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DEAD FROM ABOVE



WEIRD WARS

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DEAD FROM ABOVE

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AUTHOR'S DEDICATION: TO THE PILOTS OF WORLD WAR II, AND THOSE WHO HAD TO SUFFER THEIR MERCILESS WRATH.

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For use with *Weird Wars: Blood on the Rhine*, available separately.



Chapter One:

Dead From Above

Aerial warfare is a fairly new concept in the overall history of warfare, but it didn't take long for man to develop it once he finally figured out how to get his fat rear off the ground and into the clouds. Less than two decades after man first took wing, he was up there in the skies with weapons hunting his own kind. Just goes to prove that the more things change, the more they stay the same.

The early combat aircraft were crude and primitive. The first aerial combats actually consisted of pilots and observers firing pistols at each other. This quickly progressed to a machinegun strapped onto the upper wing and then to sophisticated synchronized guns that could actually fire between the blades of a spinning propeller.

The aircraft of World War I were just a prelude of things to come, however. It was during the Second World War that aircraft truly proved the decisive effect they could have on the outcome of a war. The aircraft of World War II were faster, stronger, and could carry many times over the weaponry of their predecessors. At the war's start an aircraft capable of 250 mph was considered an adequate fighter aircraft; by the war's end, jet fighters had taken to the sky and the sound barrier was not that far out of reach.

The German Luftwaffe was the first to demonstrate the new found power of the aircraft. German stukas, operating in conjunction with armor, paved the way for the rapid conquests of both Poland and France. During the French campaign, the destruction of a French armored column almost entirely through air power pointed the way for the future of modern air combat.

The war also highlighted the weaknesses of air power. Both the Battle of Britain and the Allied strategic bombing campaign showed that air power alone wasn't enough to win wars. Some poor grunt still had to risk his neck on the ground and actually plant a flag on the rubble the bombers created. All those bombs dropped on the enemies' heads made the foot soldier's life a lot easier, however.

Be that as it may, air power played a pivotal role in World War II. This book presents all the rules you need to make an air warrior and head off into the wild blue yonder. You'll find a new character class, the Pilot, new feats, and more equipment than you can shake a dead gremlin at. If you're ready to join the ranks of the elite airmen and be the angels on the shoulders of the poor, dusty groundpounders, just turn the page.



The Pilot

Level	Base Attack Bonus	Fort Save	Ref Save	Will Save	Special
1	+0	+0	+2	+0	Rank, Single-Engine Aircraft Proficiency
2	+1	+0	+3	+0	Bonus Feat
3	+2	+1	+3	+1	
4	+3	+1	+4	+1	
5	+3	+1	+4	+1	
6	+4	+2	+5	+2	Bonus Feat
7	+5	+2	+5	+2	
8	+6/+1	+2	+6	+2	
9	+6/+1	+3	+6	+3	
10	+7/+2	+3	+7	+3	Bonus Feat
11	+8/+3	+3	+7	+3	
12	+9/+4	+4	+8	+4	
13	+9/+4	+4	+8	+4	
14	+10/+5	+4	+9	+4	Bonus Feat
15	+11/+6/+1	+5	+9	+5	
16	+12/+7/+2	+5	+10	+5	
17	+12/+7/+2	+5	+10	+5	
18	+13/+8/+3	+6	+11	+6	Bonus Feat
19	+14/+9/+4	+6	+11	+6	
20	+15/+10/+5	+6	+12	+6	

Pilot

Whether your hero is one of the brave few fighting off the Luftwaffe during Britain's darkest hour or he is flying daylight bombing missions over the Ruhr Valley, pilots make a vital contribution to the war effort. Without fighters providing air cover, the grunts on the ground would soon be pounded into paste and without bombers interrupting Germany's industrial production, Allied tankers would be up against even more of the dreaded Panthers and Tigers.

Characteristics: Pilots are trained to pilot fighters and bombers and take the battle to the enemy in the skies over Europe.

Background: The air forces of all the Allied nations were desperately short of pilots after the war began, so anyone who showed any aptitude for piloting was pressed into service. For this reason, pilots tend to have varied backgrounds and come from all walks of life. Some US pilots served with the RAF prior to America's entry into the war or were barnstorming daredevils back in the States.

Game Rule Info

Abilities: Quick reflexes and a steady hand are needed for air-to-air combat. This makes Dexterity the primary attribute for pilots. Pilot is a military class.

Alignment: Any

Hit Die: d8

Class Skills

The pilot's class skills (and the key ability for each skill) are Bombardier (Int), Bluff (Cha), Driving (Dex), First Aid (Wis), Intimidate (Cha), Piloting (Dex), Search (Int), Spot (Wis), and Swim (Str).

Skill points at 1st Level: (4+Int modifier) x4

Skill points each additional Level: 4+Int modifier.

Class Features

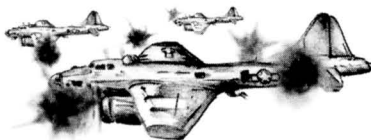
Weapon and Armor Proficiencies: All pilots are proficient with simple weapons, firearms, and automatic weapons.

Aircraft Proficiency: All pilots begin play with Single-Engine Aircraft Proficiency as a bonus feat at 1st level.

