

***Latest Errata:***

To Reflect the rapid decline of German fighter resistance from September 1944, the following rules may be used.

In September 1944, German night fighter activity decreased significantly. Starting in September 1944, France, Belgium, and Luxembourg are considered under allied control. Players do not roll for searchlight, flak, nor fighters in these zones. If they are forced to land in these countries, they are considered under allied control. Rolling for POW status is no longer used.

German fighters no longer attack your bomber over the base.

Norway, Netherlands, Denmark remain under German control.

The following Tables are changed to reflect these rules:

Table 5-5 – Result for 3-7 is now Zero, and  $\geq 8$  is now 1 when determining the number of night fighters attacking your bomber.

Table 5-8 – When determining German fighter pilot experience, use the 1945 column.

In the Gazetteer, the zone locations for Tonsberg, Norway are incorrect. Zone locations are Z2: E/W; Z3: W; Z4: W; Z5: W; Z6: W; Z7: W; Z8: W; Z9: W/No; Z10: No; Z11: No; Z12: No.

On the Campaign Card Number 12, Tonsberg was left off the list. The following changes to the dice rolls under area targets are made to include Tonsberg: 97 – Würzburg, Germany; 98 – Tonsberg (Oil Refinery), Norway; 99 – Zweibrücken, Germany.

***Previous errata:***

In the Gazetteer, the zone locations for Villeneuve-St. Georges, France are incorrect. Zone locations are Z2: E/W; Z3: W; Z4: F; Z5: F; Z6: F.

In the Gazetteer, the zone locations for Noisy-Le-Sec, France are incorrect. Zone locations are Z2: E; Z3: W/F; Z4: F; Z5: F; Z6: F.

In the Gazetteer, the entry for Juvisy, France ends at Zone 3. This is incorrect. It should end at Zone 6. Zone locations are Z2: W; Z3: F; Z4: F; Z5: F; Z6: F.

In the Gazetteer, the entry for Chambly, France ends at Zone 10. This is incorrect. It should end at Zone 6.

Q: Flak hit coming off the target was a Burst in Plane. Rolled for location and got Superficially Damage. Golden Dud?!?

**A: It is superficial damage. Consider yourself lucky - a defective shell built by slave labor trying their best to sabotage the German war effort. If the shell hits a compartment, then every possible damage result occurs per the rules. A superficial damage result inside a compartment means there is just one less damage result to record.**

#### **Table 4-5 Bomber Detection in the Zone**

Add to Table Modifiers:

-1 if your bomber is flying "On-The-Deck" (Reason: Low flying objects are harder to see in the ground clutter)

#### **Table 4-7 SearchLight/AAA Gun Detection in the Zone**

Add to Table Notes:

If the Zone Code from Table 2-8A is "E" (For England) The Bomber is automatically NOT DETECTED. Do NOT make a detection roll on this table. (Reason: No German AA Guns or Searchlights in Allied Controlled Zones)

Add to Table Modifiers:

-2 if your bomber is flying "On-The-Deck. (Reason: Should have been added originally. It is in Table 4-7A)

On this modifier:

-1 if your bomber is dropping Electronic Counter Measures "Window" add the following: (-1 modifier does NOT apply when flying "On-The-Deck") (Reason: Bomber is flying too low for Window to register on the German radars)

#### **Table 4-7A Continuing Searchlight Illumination**

Add to Table Modifiers:

-3 if flying "On-The-Deck" (Reason: It is very difficult to keep or detect a bomber flying at low level with a searchlight.)

#### **Table 5-5 Number of German Night Fighters Attacking Your Bomber (Any Zone)**

Add to Die Roll Modifiers:

-1 if flying "On-The-Deck" (Reason: Very hard to see/find the bomber in low ground clutter)

-1 if flying in a zone with an "E" code from Table 2-8A (Reason: German Night Fighters over England would have a harder time protecting themselves which would tend to reduce the number of contacts.)

