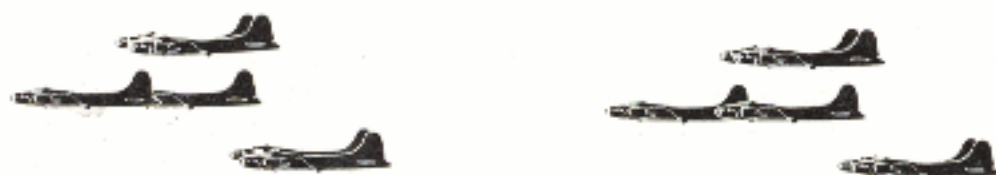


Figure 1: Three views of the August 1942 formation.



few missions (and intensive theater training), aerial gunnery always improved remarkably for those crewmen who survived. The modifications:

1. Any novice gunner (five or fewer missions) must apply a "-1" modifier to the M-1 Defensive Fire Table die roll.
2. With a novice gunner, an unmodifier die roll of "1" jams his gun. A repair die roll of "1" clears the jammed gun and a "6" permanently breaks it; any other result has no effect. Only one repair attempt is allowed per zone entered, immediately after entry of that zone.

AIRCRAFT MODIFICATIONS

In the B-17E version, the nose gun was originally a .30-caliber light machinegun. Its drawbacks were obvious—a lack of range and insufficient hitting power. If flying the 17E, institute the following changes:

1. Due to lack of range, a "6" is required to hit an incoming enemy fighter on the M-1 Defensive Fire Table from the nose position.
2. Due to insufficient hitting power, a "-1" is to be applied to the M-2 Table die roll.

The B-17G had some, primarily defensive, changes made to it in design. While the chin turret was a major improvement, other changes were also implemented. Ammunition was increased by 50% for the cheek guns and 100% for the waist guns. The tail guns were fitted with an improved sight and given a better field of fire. Modifications for use of the B-17G in combat are as follows:

1. With ammunition increased by 50%, the number of shots by the cheek guns is changed from 10 to 15.
2. With ammunition increased by 100%, the number of shots by the waist guns is changed from 20 to 40.
3. With improved sights, a "+1" modifier is applied by the tail gunner to the M-1 Defensive Fire Table die roll.
4. Due to the improved field of fire, a "+1" modifier is applied to passing shots.

THE DAMAGE TABLES

The B-17F had extra fuel tanks installed in the wings, just outboard of the outer engines. These "Tokyo" tanks were susceptible to damage and fire. So, should #10 be rolled on the B-1 Wings Damage Table, roll one die to determine which fuel tank is hit: "1-2"=Tokyo tank; "3-4"=outboard tank; "5-6"=inboard tank. Damage is then determined normally.

Landing gear proved to be very vulnerable to damage. So when a "12"

is rolled on the B-1 Wings Damage Table, roll one die and apply the following:

- "1-2"=Brakes out (h)
- "3-4"=Landing Gear Inoperable (i) (j)
- "5-6"=Landing Gear Drops Down (j) (k)

(h)="-1" modifier applied to roll on Table G-9.

(i)="-3" modifier applied to roll on Table G-9.

(j)=manual operation of gear: on a die roll of "1-2" gear raised/lowered; otherwise considered inoperable. One attempt per zone entered.

(k)=Speed reduced due to drag—two turns per zone

For extra-long range missions (Zone 10 or beyond), a fuel tank was occasionally carried in the bomb bay. Helpful as this tank was, it was not self-sealing. And the close proximity of aviation fuel and high explosives had many crews wondering about the benefits of the bomb bay tank. Should a "3", "9" or "11" be rolled on the P-3 Bomb Bay Damage Table while on a mission of extreme range, roll one die: "1-3"=check bombs normally; "4-6"=bomb bay hit and roll one die. A roll on this second check of "1-4" means "leakage", or of "5-6" means "fire" (immediate bailout of crew and loss of plane). If a leak occurs, should this section of the plane be hit again before the bomb run, roll one die: "2-5"=fire and bailout of crew; "6"=bombs explode with loss of plane and crew.

Bomb bay doors proved to be vulnerable to flak damage on the run in, as well as damage from fighters. Should a "5" or "10" be rolled on the P-3 Bomb Bay Damage Table, roll one die and apply the following:

- "1-2"=Bay Doors Inoperable, jammed shut (c)
- "3-4"=Bay Doors Inoperable, jammed open (c) (d)
- "5-6"=Superficial Damage, no effect

(c)=manual operation of bay doors: on a die roll of "1-2" doors opened/closed; otherwise considered inoperable. One attempt per zone entered.

(d)=Speed reduced due to drag—two turns per zone.

WEATHER

Occasionally, the target designated was not able to be attacked, due to weather or other reasons. Hence, an alternative target was always selected for this contingency. Once you have determined your primary target, select an alternative target along the route to it as your secondary target.

In "poor" or "bad" weather, it didn't always mean that the weather was such that bombers couldn't hit the target. It often meant that the target was obscured by cloud cover, forcing a "timed bomb run" with a far greater chance for error and misses. So, when rolling for Weather along the route to and over the target, use the following modified table by rolling one die:

- "1"=Clear conditions; apply "+1" modifier to rolls on Tables B-1, B-2, M-4, O-2 and O-6.

Figure 2: Three views of the September 1942 formation.