Bonus Feats: The pilot gets a bonus feat at 2nd level and every four levels thereafter. These bonus feats must be drawn from the following list: Bomber Proficiency, Eagle Eyed, Gunnery Proficiency, Improved Critical, Improved Initiative, Parachute Proficiency, Point Blank Shot (Far Shot, Precise Shot, Rapid Shot), Seat of the Pants (Barnstormer), Snap Shot, Weapon Focus*.

Some of the bonus feats available to a pilot cannot be acquired until the pilot has gained one or more prerequisite feats; these feats are listed parenthetically after the prerequisite feat. A pilot can select feats





marked with an asterisk (*) more than once, but it must be for a different weapon each time. A pilot must still meet all prerequisites for a feat, including ability score and base attack bonus minimums.

Multiclass Restrictions: Pilots may multiclass as grunts with the air crew specialization.

Rank: All pilots gain the Rank feat at 1st level and begin play as 2nd Lieutenants.

Starting Equipment

Pilot: M1911 (Enfield, No. 2 Mk1*), 20 rounds of ammo, flight suit, warm boots, bomber jacket, spare uniform, 4 pairs of socks, bedroll, rain poncho or overcoat depending on season.

Life in the Air

The life of Allied fighter pilots and bomber crews was both easier and harder than that of the groundpounders.

On the one hand, the flyboys got to sleep indoors every night and got three hot meals a day. On the other hand, they had to fly over Germany on a daily basis and be attacked by anti-aircraft guns and German fighters. Bombers normally cruised at high altitudes where it was necessary to wear an oxygen mask and the temperatures were below freezing—those spiffy bomber jackets and fleece-lined boots weren't worn as a fashion statement.

The vast majority of the Allied squadrons flew from airfields in England. When the crews weren't on duty, they could often leave the base to see the sites and socialize with the locals. This caused many Brits to complain of the Americans that they were "overpaid, oversexed, and over here."

New Skills

Bombardier (Int; Trained Only)

Your hero has been trained in the science of making level bombing runs from high altitudes and is familiar with the use of most common bombsights.

Check: See the Level Bombing section on page 13 for details.

Retry: No. You either hit the target or you don't.

Navigation (Int)

Your hero has been trained to determine his location using a map, compass, and watch, or by taking a sighting of the stars or sun.

Air Force Organization

Unit	Size
Element	Two aircraft
Flight	Two elements (four aircraft)
Squadron	Four flights (16 aircraft plus spares)
Group	3 or 4 Squadrons

Check: Perform a navigation check (DC15) whenever the hero needs to determine his exact location or plot a course to a destination. If the character succeeds, he knows his relative location. If the character misses the roll by 1 to 4 points his calculations are off by 1d4 (1d10, if in an aircraft) miles times the number of points the roll failed by. If the roll is missed by 5 or more points, the character is lost, but can try again. A roll of a natural 1 means that the hero thinks he knows where he is, but is actually off by 5d10 (5d20 in an aircraft) miles.

If the character does not have the proper equipment, increase the DC by 10.

Piloting (Dex)

This skill is used whenever flying an aircraft.

Check: Piloting checks are required to maneuver for position, to shoot other aircraft in combat, and to perform ground attacks. It is also needed to land an aircraft successfully. See the Air Combat section on page 9 for more details.

New Feats

Barnstormer (General)

Your hero is adept at flying his aircraft at the edge of its performance envelope.

Prerequisite: Seat of the Pants

Benefit: Your character's ability to get the most out of his airplane allows him to more easily outmaneuver his opponents. When maneuvering for position in combat, your hero's position is improved by 1 for every 3 points by which his piloting check exceeds the DC, rather than every 5 points.

Eagle Eyed (General)

Your hero can spot a gnat at 100 yards.

Prerequisite: None.

Benefit: Your hero gains a +2 proficiency modifier to any Spot checks made at 100 yards or more. In air combat, a character with this feat who is able to communicate with his squadron leader grants a +4 circumstance bonus to the leader's Leadership check for position at the start of the battle.





The grisly fate awaiting those who don't have the right skills.

Single-Engine Aircraft Proficiency (General)

Your character is trained on single-engined fighters and dive bombers.

Prerequisite: None

Benefit: Your character may use his Piloting skill with these aircraft without incurring a non-proficiency penalty.

Normal: Heroes without this proficiency incur a -4 penalty to their Piloting rolls when flying single-engined aircraft.

Multi-Engine Aircraft Proficiency (General)

Your hero has been trained in flying large, multi-engined aircraft.

Prerequisite: Single-Engine Aircraft Proficiency

Benefit: Your hero may make Piloting rolls when using these aircraft without incurring a non-proficiency penalty.

Normal: Heroes without this proficiency incur a -4 penalty to their Piloting rolls when flying multi-engined aircraft.

Parachute Proficiency (General)

Your hero has received training with parachutes and is qualified to make an airborne drop.

Prerequisite: None

Benefit: Your character does not incur a non-proficiency penalty when using a parachute.

Normal: Characters using a parachute without this proficiency suffer a -4 penalty to Dexterity checks made to maneuver the parachute or to make a safe landing.