#### **Table 5-6 Bomber Detection by The Night Fighter In the Zone**

Add to the Die Roll Modifiers:

-1 if bomber pilot has 15+ Missions. (Reason: The bomber pilot tends to learn more "tricks" to avoid the night fighters.)

Add the following modifier to roll under Table 5-6: -2 for 100% CC if over water and no search light.

Rule 5.2.5 The Burst Inside Plane rule mentions the Pilot Compartment and the Waist. These should read **Front Centre** for Pilot Compartment and **Rear Centre** for Waist.

Change note M Table 4-3 Mechanical Failures to read:

**m)** Bombs will fail to drop during bomb run (if already dropped, then rolling for this failure has no effect). The bombardier may manually release on a **1D10** roll of "1-4" but the bomb run will automatically be off-target. If unsuccessful in the manual attempt, the crew must attempt to jettison bombs. Jettison is successful on a **1D10; 1-4**. One jettison attempt may be made per each zone entered. **5-10**, Unsuccessful - If bombs are still on board in Zone 1, then apply a -4 modifier for landing on Table 7-1. Any or all of the crew may bail out before landing. Failure may occur multiple times: there is no additional effect if this failure is rolled again.

Note that the phrase "the plane must leave formation" has been removed. There are no formations in the game.

"-2 if your bomber is flying "on the Deck" modifier is in error and should be removed from the Table Modifiers list under Table 4-7A and moved to Table 4-7 Searchlight /AA gun.

The following two rules seek to eliminate the possibility of a loop with a night fighter, i.e., an endless round of combat.

5.3.8 Determine the Maximum Number of firing passes the night fighter has available for this Combat to use against the bomber.

Roll 1D6 to determine the maximum number of "Successive Rounds of Combat" (See Rule 5.8) the night fighter can conduct. Each successive round of combat is considered one (1) firing pass. The die roll is the number of firing passes available to the night fighter before it runs out of ammunition and must break off combat. Each time the night fighter rolls on Table 5-14 reduce the number of firing passes remaining by one. When that number reaches zero (0) the night fighter is out of ammunition and can no longer attack. It must break off the attack and leave the area. (See Rule 5.8.1)

#### 5.8.1 Fighters Eligible for a Successive Round of Combat

The night fighter will continue attacks on the bomber until it either; fails a "continue night fighter attacks" roll on Table 5-14, shoots the bomber down, is itself shot down by the bomber or is driven away by the bomber's defensive fire, or the night fighter runs out of ammunition. (See Rule 5.3.8) To determine if the night fighter has ammunition remaining for a firing pass, the die roll made in Rule 5.3.8 must be greater than zero (0) to make an attack.

Table 5-14 – Add the following note: c) The night fighter must have at least one (1) firing pass remaining to attack. (Rule 5.8.1)

Under Table 7-1 Die Roll modifiers, eliminate "-1 if landing with damaged tail wheel." This is already accounted for in the modifier directly above it.

Table Notes to Table 4-4 currently read, "Roll on this Table upon entry into Zone **2** and every zone thereafter during the outward leg of the mission when the bomber is flying at the High-Altitude Level."

It should read, ““Roll on this Table upon entry into Zone **2** and every zone thereafter during the mission when the bomber is flying at the High-Altitude Level.”

Bremen and Hanau were left off the gazetteer.

City	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Bremen	W	W	W	W	W	G	
Hanau	W	B	B	B	G	G	G

The following modifiers need to be added to **Table 5-6**:

**-2** if the bomber is over your base and the weather roll from table 3-1 is POOR. (Do not use Table 4-1 weather if your bomber is over your base.)

**+2** if the bomber is over your base and the weather roll from Table 3-1 is GOOD. (Do not use Table 4-1 weather if your bomber is over your base.)

Change the **Table 7-1** DM to read “-1 if "ground fog or haze" on Table 4-1 for any zone *excluding* the base.”

