defensive fire from tail guns (only) on Table 5-7 for ***each*** (cumulative) Utility compartment ammunition feed tray hit.
4	Superficial Damage	No Effect
5	Ammunition box	Roll 2D: result is the number of bursts (boxes) of ammunition for the Tail Turret that should be crossed off as destroyed. Also, see **Note**.
6	Oxygen containers	1st hit = No Effect, 2nd hit = Fire, crewman must enter Utility compartment from adjacent compartment (Waist or Tail) and roll to extinguish (see Section 7.5) on Table 7-12. All B-29 crew oxygen is out. See Section 7.4.
7	Superficial Damage	No Effect.
8	Auxiliary Generator ("Putt Putt")	See Table 7-10, "Electrical System" result (note c.) for effect. (Damage to the Auxiliary Generator *only* affects play if the aircraft's electrical system is knocked out.)
9	Armament	Aft Lower Turret inoperable (guns many not fire)
10	Gasoline Tank for Auxiliary Generator	1st hit = leakage, auxiliary generator inoperable (see result #8), 2nd hit = Fire, Fire, crewman must enter Utility compartment from adjacent compartment (Waist or Tail) and roll to extinguish (see Section 7.5) on Table 7-12.
11	Superficial Damage	No Effect.
12	Fire Extinguisher	Utility fire extinguisher destroyed and unusable, remove marker from Crew Placement Sheet. Also, see **Note**.

Note: If ammunition for the Tail Turret remains *before* rolling for destroyed ammunition, then roll 1D and halve result (round down). (If no ammunition remains then treat this note as no further effect.) The halved result is the number of additional times player must roll on this Table (7-6) to account for the effects of exploding ammunition. The "Ammunition Box" result (#5) may be rolled again in this case, triggering additional damage rolls

Table 7-8 TAIL
Roll 2D:

Dice	Area Hit	Effect
2	Oxygen Supply	Roll 1D: "**1-5**" = Tail Gunner oxygen out; "**6**" = Fire, roll to extinguish (see Section 7.5) on Table 7-12, and all Tail compartment oxygen out. See Section 7.4. Also, see **Note (a)**.
3	Tail Gunner Gunsight	Tail Gunner may not fire tail guns. See **Note (a)**.
4	Superficial Damage	No Effect
5	Tail Gunner	Roll for wound on Table 7-13. See **Note (a).**
6	Superficial Damage	No Effect
7	Rudder	1st and 2nd hits = no effect, 3rd hit = rudder is inoperable, apply a **–1** modifier to landing rolls on Tables 8-1 and 8-3.
8	Tailplane	Roll 1D: "**1-2**" = no effect, "**3**" = port elevator inoperable, see **Note (b)**, "**4**" = starboard elevator inoperable, "**5**" = port tailplane root hit, see **Note (c)**, "**6**" = starboard tailplane root hit, see **Note (c)**
9	Armament	Tail Turret inoperable (tail guns may not fire)
10	Tailplane	See effect for roll #8
11	Superficial Damage	No Effect
12	Superficial Damage	No Effect.

Notes to Table 7-8, as applicable:
a) Roll 1D: "**1-5**" = no additional effect, "**6**" = Pressurization capability "compromised," Tail compartment may not be pressurized (see Sections 4.2, 7.2, 7.3), roll 1D again if currently pressurized: "1-5" = no additional effect, "6" = roll for Explosive Decompression on Table 7-11 (Tail compartment).
b) If both port and starboard elevators are inoperable, apply a **–1** modifier to landing rolls on Tables 8-1 and 8-3.
c) If the tailplane root accumulates three (3) hits during a mission, that tailplane (port or starboard) rips off. If one tailplane rips off, apply a **–1** modifier to landing rolls on Tables 8-1 and 8-3. If both tailplanes come off, crew must bail out immediately on Table 8-5.