Seat of the Pants (General)

Your flyboy has an intuitive grasp of flying—he's a natural. He can easily keep track of his aircraft's relationship to the ground and to the other aircraft around him.

Prerequisite: Single-Engine Aircraft Proficiency

Benefit: Your character's enhanced situational awareness allows him to spend less time staring at his instruments and more time developing tactics. When maneuvering for position in combat, your hero's position is improved by 1 for every 4 points by which his piloting check exceeds the DC, rather than every 5 points.

In addition, any penalties for flying an aircraft with damaged instruments or in inclement weather are halved. Your hero simply "knows" where he is.

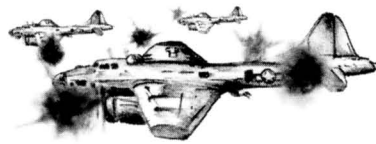
Snap Shot (General)

Your hero is adept at quickly lining up a shot in a dogfight.

Prerequisite: Single-Engine Aircraft Proficiency

Benefit: Whenever your hero performs an attack in air-to-air combat, the total cost of the attack in position points is reduced by 1 point.





Air Combat

In conjunction with the tank, the advent of the airplane revolutionized the way in which modern wars are fought. From the Stukas raining bombs on Poland, to the massive dogfights in the skies over southern England, to the massed bomber flights over Germany's industrial heartland, aircraft were at the very center of the fighting throughout World War II.

There are two sides to aerial combat. On the scientific side, it's a game of energy management, balancing speed and altitude against tactical position. On the human side, it's a matter of cocky, young pilots pushing their machines to the limits of performance in a deadly airborne dance.

Position

The key to aerial combat in *Weird Wars* is the concept of position. All aircraft involved in a dogfight have a position number that represents their tactical advantage in relation to other aircraft in the battle. In general, aircraft with higher position numbers have an advantage in altitude, speed, and tactical position. The maximum position number possible is 10. The lowest is 0.

Bandits! 12 o'clock High!

The first thing to do when beginning an aerial battle is to determine which side has the advantage. Have the leader of each group involved make a tactics skill roll and compare the totals. The group with the lowest total begins the battle with a position of 5. The group with the next highest total has a position of 5, plus 1 for each full 5 points by which they exceeded the preceding group's tactics total.

Example: A squadron of British Spitfires encounters two squadrons of German Messerschmitts over the Channel. All three squadron leaders make tactics rolls. The British squadron has a total of 14 while the Germans get a 6 and a 20. The German squadron that rolled a 6 starts with a position of 5. The Spitfires have the next highest total. It exceeds the first squadron by 8, so the Brits start with a position of 6. The last squadron has a total of 20, which exceeds the Spitfires' total by 6, so it has a starting position of 7.

Once the starting position of all groups is determined, everyone involved should roll initiative.

Maneuverability

All aircraft have a Maneuverability rating. This is added to all piloting skill checks.

Position 0

Aircraft with a position of 0 are in a tight spot. They are either flying low and slow or they have been pushed to the edge of their performance envelope and are on the verge of losing control. If an aircraft with a position of 0 is ever forced to a lower position due to battle damage or some other factor, the pilot must make an immediate piloting skill check (DC 25) to retain control of the aircraft.

Failing this check means the aircraft has gone irretrievably out of control and will become part of the landscape in 2d4 rounds. When this happens the aircraft is destroyed. Anyone inside the airplane when it impacts the ground takes 20d6 damage.

Air Rounds

The order in which combatants act in air combat is slightly different than the standard initiative order. Start with the planes with the lowest position. These aircraft act in initiative order, followed by the aircraft with the next highest position, and so on.

When it comes time for an aircraft to act, it may maneuver, attack, or attempt to disengage.

Maneuver

Maneuvering allows an aircraft to improve its position. The pilot must make a piloting skill check against a DC equal to 10 plus the aircraft's current position number. The pilot must add his aircraft's Maneuverability rating to his roll. A successful check increases the aircraft's position by 1. For every 5 points by which the DC is exceeded, the plane's position is increased by an additional point. A plane may never have a position higher than 10.

Example: An aircraft with a position of 5 decides to maneuver. The DC for the piloting check is 15. If the pilot gets a 20 on his skill check, his position improves by 2 to 7 (plus 1 for successful check, plus 1 for exceeding the DC by 5).

Attack

Attacking allows the pilot to squeeze off a burst at a target. Lining up a shot on another plane requires concentration and for the pilot to fly on a somewhat predictable course, so performing an attack has a cost in position points.





The base cost to perform an attack is 5 position points. This is further modified by the range of the attack. A long range attack costs 0 position points, while a medium range attack costs 1, and a short range attack costs 2 additional points. The last cost modifier depends on whether the pilot wishes to fire a short or long burst with his weapons. Short bursts cost 0 points. Long bursts cost 1 point. These costs are summarized in the Air Attack Cost Table.

The greater the tactical advantage a pilot has over his opponent, the easier it is to line up a shot without exposing himself to attack. Add up the total position point cost of the desired attack and then subtract the difference between the attacker's position and that of the target. This is the actual position point cost of the attack. Once the attack is resolved, the attacker's position is reduced by this amount. The minimum position allowed is 0, so a pilot may not perform an attack that would reduce his position below this number. It's also not possible for a plane to attack one with a higher position number.