Campaign Cards:

On the Campaign 2 Card the following corrections should be made:

**67-68 Lubeck Germany**

**69-71 Mainz, Germany**

Campaign 3 -

Change the 98-99 result to reflect the following

**98 - Wilhelmshaven**

**99 – Wismar (Wismar was excluded from the Table)**

Campaign 10 -

**Vierzon should replace 98-99 result in the rail entry**

Campaign 12

Change the 45-46 result for area targets to the following

**45 - Ludwigshafen**

**46 – Lutzkendorf (Lutzkendorf was excluded from the Table)**

**71-72 should be Rositz, not Sositz**

**9.4.2** delete and change to “Italian night fighters, when used, should also check for availability of their EW packages as well (see rule 5.3).”

Several of the cities have different spellings. Below are the correct spelling for the following:

Gazetteer Spelling – Campaign Card Number – Campaign Card Spelling – Correct Spelling. It doesn't affect game play but listing these for future reference.

Gazetteer Spelling	Campaign Card Number	Campaign Card Spelling	Correct Spelling
Angoulême	8	Angouleme	Angoulême
Annecy	9	Annency	Annecy

Au Fevre	9	Aufevre	Au Févre
Augsburg	8	Augsberg	Augsburg
Chateauroux	8	Chatereaux	Châteauroux
Duisburg	12	Duisberg	Duisburg
Evreaux	10	Eveaux	Évreux
Ferfay	10	Ferfey	Ferfay
Foret de Lucheux	9	Foret de Luchex	Forêt de Lucheux
Gdynia	11	Gydnia	Gdynia
Grevenbroich	12	Gravenbroich	Grevenbroich
Homburg	11,12	Homberg	Homberg
Karlsruhe	9	Karlsruhe	Karlsruhe
Konigsburg	11	Konigsberg	Königsberg
Massey-Palaiseau	10	Massey-Paaiseau	Massy-Palaiseau
Monluçon	7	Monlucon	Montluçon
Nuremberg	5,7,8,12	Nuremburg	Nuremberg
Pas de Calais	8	Pas-de-Calais	Pas-de-Calais
Saint-Nazaire	4,5	St. Nazaire	Saint-Nazaire
Woippy	8	Woipy	Woippy

**Note:** On the Crew Placement Board of the Stirling the Wireless/Gunner should be on the left side and the Flight Engineer on the right. This was correct when files were sent to Legion - somehow during the process of getting files ready they got switched. We missed on the proof.

**1.** The tables are supposed to jump from 6-1 to 6-6. These are NO tables numbered 6-2 thru 6-5. The reference to Table 6-3 in Rule 5.14 should read "Table 5-2". That is the "AAA Fire to Hit the Bomber Table".

**2.** Wellington Pilot Manual Table W-7 should read **Instruments/Wellington** not Instruments/Halifax. Keep in mind that the Wellington Bomber is an optional rules aircraft added as a Special Thank You for Joe Osentoski our Technical Advisor. Rule 9.1 advises the player that "there may be some compatibility issues in the regular game rules when using twin engine bombers..." The Wellington was pulled from front line service in 1943. Gee-H was a modification of Gee that became available Nov. 1943. Since many players wanted to use the Wellington for the entire war as a front line bomber Gee-H was added to the table since it was merely a better version of Gee.

**3.** Flight Log Gazetteer: Back Cover Optional Moon Tables. These tables are correct. Notes should read as follows:

Note 1. First and Last Quarter...should read as *First and Last Quarter are Half-Moon*. Eliminate references to crescent.

Note 2: Historical phase...should read as *Historical phase of moon at 8/9 March 1942 start date is Last Quarter (Half-Moon)*. Eliminate crescent references.

Note 3: Eliminate... "(waning crescent) or crescent in game terms."

Add: Note 4 - Waxing Crescent period occurs between dates of New Moon and First Quarter (Half-Moon). Waning Crescent Period occurs between dates of Last Quarter (Half-Moon) and New Moon. Waxing and Waning crescent are simply crescent in game terms. If using the Optional Historical Moon Phase Rules, and you have a new moon see rule 2.10. It states: "Crescent Moon – The crescent moon counter represents the moon when it gives the least amount of reflected light. This is sometimes referred to as "The Dark of the Moon" or *New Moon Period*." If a player has a "New Moon" as his moon phase, simply use the crescent column on the appropriate tables for this period. Modifiers for a crescent moon, if any, apply.