Table 7-9 COCKPIT INSTRUMENTS
Roll 2D:

Dice	Area Hit	Effect
2	Pilot Flight Controls	Pilot's controls are dead, airplane may not be controlled from Pilot position (Pilot and Copilot may switch positions at any time without penalty). See **Note (a).**
3	Alarm Bell	See **Note (b)**
4	Landing Gear	See **Note (c)**.
5	Elevators	1st hit = no effect, 2nd hit = elevators are inoperable, apply a **–1** modifier to landing rolls on Tables 8-1 and 8-3. Disregard if port or starboard tailplane (see Table 7-8) has ripped off.
6	Automatic Pilot	Apply a **–2** modifier on Table 6-7 (***exception:*** do not apply this modifier if this is a URBAN AREA mission). Also, see **Note (d)**.
7	Superficial Damage	No Effect
8	Rudder	1st hit = no effect, 2nd hit = rudder is inoperable, apply a **–1** modifier to landing rolls on Tables 8-1 and 8-3. Disregard if rudder (see Table 7-8) is already inoperable.
9	Ailerons	1st hit = no effect, 2nd hit = ailerons are inoperable, apply a **–1** modifier to landing rolls on Tables 8-1 and 8-3. Disregard if both port and starboard ailerons (see Table 7-5) are already inoperable.
10	Feathering	Any future feathering attempt required by Table 4-9 or 7-5 *automatically* fails and results in windmilling or runaway prop (as applicable to the specific result of those Tables).
11	Flaps	See **Note (e)**.
12	Copilot Flight Controls	Copilot's controls are dead, airplane may not be controlled from Copilot position (Pilot and Copilot may switch positions at any time without penalty). See **Note (a).**

Notes to Table 7-9, as applicable:

a) If *both* Pilot and Copilot flight controls are inoperable, roll 2D. Subtract one (-1) for each engine that is not fully functional. Halve the result (round down) if the autopilot is out (see result #6). The final modified number is the number of additional zones (i.e., not including the current one) that the B-29 may enter before the crew must bail out on Table 8-4. (In this case, the plane is flyable for a time using throttles and/or autopilot). If the result is modified to zero or less, crew must bail out immediately. Note that a plane with inoperable Pilot *and* Copilot controls may never be landed.

b) If intercom is *also* out (see Table 7-2), apply a **–1** modifier when rolling on Table 8-4 for crewmembers bailing out from any section or compartment *other than* the Nose and Nav/Radio sections. Also, if intercom is out *and* the B-29 voluntarily or involuntarily engages in a shallow or steep dive (e.g., as the result of possible collision on Table 4-3) or in an attempt to extinguish an engine or fuel tank fire, roll 1D for each crewmember in any section or compartment *other than* the Nose and Nav/Radio sections: "**1-3**" = crewmember bails out on Table 8-4, "**4-6**" = crewmember stays put.

c) Manual lowering of the **main landing gear** may be attempted once prior to landing. A functioning crewmember must be in the aft bomb bay to attempt manual lowering, unless a flak BIP has occurred in the aft bomb bay, thus damaging the manual controls. Roll 1D: "**1-5**" = gear may be lowered, "**6**" = manual lowering unsuccessful. (This result is superceded by damage to landing gear on Table 7-5). If the main gear does not lower, apply a **–3** modifier to the landing roll on Table 8-1. Similarly, manual extension of the **nose landing gear** may be attempted *twice* prior to landing, roll 1D for each attempt: "**1-5**" = nose gear successfully extended, "**6**" = gear fails to extend. (This result is superceded by damage to nose gear on Table 7-1). If second attempt to extend nose gear fails, apply a **–3** modifier on the landing roll on Table 8-1. The nose gear modifier is not cumulative with the main landing gear modifier (i.e., the maximum modifier even if both nose and main gear is not lowered is –3).

d) If the autopilot is out and bail out is required, Pilot (or Copilot, of whoever is considered to be last flying the plane) must roll on Table 8-5 (bail out from uncontrolled plane) if not already required. Also, see note **(a)**.

e) A manual attempt to extend the flaps may be attempted prior to landing (***exception***: if both the port and starboard wing flaps (see Table 7-5) are already inoperable then no attempt may be made). The attempt requires one functioning crewmember (normally the flight engineer) spend the turn just prior to landing in the forward bomb bay (see Section 4.2 for pressurization rules, if applicable) to attempt emergency operation of the flaps using a portable electric motor installed for the purpose. Roll 1D: "**1-5**" = door(s) successfully opened/closed, "**6**" = motor burns out. If motor burns out, no further attempt to extend the flaps may be attempted. If flaps are inoperable, apply a **–1** modifier to landing rolls on Tables 8-1 and 8-3.