Example: A fighter with a position of 7 attacks another aircraft with a position of 3. The pilot chooses to make a medium range attack while firing a short burst. The total cost of the attack is 6 (base 5 + medium range 1). Subtracting the difference in positions from the cost, means the actual position cost to the attacker is 2 (6-4). This means that after the shot is resolved, the attacker's position is reduced to 5.

Air Attack Cost

Action	Position Cost
Attack	5
Long Range	+0
Medium Range	+1
Short Range	+2
Long Burst	+1
Short Burst	+0

Resolving the Attack

The base DC to hit an aircraft in air-to-air combat is equal to its Armor Class plus the pilot's Piloting skill level.

To resolve the attack, roll a d20 and add the attacker's Piloting skill level. The attack roll is modified by the range. See the Air Attack Modifiers Table for details. If the total is equal to or greater than the target's total Defense, the attack is on target. For every 5 points by which the attack roll beats the defense, an additional bullet strikes the target and causes damage.

A pilot may make one attack roll for each weapon type under his control. For instance, a Spitfire MkII has two 20mm cannons and four .303 caliber machineguns. The pilot gets two attack rolls, one for the cannons and one for the machineguns. If the aircraft mounts multiple weapons of the same type, each extra weapon adds +1 to the attack roll. Using the same example, the Spitfire would get a +1 bonus when attacking with the cannons and a +3 bonus when attacking with machineguns.

If the pilot makes a long burst, he may make two attack rolls for each weapon type. Each attack burns up 1 burst per gun fired.

Damage to aircraft is resolved in the same way as for ground vehicles, but uses different hit location and critical damage tables. An aircraft reduced to 0 Damage points is shot down. The crew has 2d4 rounds to bail out before the airplane hits the ground. Anyone still inside takes 20d6 damage and must make a Fortitude save (DC30) or die.

Air Attack Modifiers

Range	Modifier
Short	+0
Medium	-4
Long	-8
Extra weapon	+1

Aircraft Hit Location

d10 Roll	Location
1-4	Wing
5-8	Fuselage
9	Cockpit
10	Engine

Penetration Values

When figuring the PV of an air-to-air attack, treat medium range attacks as if they were 2 range increments from the target. Treat long range attacks as if they were 4 range increments from the target.

Ammo Expenditure

Hitting another aircraft at relative speeds of up to nearly 700 miles per hour takes some skill. It also takes a lot of lead—most of which misses the target. Combatants in air-to-air combat tend to fire longer bursts than used in ground combat. To simplify the bookkeeping, ammo for aircraft weapons is listed in bursts. Each short burst attack burns up 1 burst of ammo. A long burst attack uses up 2 bursts of ammo, as does a strafing run. Regardless of the number of rounds in a burst, the maximum that can hit the target is 3 per gun fired in the attack.



Aircraft Critical Damage Tables

Wing Critical Damage

Roll	Effect
01-50	No additional effect
51-65	Control Surface Damaged: The aircraft's Maneuverability is reduced by 2 points. The results of this effect are cumulative. The pilot must make a Piloting check (DC20) or immediately lose 1 point of position.
66-75	Weapon Damaged: One wing-mounted weapon, determined at random, is knocked out.
76-85	Fuel Leak: Fuel is streaming from your aircraft's wing. You may only remain in combat for another 2d10 rounds before you have insufficient fuel to return to base.
86-95	Wing Damaged: One wing, determined at random has been seriously weakened. The aircraft's maneuverability is reduced by 4 points. If the same wing suffers this result again, treat it as Wing Gone , below.
96-100	Wing Gone: The badly damaged wing snaps off, sending the aircraft into a death spiral. Anyone attempting to bail out must make a Strength check (DC20) to overcome the g-forces pinning them inside the aircraft.

Fuselage Critical Damage

Roll	Effect
01-20	No additional Effect
21-40	Control Surface Damaged: The aircraft's Maneuverability is reduced by 2 points. The effects of this result are cumulative. The pilot must make a piloting check (DC20) or immediately lose 1 point of position.
41-60	Weapon Damaged: One fuselage-mounted weapon, determined at random, is knocked out.
61-80	Crew Members Hurt: 1d4 randomly selected crew members take damage equal to that caused by the attack. This effect only applies to aircraft with crew or passengers in the fuselage like heavy bombers or air transports.
81-95	She's Breaking Up: The overstressed airframe is coming apart. Whenever the pilot makes an Piloting check with a DC greater than 10, roll 1d20. On a roll of 1, the aircraft comes apart. The aircraft also disintegrates if the pilot rolls a natural 1 on any check.
96-100	Confetti: The aircraft explodes in a giant fireball. All crew members take 6d10 damage and better hope they have a parachute.

Cockpit Critical Damage

Roll	Effect
0-30	No additional effect.
31-40	Radio Smashed: The aircraft's radio has been destroyed.
41-70	Instruments Smashed: Some vital instruments have been damaged. This imposes a -4 penalty to all Piloting checks.
71-100	Crew Member Hurt: One member of the cockpit crew, determined at random, takes damage equal to that caused by the attack.