**4.** References to Table 2-8C on Tables 7-3 and 7-4 Notes should read - Before rolling on this table use Rule 2.6 to determine who is in control of the zone your crew is bailing out into.

**5.** In Rules Section 7.3 on page 40 add after 2<sup>nd</sup> paragraph: Designer's Note: Optionally, the player can decide to roll to see if surviving crewmen forced down in the ocean are captured or rescued by friendly forces. For each crew member that survives a water ditching or over-water bailout in any water zone that is determined to be "Enemy Controlled" per Rule 2.6, roll 1D6 for each crewman per note c) to Table 7-3. Crewmen that evade capture are rescued by "friendly forces". In Friendly Sea Zones surviving crewmen are always rescued and returned to England with no dice roll required.

**6.** The modifier "-1 if the night fighter is FCAB" under Table 5-13 should be removed. There is no modifier as stated under Table 5-12B.

**7.** Add the following dice roll modifiers to Table 5-6

-2 if the bomber is over your base and the weather roll from table 3-1 is POOR. (Do not use Table 4-1 weather if your bomber is over your base.)

+2 if the bomber is over your base and the weather roll from Table 3-1 is GOOD. (Do not use Table 4-1 weather if your bomber is over your base.)

**8.** Table 5-14 lists +1 for Lichtenstein twice, once for prior to July 1943 and once for after July 1943. If it has a +1 the entire time why list it twice?

The one referencing "After" 1943 should be +2 rather than +1. Its "Plus 2" because it is even easier for the Lichtenstein to "see" the bomber while it is dropping "window" which happened AFTER 1943.

**9.** In the Halifax Pilot Manual (Bomber Damage Tables) on the page for Table H-4 Rear Center result 6 (Mid-UPR Turret) it has a reference to note (i) which referees to the Lower Ventral Gun, being replaced by the two waist guns on the revised Table entry (die roll 6) on the next page. I believe the note (i) reference should be moved to the second Die roll 9 entry (note (h) Ventral Gun) at the bottom of the page. As this is where the Ventral Gun shows up.

Note (i) correction should be "...left and right waist gun positions rather than the Ventral Turret position use result at the top of the next page." *The word "Ventral" should read "Mid Upper"... everything else is ok.*

**10.** Table 5-13 German Offensive Fire: Do references to bomber types hit also include the Wellington?

Yes. Use this table when you fly night missions with the Optional Rules 9.1 Wellington bomber, or any other bombers covered in Optional Rules sections 10.7 or 10.8.

**11.** Does Rule 4.10 Possible Collisions apply when exiting the Target Zone after all combat and bombing has been completed?

Yes. It is a zone and upon exit it must be checked.

**12.** Does the phrase, "... and also collisions between the player's bomber and other aircraft whenever called for in the rules" mean a "friendly" bomber flying in the bomber stream?

Yes.

***Clarifications:***

Q. I have heat out in the mid-section. I moved the MuG to the nose turret (Stirling by the way). Can I rotate a different crewman to the upper turret (where the heat is out) each zone so as to avoid a frostbite roll? Accepting non gunner trained penalties of course. Is this gamey?

**A.** You can certainly move a crewman around like that without making a "heat out" roll. But remember the "penalty" in Rule 5.11.2 which discusses where crew members may move each turn. If you rotate someone in from ANOTHER compartment that gunner cannot shoot for the turn. The movement is the crewman "action" for the turn, so the crewman will not roll for heat out in the turn he moves but he cannot fire either. However, that being said, moving keeps the blood pumping and help alleviate the frost bite! This is a solo game and if you want to circumvent the spirit of the game system that is perfectly fine also since the game is for your entertainment and gaming pleasure!