Table 7-10 ENGINEER INSTRUMENTS
Roll 2D:

Die	Area Hit	Effect
2	Superficial Damage	No Effect.
3	Fuel Transfer Controls	See **Note (a)**.
4	Engine Fire Extinguisher	Engine fire extinguishers out. See **Note (b)**.
5	Hydraulic Controls	Brake reliability on landing is reduced. Apply a –2 die roll modifier when rolling on Table 8-1, "Landing on Land."
6	Superficial Damage	No Effect.
7-8	Superficial Damage	No Effect.
9	Pressurization Controls	Roll 1D: "**1-2**" = if pressurized any time during the mission, B-29 may not be voluntarily depressurized from the flight engineer position; "**3-4**" = if depressurized any time during the mission, B-29 may not be pressurized again, "**5-6**" = pressurization is permanently lost throughout the aircraft
10	Engine Cooling Controls	See Table 4-9, "Engine Malfunction" result (note e.) for effect.
11	Electrical System	1st hit = no effect, 2nd hit = electrical system failure, pilot may abort, see Note **(c)**.
12	Superficial Damage	No Effect.

Notes to Table 7-10, as applicable:

a) See the "Fuel Tank Leakage" damage result (Table 7-5) for possible effect.

b) In the event of engine fire at "LO" altitude, the player must decide if the crew immediately bails out on Table 8-4, or continues flying with a burning engine. If the crew does not immediately bail out, then roll one die:

"**1-2**" = fire continues, engine is considered "out" (i.e., inoperable), see rule 7.2;
"**3-4**" = fire spreads, immediately roll for bail out on Table 8-4;
"**5**" = fire spreads rapidly and control is lost, roll for uncontrolled bail out on Table 8-5;
"**6**" = explosion, plane is destroyed, all crewmembers are KIA.

For engine fire at "MED" altitude (only), an attempt may first be made to extinguish the fire by diving (any number of crewmembers may bail out on Table 8-4 first). When diving, roll one die—if the result is less than or equal to the number of wing root hits on either wing (not both wings added together), the wing snaps off in the dive; roll for uncontrolled bail out on Table 8-5. Otherwise, roll 1D again:

"**1**" (or less) = fire extinguished, plane "Out of formation" (if applicable), at "LO" altitude, engine is considered "out" (i.e., inoperable), see rule 7.2;
"**2**" = same as roll #1 except fire continues; in this case, immediately consult the verbiage above for uncontrollable engine fire at "LO" altitude (i.e., the choice now is bail out or risk sticking with the plane)
"**3-4**" = fire spreads, roll for bail out on Table 8-4;
"**5-6**" = plane out of control, roll for uncontrolled bail out on Table 8-5.

In either case, if a 'fire continues' result is received, re-roll on all subsequent turns to see if fire spreads, results in explosion, or merely festers. The crew may always bail out prior to making this die roll

c) No "Evasive Action" allowed (see Section 5.7). Also, the following are inoperable (although reference the asterisks for possible exceptions) for the remainder of the mission:

- LORAN set (see Table 4-7 for effect)
- Radio* (see Table 7-2, roll #5 for effect)
- Radar (see Table 7-6, roll #8 for effect)
- Fuel Transfer (see **Note [a]**)
- Elevators (see Table 7-9, roll #5 for effect)
- Automatic pilot* (see Table 7-9, roll #6 for effect)
- Rudder (see Table 7-9, roll #8 for effect)
- Ailerons (see Table 7-9, roll #9 for effect)
- Feathering (see Table 7-9, roll #10 for effect)
- Bomb bay doors (forward and aft) (see **Note [d]**)
- Main Landing gear (see **Note [e]**)
- Nose gear* (see **Note [f]**)
- Wing flaps (see **Note [g]**)
- Hydraulic pump* (see Table 7-10, roll #5 for effect)
- Intercom (see **Note [h]**)
- Engine cooling (see Table 7-10, roll #10 for effect)
- All gun turrets (no B-29 guns may fire)

An asterisked (*) item may be operated at "LO" altitude (only) ***if*** (and only "if") the auxiliary generator (see Table 7-7) is operable. Only one such item (player's choice) may be operated *per turn*. A functional crewmember must be in the Utility compartment on any turn that the auxiliary generator is used. To utilize ***both*** nose gear and hydraulic pump for landing, the nose gear must be lowered in the Zone prior to landing. In this case, the aircraft must spend 2 turns in that Zone (to reflect drag), with fuel box(es) crossed off normally per *turn*.