Engine Critical Damage

Roll	Effect
01-30	No additional effect.
31-50	Oil Leak: The engine is leaking oil. The pilot has two options: He can throttle back or risk overheating. Throttling back imposes a -4 modifier to all Piloting rolls (divide this modifier by the number of engines for multi-engined aircraft). If the pilot continues at full power, roll a d20 at the beginning of each round and add the number of rounds that the aircraft has been at full power since the leak began. On a total of 20 or more, the engine locks up. Treat this as Engine Knocked Out , below.
51-70	Engine Damaged: The engine has been damaged and is no longer capable of producing full power. This imposes a -4 penalty to all Piloting checks.
71-90	Engine Fire: The engine is burning. The pilot may, as a full round action, activate the fire extinguisher. This puts out the fire on a d20 roll of 10 or higher. If the fire continues to burn it causes 1d6 damage at the beginning of the next round. This damage increases by a die each round the fire continues. The pilot may try to extinguish the fire by shutting the engine down. This imposes a -8 penalty to all Piloting checks (divided by the number of engines, for multi-engined aircraft). Shutting off the engine extinguishes the fire on a d20 roll of 15 or better.
91-100	Engine Knocked Out: The engine has stopped working. This imposes a -8 penalty to all Piloting checks (divided by the number of engines, for multi-engined aircraft). If the aircraft no longer has a working engine, it loses 1 point of position per round. The pilot may not maneuver to improve position. The crew can bail out or attempt to land. It takes 2d10 rounds to reach the ground.



Gun Selection

Most pilot-controlled weapons are set up to fire in linked pairs. This means the pilot can choose which guns to fire. Pilots of cannon-armed aircraft often conserved their limited cannon rounds by ranging the enemy plane with their machineguns and then switching to cannons when they moved in for the kill.

Disengaging

Is that your momma I hear calling? Maybe you're out of ammo, maybe your plane is leaking fuel, or maybe you're outnumbered three to one; sometimes you need to run from a fight with your tail between your legs.

Leaving a dogfight can be easy or hard. It all depends on your enemy. If the enemy is not interested in pursuing your aircraft (WM's call), disengaging is automatic. If the enemy wants to finish you off, disengaging from battle requires a Piloting skill check. The DC of this check is 20 plus the enemy's highest position number, minus your aircraft's position number. A successful check allows you to bug out and head for home.

Pilotless Aircraft

If a pilot is unable to control his aircraft for any reason, say, for instance, his dead waist gunner has broken into the cockpit and is chewing on his arm, it automatically loses 1 point of position per round.

Fighter Bombers

Most fighter aircraft were capable of carrying some form of air-to-ground weaponry, usually bombs or rockets. The added weight and drag imposed by these weapons could make a normally agile aircraft handle like a flying anvil. A fighter loaded down with bombs or rockets has its Maneuverability reduced by 5 points. The pilot may jettison these weapons on any of his actions.

Bombers

The rules above apply to dogfights between nimble fighter aircraft. Things work a little differently for bombers.

Formations

Bombers fly in tight formations to provide each other with mutual defensive fire. All bomber groups involved in an air battle begin with a position number of 5.

Neither the group nor individual bombers maneuver for position during the battle; the group's position remains fixed

at 5. If an individual bomber's position is dropped below 5 due to battle damage, it may maneuver back up to a position of 5, but no higher.

A bomber may not perform an attack against a fighter aircraft unless it both has weapons controlled by the pilot and it breaks formation. Individual bombers won't do this unless ordered to by their commander (although player characters are free to disobey orders and face court martials). Formations of heavy bombers like B-17s or Lancasters never voluntarily break formation—they stand no chance going up against fighters on an individual basis. Light bombers with pilot weapons, like Stukas or Mosquitos, may break formation and mix it up with fighters if they have a large advantage in numbers, but this is still rare.

A bomber that has a different position number than its group is considered out of formation. An aircraft that is out of formation loses the benefits of the squadron's defensive fire (see below).

Gunners

The strength of a bomber formation is the gunners aboard the aircraft. Whenever a fighter makes an attack against a bomber, it becomes vulnerable to attack by the bombers' gunners.

All gunners are assumed to have one readied attack per round (pilots with weapons under their control qualify as gunners in this case). When a fighter attacks their formation, they may fire on it.

The maximum number of gunners that can engage a single fighter is 5 minus the difference in position between the fighter and the bomber group. The maximum number of gunners that can fire from an individual bomber at a single fighter is 3. When dealing with large formations of bombers, don't bother to keep track of how many gunners have fired, just assume that there are enough to engage any fighter that attacks.

Gunners make a normal automatic fire attack with their full attack bonuses against the Armor Class of the fighter. The attack roll is modified by the range set by the attacking fighter, i.e. if a fighter makes a long range attack, the modifier is -8. All defensive fire is resolved before the fighter makes its attack.

Example: A fighter with a position of 7 makes a medium range attack against a bomber formation (position 5). The difference in position is 2, so up to 3 gunners may engage the fighter with a modifier of -4 to hit for the range.