Q. If I abort does this count towards our mission count (it was due to a night fighter attack)?

**A. It depends on the damage sustained by the bomber; see 4th paragraph of Rule Section 4.5.**

Q. Can I abort at any point in the mission or does it have to be when the damage occurred?

**A. You can abort at any time (last sentence of second paragraph in rule section 4.5.)**

Q. In Today the extreme cold event is ignored if you are below 10,000 feet. Should we ignore extreme cold if at low altitude?

**A. Yes**

Q. Should there be a DRM for illumination of 5-14? I don't want to make it any easier for a night fighter to keep tailing me, but I am curious.

**A. No. It's already applied on Table 5-6 when the night fighter attempts to detect the bomber.**

Q. I'm confused by c) under all but the Wellington wing table. Shouldn't it just be engine out, or do you have to feather an engine out just like a runaway engine?

**A. The engine is out. No feathering needed.**

Q. When does the optional rule for Thermal Turbulence take place? On Table 6-8 it has a DRM for being off target, but Table 6-6 has DRM for encounter severe turbulence. Do you roll both before and after the bomb run?

**A. If playing Optional Rule 6.3, Thermal Turbulence is rolled for AFTER resolving the LAST AAA Gun and Night Fighter combats in the Target zone (The bomber is heading home as explained in Rule 6.5 3rd paragraph)**

Q. Table 7-1 lists a DRM for Haze for any zone including the base. But I thought when over the base you just rolled for weather over the base. Do you roll on 3-1 and 4-1?

**A. You enter the zone first, then land after completing all steps necessary for a zone - except AAA fire. You can be attacked by night fighters. Once that is complete, then you land using weather over base on Table 3-1. Also change the Table 7-1 DM to read "-1 if "ground fog or haze" on Table 4-1 for any zone excluding the base" as noted in the errata.**

Q. Can you drop window in every zone? It seems to be rather odd. I thought there was a limited amount.

**A. If you are playing with the optional spoo mission rules - window is dropped in zones 2, 3 and 4 only. See Optional Rule 4.8.2.**

Q. On the Lancaster damage tables Table L-2, it says that losing H2S means "no DM on Bomb Run Table 6-6)." Is this referring to the normal +3 for having an operating H2S?

**A. Yes.**

Q. The Lancaster has both left and right rudders - if both rudders take 3 hits each, is the landing roll -1 or -2?

**A. Per Note D on Table L-5 "Landing roll on Table 7-1 or 7-2 has a -1 die roll if one or both rudders are inoperable."**

Q. Basically, I roll poorly and do not spot the NF. However, he fires at me and gets hits. Shouldn't I then be able to corkscrew? Per the rules, the NF has to be spotted but I would think taking fire and hits would also let me know something was out there and let me corkscrew.

**A. It's too late to corkscrew after you are taking fire. Corkscrewing is a maneuver that is performed to throw off the night fighters aim and make him miss with his attack when he does fire. If the bomber is flying along and you do not know the NF is there, he gets a free shot without the bomber being able to corkscrew. You do NOT know he is there so you cannot anticipate his shot and corkscrew. Rule 5.3.7.3 -- If the bomber is surprised and did not spot the NF the NF will shoot first.**

**Q. Search light and AA. Do you roll once for this event per zone or are they separate, and you roll for each on Table 4-7?**

**A. Searchlights provide die roll modifiers in combat. So, Roll 2D6 one time on Table 4-7. This single roll determines if you are initially spotted for both Searchlights and for AAA guns for *this movement phase*. There may be additional movement phases to get thru a zone, so roll for searchlights and AAA in**



each movement phase required to pass thru the zone as called for in the rules. Remember, searchlights/AAA are not checked if the Zone is Water or has been determined to be water in a combination Water/Land Zone. If you use a corkscrew to evade the searchlight once you have been illuminated, you still roll to determine the intensity of the flak on Table 5-1 but lose the +1 modifier. If you are not detected by searchlights at all, skip the AAA and go straight to night fighter combat.