Design Note: *To a much greater extent than any previous bomber, the B-29 was an electric aircraft. Eleven miles of wiring in two buses—a normal bus and an emergency bus—connected 150 electric motors with six engine-driven generators (plus an auxiliary generator, or "putt putt," capable of providing very limited power in an emergency). The B-29's electrical system reduced the plane's vulnerability in combat because hydraulic lines were more susceptible to damage and fire. In fact, the only hydraulics in the B-29 were in the brakes.*

d) Treat as "no effect" if bomb run has already been accomplished. If this result occurs *prior* to the bomb run, two options are possible: (1) bombs may be immediately salvoed (unarmed) using emergency mechanical release (***exception***: if doors themselves are damaged or jammed, use the *first* die range given in note e. of Table 7-3 for opening the doors), the bomb run is automatically "Off Target"; (2) if the auxiliary generator (see Table 7-7) is operable, an attempt to open the doors manually may be made, one bomb bay (forward or aft) per turn, once per bomb bay. Each attempt requires aircraft be at "LO" altitude, a functioning crewmember in the Utility compartment, and one functioning crewmember (normally the flight engineer) spend one turn in the applicable bomb bay (see Section 4.2 for pressurization rules, if applicable) to attempt emergency operation of the door using a portable electric motor installed for the purpose (assisted by the "putt putt"). Roll 1D (***exception***: if doors themselves are damaged or jammed, use the *second* die range given in note e. of Table 7-3 for opening the doors): "**1-5**" = door(s) successfully opened/closed, "**6**" = motor burns out (this may also affect emergency flap operation—see Table 7-9, "Flaps" result [note e.]). If motor burns out, no further attempt to actuate any door(s) may be attempted. If any doors are opened prior to the Designated Target Zone, then the bomber must permanently leave formation (if applicable). Doors are closed by repeating the above procedure. If for whatever reason, any bomb bay doors fail to close, speed is reduced due to drag—two turns per zone beginning immediately (i.e., three turns total in the Designated Target Zone—one for flight in, two for flight out—with one fuel box marked off for each extra turn spent in each zone). Also, there is a negative modifier for "Landing in Water" (Table 8-3).

e) Manual lowering of the main landing gear may be attempted once prior to landing. A functioning crewmember must be in the aft bomb bay to attempt manual lowering, unless a flak BIP has occurred in the aft bomb bay, thus damaging the manual controls. Roll 1D: "**1-5**" = gear may be lowered, "**6**" = manual lowering unsuccessful. (This result is superceded by damage to landing gear on Table 7-5). If the main gear does not lower, apply a **–3** modifier to the landing roll on Table 8-1.

f) Manual extension of the nose landing gear may be attempted *once* prior to landing, roll 1D: "**1-5**" = nose gear successfully extends, "**6**" = gear fails to extend. (This result is superceded by damage to nose gear on Table 7-1). If attempt to extend nose gear fails, apply a **–3** modifier on the landing roll on Table 8-1. The nose gear modifier is <u>not</u> cumulative with the main landing gear modifier (i.e., the maximum modifier even if both nose and main gear is not lowered is –3).

g) If auxiliary generator (see Table 7-7) is operable, a manual attempt to extend the flaps may be attempted prior to landing (***exception***: if both the port and starboard wing flaps (see Table 7-5) are already inoperable then no attempt may be made). The attempt requires aircraft be at "LO" altitude, a functioning crewmember be in the Utility compartment, and one functioning crewmember (normally the flight engineer) spend the turn just prior to landing in the forward bomb bay (see Section 4.2 for pressurization rules, if applicable) to attempt emergency operation of the flaps using a portable electric motor installed for the purpose (assisted by the "putt putt"). Roll 1D: "**1-5**" = door(s) successfully opened/closed, "**6**" = motor burns out. If motor burns out, no further attempt to extend the flaps may be attempted. If flaps are inoperable, apply a **–1** modifier to landing rolls on Tables 8-1 and 8-3.

h) Apply a **+2** modifier when rolling for crewmembers going on oxygen for depressurization (see Section 4.2) and a **–1** modifier on Table 6-6.