When a bomber is out of formation, it is restricted to engaging attacking fighters with a maximum of 3 gunners minus the difference in position. This means that if a fighter is able to attack with an advantage of 3 points of position or better, it takes no defensive fire.

Ground Attack

The whole point of having bombers is so that they can dump bombs on the heads of those below them.

If you're playing out an air battle in which bombers are approaching their target, the GM needs to decide beforehand how many rounds must pass before the aircraft are over the target. Once the target has been reached, each bomber may make an attack.

If you're playing a scenario that involves a large bomber formation, there's no need to roll for each individual bomber. The GM should simply make one attack roll and use this as a measure of how well the attack went. If the attack hits, that means that most of the bombers were on target. If it misses badly, the formation was off course and some planes bombed the wrong target, and so on.

Level Bombing

Level bombing is somewhat inaccurate, but it is generally safer than other forms of attack because it can be performed from high altitude. It can also be performed while in formation.

The DC to make a level bombing attack is 20 plus modifiers for altitude. Level bombing attacks can be made at Low altitude (1-2000 yards), Medium altitude (2001-4000 yards), or High altitude (4001+ yards). Most heavy bomber formations attacked from High altitude. Any battle damage penalties that affect piloting rolls are also applied to the attack. Aircraft equipped with the Norden bombsight grant a +2 circumstance bonus to attacks.

The bombardier—or pilot, if the aircraft doesn't have a bombardier—selects the target point for the attack and makes a Bombardier skill check. If the check succeeds, the first bomb lands on the target point.

Each additional bomb dropped in the same attack lands 2d8 yards beyond the bomb that preceded it in the direction of the plane's flight, i.e. the second bomb



The OSI bombs a graveyard suspected of harboring foul undead.

lands 2d8 yards beyond the first, the third bomb lands 2d8 yards beyond the second, and so on.

If the check fails, the attack's target point deviates. The distance the attack deviates is determined by altitude. This is summarized in the Level Bombing Attack Table. Once the new target point is determined, the first bomb hits this point and each additional bomb lands as described above.

If an air battle is going on during the bombing run, a bomber may make a level bombing attack without breaking formation or losing any position points.

Level Bombing Attack

Altitude	Modifier	Deviation
Low	0	5d20
Medium	-4	8d20
High	-8	10d20

Dive Bombing

Dive bombing is much more accurate than level bombing, but it is also more dangerous for the aircraft. The bomber must make a steep dive at the target. This often exposes it to fire from troops on the ground and makes the bomber vulnerable to attacking fighters as it climbs back up to altitude.

To hit with a dive bombing, the pilot makes a piloting skill check against the DC of the attack. The base DC for a dive bombing attack is 20, but the steepness of the aircraft's dive can modify the attack roll (see the Dive Bombing Attack





The notorious JU87, better known as the Stuka Dive Bomber. It emits a high, piercing scream as it dives.

Table). The pilot chooses the steepness of the dive and applies the appropriate modifier to his roll.

If the attack hits, the first bomb lands on the target point. Each additional bomb lands 1d10 yards beyond the one that preceded it in the direction of the aircraft's flight.

If the attack misses, the target point for the attack deviates. The distance it deviates depends on the aircraft's angle of dive (see the Dive Bombing Attack Table). Once the new target point is determined, the impact of the bombs dropped is figured as described above.

Dive bombers must break formation to perform a ground attack. The angle and length of the bomber's dive on the target determines how many points of position the bomber loses while making the

attack. Bombers that wish to reform their formation after making an attack must maneuver back up to a position of 5. Once two or more aircraft reach a position of 5, the formation is considered to be reestablished.

Bomb Damage

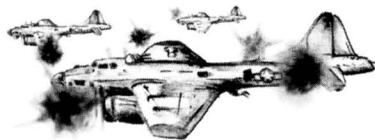
A bomb, even a small one, is packed with a lot more explosives than a typical grenade or artillery shell. That means they do a lot more damage when they explode. So much more so that rolling and adding up all the dice involved could take quite a while. To speed things up, bombs do a fixed damage that is what would be caused by an average dice roll. These damages are summarized in the Bomb Table in the equipment chapter.

A little explanation is required. The damage listed under Impact is the damage caused to any object actually struck by the bomb, be it a house, tank, or ship. The target struck gets its normal Armor rating against this damage.

The damages listed under 10, 20, 30, etc., are the amounts of damage inflicted at these ranges in yards from the bomb's point of impact. Because like artillery

Dive Bombing Attack

Dive	Modifier	Position Loss	Deviation
Shallow	+2	1	8d20
Moderate	+4	3	5d20
Steep	+6	5	3d20



shells, most of a bomb's explosive force is channeled upward after impact, anyone within range of the bomb's blast may make a Reflex save (DC15) to throw themselves prone and take half damage.

Characters with total cover from the blast take one quarter damage (the massive over-pressure caused by the blast can still rupture ear drums and cause internal injury). The only thing that counts as total cover against a bomb blast is a wall or other structure that the blast is unable to breach or a foxhole, trench, or other cover at or below the level of the blast.

The Bomb Table only lists damage out to 50 yards, but the damage does not stop there. For every additional 10 yards beyond 50, the damage inflicted is halved. Heroes had better run for cover when they see an aircraft drop its load over them!