Q. I'm just curious. This was something not covered in TFT, and when I started my campaign, I picked a date and used a formula which includes a 1D6 roll to space out the missions. Is there a rule to determine days between missions for TTN?

**A. We deliberately decided not to work up a formula for days between missions. In some cases, they were back to back, or a day or more between missions. Players are free to create their own procedure for doing that.**

Q. Once you roll off course once, are you off course for the rest of the mission?

**A. No, you check in each zone to determine if you are off course in that zone. The number of zones you are off course affects the bombers ability to find the target in the Target Zone. See Rule 4.9 and Table 5-15. See Rule 6.0.8 when bombing the Target.**

Q. Or is there a chance to get back on course?

**A. You can get back on course if you decide to go around the target for a proper line up. It gets rid of all the negative off course modifiers. Also, once you are on your way back home - you are always considered on course. No on/off course check is necessary for the return trip home. We decided to simplify this procedure for the sake of game play. Remember, it's just not you off course but your squadron since you are flying as part of one.**

*Q. The Armament Options on the Crew Placement Boards seem to cover just those where there are choices: The Lancaster does not list the Nose armament for example. On the Wellington Board the only entry is a four gun .303 turret, yet this is listed as the Basic Game (Standard) weapons loadout for this bomber. (Wellington bomber is an optional rules aircraft. See Rule 9.1) If that is so, why is it represented as an option when there isn't another?*

**A. (Design Note: The nose turret of the Wellington at start is a 2-barreled mount. The option is a four barreled mount. As for the Lancaster, my sources could not identify a four-barreled option for the Lancaster hence, no optional choice for the Lancaster. The standard turret for game purposes is the Frazier Nash 5 two barreled .303.)**

*Q. Rule 5.0.3 states that a crewman must be located in the Rear Centre Section for the entire Zone to drop Window. Since it is not stated that this takes up the Oxygen/Heat connection from one of the other positions, I assume it has its own hookups.*

**A. Yes - See the Clarification below.**

*Q. Rule 10.3 implies that there are additional Oxygen/Heat hookups available. While it is mentioned having them occupy unused position, in the case of the Jump Seat this would require an additional hookup.*

**A. The Oxygen System in the British bombers including the Wellington is quite similar to the Oxygen System found in the American B-17 bombers. They are designed similarly. Here is the clarification from the Target for Today! game that explains this in more detail. It should be applied to all of the RAF bombers in the game.**

Clarification -- Oxygen Bottles and Heater Plug-ins:

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

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

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

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

Q. In the rulebook 5.14 it says when flying at low altitude you roll four times on light flak column whenever you enter a zone. Is that correct? I thought you just had to check to see if you are detected, and if detected you roll four times on that table.

**A. ALWAYS use the procedure outlined in Section 5.1 Searchlight/AAA Gun Spotting Procedure when checking to see if you will be shot at by AAA. Note that rule section 5.2.3 says to roll 4 Times on Table 5-2 if your bomber is at LOW altitude. The reference in Rule 5.14 is merely a reminder to roll 4 times, rather than 3 times when the bomber is at LOW altitude because of an Oxygen Out situation.**

Q. Table 5-12A lists a +1 for Vertical Climb and it has Wild Boar in parentheses. Is that only for Wild Boar?

**A. Yes.**

Q. Table 5-12A and 5-12E have different gun jam tables is that intentional? They match up for the twin guns, but they are different for the quad guns. Under 5-12E you can have one through all four jammed, but under 5-12A its either two or all. If they are meant to be different that's fine. It just seems excessive to have two different jam procedures.

**A. Multiple mount guns can jam in different ways depending on how they are being fired. "Spray Fire" represents excessively long bursts being fired rather than the Army's standard firing practice of using short bursts of 3 to 6 rounds. Different firing situations can cause different jam types. The level of detail can be regulated by the player. Some want the "excessive detail" while others do not. Feel free to use one or both of the jamming methods as you play the game. The tables were intentionally built that way.**