Table 7-11 EXPLOSIVE DECOMPRESSION
Roll 1D:

Die	Effect
1-5	See **Note**.
6	Roll for wound for each crewmember in the affected compartment on Table 7-13. Then, see **Note**.

Note:
For any and all crewman in the affected compartment, roll 1D: "**1-5**" = crewman successfully on oxygen; "**6**" = crewman fails attempt to go on oxygen, roll for wound on Table 7-13. All other crewmembers in other B-29 compartments must go on oxygen as well, see Section 4.2. (Note that it is possible to roll per this rule for oxygen malfunction for a surviving crewman in a compartment suffering explosive decompression.)

Design Note: *Explosive decompression does not automatically follow a puncture in an aircraft's pressurization. Moreover, explosive decompression jeopardizes an aircraft's inherent flight worthiness only in very rare and extraordinary circumstances—although it can be very harmful to the crew in the decompressed compartment. Explosive decompression is a change in cabin pressure faster than the lungs can decompress, and can result in lung damage. Even without lung damage, unconsciousness can occur in a very short period of time unless oxygen is used. The period of useful consciousness is considerably shortened when a person is subjected to rapid decompression because of the swift reduction in pressure on the body (this causes oxygen in the lungs to exhale rapidly). Partial pressure of oxygen in the blood can reduce an aircrew's effective performance time by 1/3 to ¼ its normal time. Another hazard of course is being tossed or blown out of the airplane if near a large opening and not wearing seatbelts/safety harnesses.*

Table 7-12 HAND HELD EXTINGUISHERS
Roll 2D per attempt to extinguish fire:

Die	Effect
≤2-9	Fire out.
10-12	Fire continues. See Section 7.5.

Modifier: -1 if depressurized at "MED" altitude

Table 7-13 WOUNDS
Roll 1D per affected crewmember:

Die	Effect
≤1-3	Light Wound: Crewman may continue duties unimpaired. See **Note (a)**.
4,5	Serious Wound: Crewman may *not* continue duties, may not bail out. See **Note (b)**.
6	KIA: Crewman killed in action.

Notes: a) A 2nd light wound results in a –1 modifier applied to any bail out roll on Table 8-4, and the loss of any "veteran" (*fourteen* or more missions) bonus (i.e., applicable to pilot, navigator, flight engineer, or radar operator). Three light wounds = a serious wound, four light wounds = KIA, light wound + serious wound = KIA.
b) A 2nd wound (light or serious) = KIA. After landing, roll 1D for each serious wounded crewman: "**1**" = rapid recovery, may fly next mission; "**2-5**" = crewman recovers but may not fly any more missions, "**6**" = wounds fatal, crewman dies.

Table 7-14 FROSTBITE
Roll 1D per affected crewmember:

Die	Effect
1-2	Frostbite. Crewman may *not* continue duties. See Section 7.3.
3-6	No frostbite this turn.

Modifiers (cumulative):
+1 if rolling for a crewmember in any of the following compartments: Nose, Nav/Radio, Waist, Tail. This modifier only applies **if** the pressurization capability of the compartment has not been "compromised" by previous damage result.
+1 if the aircraft is *voluntarily* depressurized
Note: After landing, roll 1D for each frostbitten crewman: "**1-3**" = crewman recovers, may fly next mission; "**4-6**" = crewman may not fly any more missions.

8.0. ENDING THE MISSION TABLES

Table 8-1 LANDING ON LAND
Roll 2D:

Dice	Effect
≤-3	Crew KIA and B-29 wrecked
-2	Roll for wound for each crewmember on Table 7-13 (add +1 to each die roll); B-29 wrecked
-1	Roll for wound for each crewmember on Table 7-13; B-29 wrecked
0	Crew safe but B-29 irreparably damaged
1	Crew safe and B-29 repairable for next mission
2-12+	Crew and B-29 safe