Rocket Attacks

Many fighter aircraft were able to carry rockets for strikes against ground targets. Rocket attacks were normally made from low altitude in a shallow or moderate dive. Resolve these attacks in the same way as a dive bombing run.

There is one catch, however. Because rocket attacks must be conducted from low altitude, and altitude is a major component of tactical position, an aircraft may not perform a rocket attack if its position is higher than 5. A pilot may voluntarily reduce his position to 5, however, in order to make the attack. This takes a full round action to perform. Any position loss due to the attack is calculated from this new position.

Strafing Runs

Aircraft equipped with forward-firing guns may strafe troops on the ground. Strafing runs are made at low altitude in

a shallow dive, so they suffer the same position restrictions as rocket attacks (see above). Performing a strafing run causes a loss of 3 position points and consumes 3 bursts of ammunition per gun fired.

The attack affects an area 10 yards wide and 100 yards long extending along the direction of the aircraft's flight path. The pilot *must* make an automatic fire attack against *all* targets within this area—so be sure there are no friendly troops nearby. Aircraft equipped with multiple weapons gain a +1 bonus to hit for each additional weapon. A fighter with 4 machineguns for instance, would gain a +3 bonus to its strafing attack rolls.

Tankbusting

One of the primary jobs of dive bombers and fighter-bombers was knocking out enemy armor. Because attacks from aircraft come from above, they may impact the vehicle's vulnerable deck armor. Roll 1d6 per bomb, rocket, or bullet that hits a vehicle. On an odd roll, the attack is resolved against the vehicle's deck armor. On an even roll, determine hit location and the vehicle's armor rating as normal.

Calling for Airstrikes

The doctrine of close air support was in its infancy during World War II. Most strikes by low-flying ground attack aircraft were directed at targets well ahead of advancing troops or behind enemy lines. Most of these attacks were interdiction strikes; attacks intended to isolate a battlefield by preventing reinforcements from reaching the front lines.

Strike aircraft did, however, sometimes coordinate their efforts with troops on the ground. This required a ground controller.

Air to Ground Ordnance

Bombs

Weapon	Impact	10	20	30	40	50
50 kg, 100 lb. bomb	375	175	88	44	22	11
100 kg, 250 lb. bomb	880	440	220	110	55	28
250 kg, 500 lb. bomb	1750	880	440	220	110	55
500 kg, 1000 lb. bomb	3500	1750	880	440	220	110
1000 kg, 2000 lb. bomb	7000	3500	1750	880	440	220
1800 kg, 4000 lb. bomb	14000	7000	3500	1750	880	440

Rockets

Weapon	Damage	PV	Burst
2.75-inch rocket	5d8	50	4
5-inch rocket	8d8	50	6





The ground controller was a soldier equipped with a radio set to the aircraft's frequency. Most ground controllers were actual pilots on temporary duty with the infantry. Pilots were used for this duty because it was necessary for the controller to relay information about wind speed, best approaches to the target, areas of ground fire, and most importantly, the location of friendly troops in relation to the attacking aircraft. All of these things were most easily communicated by one experienced pilot to another.

Once the Allies achieved air superiority over Western Europe, American Thunderbolts and British Typhoon fighters would fly holding patterns near areas of intense ground fighting, simply waiting for a call. These holding patterns became known as "cab ranks" because they were similar to a line of cabs waiting for fares.

Calling for air support requires a number of things. First, aircraft must be available. This is up to the GM, but air support is normally only available during the day in good weather.

Second, the heroes must have some way of contacting the aircraft, usually through a ground controller. The last step is for the ground controller to make a Piloting check versus a DC of 20. This check should use the hero's Intelligence modifier rather than Dexterity (the controller is basically using his piloting knowledge to talk the aircraft onto the enemy target).

If the check is successful, the aircraft spot the correct target and begin their attack. The success of the actual attack is up to the GM if the pilots are NPCs or the heroes if they are flying the support aircraft.

If the check fails, the bombers were unable to find the target and abort their attack. The controller can try again, but each attempt takes 1 minute. The strike aircraft have a limited "loiter time"—the amount of time they can remain over the battlefield. Roll 4d6 to determine the number of minutes the aircraft can loiter. The controller can request attacks during this time, but once an aircraft has expended all of its rockets or bombs and made one or two strafing runs, it heads for home.

If a controller rolls a natural 1 on his check, he accidentally vectors the aircraft in on his position. The aircraft make a single attack run before realizing the mistake and breaking off.

Antiaircraft Fire

Of course, people on the ground are not going to sit idly by and let aircraft rain down death and destruction upon them. They are going to return the favor and try to knock the flyboys out of the sky.

Flak

Targets defended by heavy antiaircraft guns fire barrages of flak (explosive shells set to detonate at a particular altitude) into the air. These are not targeted at a particular aircraft, they simply create a barrier of explosions that any airplane approaching the target must fly through. Flak was the primary killer of bomber crews during the so-called "Air War" over Europe. Flak losses were particularly heavy on American bombers since they flew primarily during daylight hours.

Each round an aircraft spends over a defended target, there is a chance it may be struck by flak. The number of rounds an aircraft is exposed to flak is up to the GM, but a typical bombing run will spend an average of 3d6 rounds within the target's flak belt.