Modifiers (cumulative):
- +1 if pilot is *veteran* (fourteen or more missions) (this modifier may not be applied to veteran *copilot*)
- -1 if nose gear damaged (see Table 7-1)
- -1 if port and starboard wing flaps inoperable
- -1 if port and starboard ailerons inoperable
- -1 if port and starboard elevators inoperable
- -1 if rudder inoperable
- -1 for second windshield hit in Nose section (see Table 7-1)
- -1 if either port or starboard tailplane has ripped off (see Table 7-8)
- -1 for each engine out
- -1 if landing in Zone 2 (Japan) (see Table 2.5 and Section 8.4)
- -2 if landing in UN territory (see Table 2.5 and Section 8.4)
- -2 if "brake reliability on landing reduced" (see Tables 4-9, 7-1, 7-5, 7-10)
- -2 for each windmilling prop
- -2 if weather is "Poor" (see Table 4-2)
- -2 if landing at night (see Table 3-1)
- -2 if flak BIP occurred in Nav/Radio, Bomb Bay, Waist, or Utility compartments
- -3 if weather is "Bad" (see Table 4-2)
- -3 for each runaway prop
- -3 if nose and/or main landing gear will not extend / is inoperable (see note **(e)**)
- -4 if nose gear will extend but not hold (see Table 7-1)
- -4 if landing in Communist territory (see Table 2.5 and Section 8.4)
- -6 if brake capability is completely lost (see Table 7-2)
- -10 if pilot and copilot are dead or seriously wounded and another crewmember is attempting to land the plane

Notes:

a) An unmodified roll of "12" is always "crew safe" regardless of negative modifiers in effect

b) If crash landing in Communist territory each surviving crewmember is captured, roll for each on Table 8-7

c) If roll is 0 or less and *bombs are still aboard*, roll 1D: "**1-5**" = no effect; "**6**" = explosion, B-29 destroyed and all remaining crew KIA.

d) If roll is 0 or less, roll 2D: if the result is less than the number of fuel the boxes the B-29 has remaining, roll 1D; "**1-5**" = no effect; "**6**" = fire and explosion, B-29 destroyed and all remaining crew KIA.

e) If a plane safely lands with nose and/or main landing gear unable to extend, it is considered "irreparably damaged"

Table 8-2 SEA STATE (FOR LANDING IN WATER)
Roll 1D:

Die	Effect
1	Sea state calm, no modifier to Table 8-3, apply a **+1** modifier to Table 8-6
2-3	Sea state smooth to slight, apply a **–1** modifier to Table 8-3, no modifier to Table 8-6
4	Sea state moderate, apply a **–2** modifier to Table 8-3, no modifier to Table 8-6
5	Sea state rough, apply a **–3** modifier to Table 8-3, apply a **-1** modifier to Table 8-6
6	Sea state very rough, apply a **–4** modifier to Table 8-3, apply a **-1** modifier to Table 8-6
7	*Sea state high, apply a **–5** modifier to Table 8-3,* apply a **-2** modifier to Table 8-6
8	*Sea state very high, apply a **–6** modifier to Table 8-3,* apply a **-2** modifier to Table 8-6

Modifiers (cumulative):

- +1 if weather in Zone is "Poor" (see Table 4-2)
- +2 if weather in Zone is "Bad" (see Table 4-2)

Table 8-3 LANDING IN WATER
Roll 2D:

Dice	Effect
≤2	B-29 wrecked in ditching attempt; crew KIA
3	B-29 wrecked in ditching attempt; roll for wound for each crewmember on Table 7-13 (add +1 to each die roll), then for each remaining crewmember roll for survival at sea on Table 8-6
4	Successful ditching; roll for wound for each crewmember on Table 7-13, then for each remaining crewmember roll for survival at sea on Table 8-6
5-12+	Successful ditching; roll for each crewmember for survival at sea on Table 8-6

Modifiers (cumulative):

- +1 if pilot is *veteran* (fourteen or more missions) (this modifier may never be applied to a copilot, even if veteran)
- +1 if weather is "Good" (see Table 4-2)
- **-** # sea state modifier rolled for in Table 8-2
- -1 if weather is "Bad" (see Table 4-2)
- -1 if bombs are still aboard aircraft (either or both bomb bays) during ditching attempt
- -1 if port and starboard wing flaps inoperable
- -1 if port and starboard ailerons inoperable
- -1 if port and starboard elevators inoperable
- -1 if rudder inoperable
- -1 for second windshield hit in Nose section (see Table 7-1)
- -1 if either port or starboard tailplane has ripped off (see Table 7-8)
- -1 for each engine out
- -2 for each windmilling prop
- -2 if flak BIP occurred in Nav/Radio, Bomb Bay, Waist, or Utility compartments
- -3 if landing at night (see Table 3-1)
- -3 for each runaway prop
- -4 if doors to one bomb bay (forward or aft) are open
- -5 if doors to *both* bomb bays (forward and aft) are open
- -10 if pilot and copilot are dead or seriously wounded and another crewmember is attempting to land the plane

Note: An unmodified roll of "12" is always "crew safe" regardless of negative modifiers in effect

Table 8-4 CONTROLLED BAIL OUT
Roll 1D:

Die	Effect
≤1	Roll 1D: "**1-5**" = Bail out OK; "**6**" = Crewman killed in accident
2-6	Bail out OK

Modifiers (cumulative):
- -1 if intercom (see Table 7-2) *and* alarm bell (see Table 7-9) are both inoperable
- -1 for any crewmember with a second light wound (see Table 7-13)

Notes:
a) Roll for each crewman separately.
b) Seriously wounded crewmen may not bail out
c) If unable to depressurize (see Section 4-2) for any reason, roll on Table 7-11 for any pressurized compartment containing one or more exiting crewmembers (in this case, crewmembers do not go on oxygen but they may be wounded/injured)

Table 8-5 BAIL OUT FROM UNCONTROLLED PLANE
Roll 1D:

Die	Effect
1-5	No bail out; crewman goes down with plane
6	Bail out OK

Notes:
a) Roll for each crewman separately.
b) Seriously wounded crewmen may not bail out
c) Roll on Table 7-11 for any pressurized compartment containing one or more exiting crewmembers (in this case, crewmembers do not go on oxygen but they may be wounded/injured)

Table 8-6 SURVIVAL AT SEA
Roll 1D:

Die	Effect
≤1	Dies of drowning, exposure, etc.
2-6+	Rescued, see **Note (b)**

Modifiers (cumulative):
- **+/- #** sea state modifier rolled for in Table 8-2 prior to landing or after bail out
- +1 if weather in Zone is "Good" (see Table 4-2)
- +1 for "successful ditching" result on Table 8-3. ***Exception:*** if rubber life rafts in either bomb bay were hit (see Tables 7-3 and 7-4), then this modifier may be applied to no more than **6** crewmen (player's choice, player must decide which crewmen he will apply the modifier to *before* rolling for any); if rubber life rafts hit in *both* bomb bays were hit then this modifier may not be applied to any crewmen.
- -1 if weather in Zone is "Bad" (see Table 4-2)
- -1 for any seriously wounded crewmember
- -2 if landed in water or bailed out while radio was out (see Table 7-2)

Notes:
a) Roll for each crewman separately.
b) If "rescued" in Zones 7 through 10, roll 1D for each rescued crewmen individually or for each group of crewmen who received the rubber raft modifier benefit above: "**1-3**" = crewman/crewmen successfully returned to Japan, "**4-6**" = crewman/crewmen captured by Communists, roll for each on Table 8-7

Table 8-7 PRISONER OF WAR (POW) SURVIVAL
Roll 1D:

Die	Effect
≤1	Dies or disappears in captivity
2-6	Survives, exchanged at the end of war

Modifier: -1 for any seriously wounded crewmember
Note: Roll for each crewman separately.

9.0. VICTORY CONDITIONS TABLES

Table 9-1 B-29 / CREW SURVIVAL RATING

# of Missions Survived	Rating
1-7	Poor
8-14	Fair
15-21	Good
22-28	Excellent
29-35	Outstanding

Note: A B-29 may be destroyed, but surviving crew members can continue on another plane

Table 9-2 BOMB RUN RESULT RATING

Bomb Run Percentage	Rating
0-5%	Poor
6-14%	Fair
15-29%	Good
30%+	Excellent

Note: The Bomb Run performance ratings can be used to rate the bomb drop of a single mission, the average of several planes on the same mission, or the average of a single plane over a complete campaign.

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