All defended targets have a flak intensity determined by the GM. Each round that an aircraft is exposed to the flak, roll 1d20. If the roll is greater than or equal to the target's Flak Rating, the aircraft is hit and takes damage. Determine hit location as normal. See the Flak Table for details.

Flak

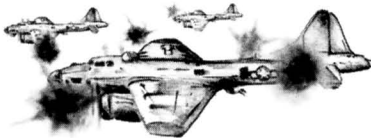
Intensity	Rating	Damage
Light	20	3d8
Moderate	19	3d10
Heavy	17	3d12

Ground Fire

Aircraft flying low over a battlefield may be fired on by troops and vehicles that take exception to being bombed and strafed. Any personal weapon with a Range Increment of 40 or more and any vehicle weapon that was intended for use as an antiaircraft weapon may be fired at low-flying aircraft. This includes any aircraft performing a Low altitude level-bombing attack and all aircraft performing diving bombing, rocket, and strafing attacks.

Rather than having a lot of complicated charts with modifiers for altitude, speed, and angle of attack, all low-flying aircraft get a blanket +10 bonus to their Armor Classes.





Antiaircraft weapons that mount multiple weapons gain a +1 to hit for each extra weapon. A halftrack mounting quad-.50 caliber machineguns would gain a +3 bonus to hit.

Getting Home

Your aircraft has survived hostile fighters, flak, and the elements. All you have to do now is get back to the airfield and put the thing on the ground in one piece.

Landing an aircraft requires a Piloting skill check. The DC for this check is 10 for land-based airfields and 15 when landing on an aircraft carrier. The DC for making an emergency landing in a field or other improvised landing strip is 20 (or even higher at the GM's discretion). Pilots of undamaged aircraft that are not under attack may take 10 on this roll as long as they have at least one rank in the Piloting skill.

If the unfortunate pilot fails his check, the landing didn't go well. Roll 1d20 on the Pranged Kite Table (that's Britspeak for "crashed aircraft") to see if it's a landing your hero can walk away from. Add the amount by which the check was failed to the roll on the table.

Pranged Kite

Roll	Effect
1-15	Rough Landing: The aircraft lands in one piece but the hard landing pops some rivets. The airplane takes 3d6 damage.
16-20	Bellied In: The landing gear either doesn't deploy properly or your hamhanded landing causes it crumple up under the strain. The aircraft slides 1d20 x 100 yards before coming to a stop and takes 6d6 damage. Any characters in belly turrets take 6d10 damage. It's usually a good idea to exit the turret before landing.
21+	Crash and Burn: The aircraft slams into the ground and cartwheels 2d6 x 10 yards as a burning fireball. The aircraft is destroyed and everyone aboard takes 8d10 damage.

Parachutes

If your hero is an airborne trooper or an unlucky pilot, he's going to need to know how to use a parachute. It's not that hard, gravity does most of the work.

Parachute Landing

Terrain	Landing DC	Failed Landing
Clear, Open Field	10	2d6
Rough or Rocky Terrain	15	3d6
Forest	15	3d6
Urban	20	3d6

Regardless of the reason a hero bails out of an airplane, he needs to make a few rolls to make sure he makes it back to earth safely. Roll 1d20 when he first leaves the aircraft. On a roll of a natural 1, his parachute fails to open properly. Follow the same procedure to see if his reserve chute deploys. If both fail, there's not much that can be done—the character is on an express elevator down. He hits the ground for 20d6 damage.

As long as one parachute opens, the hero descends toward the ground at the rate of roughly 2000 feet per minute. While falling, he drifts with the wind. Once the character's altitude has dropped to 2000 feet or less he needs to pick a nice flat spot to land. This requires a Dexterity check. The DC depends on the terrain below. See the Parachute Landing Table. If the check succeeds, the parachutist has managed to guide himself over an open bit of terrain suitable for a landing. If it fails, the trooper could be in trouble.

The last check needed is for the landing itself. If the soldier has found a suitable spot to land, this requires a Dexterity check against a DC of 10. Less suitable terrains have higher DCs. If the check is successful, the hero lands in one piece. If it fails, he takes damage based on the terrain type. At the GM's discretion, he may also have other problems such as being stuck in a tree, hanging from a church steeple, or landing in a well. It's a good idea to have a sharp knife handy to cut yourself free.

A parachutist that lands in water must quickly shed his chute before it pulls him down. This requires a Dexterity check (DC15). The hero may try to remove his harness each round, but also must make a Swim check with a penalty of -4 due to the encumbering canopy and lines.

Don't forget that any characters without the Parachute Proficiency feat suffer a -4 penalty to all checks made for maneuvering or landing.





Chapter Two:

Aircraft Profiles

Let's take a look at some of the aircraft that made history during World War II.

All vehicle profiles have some common bits of information in them:

Armor Class: This works in the same way as Armor Class for characters. It is the base DC needed to hit the vehicle with an attack.

Damage Points: Damage Points (DPs) are the total amount of damage an aircraft vehicle can take. Once an aircraft reaches 0 DPs, it has been shot down.

Size: This is the aircraft's size. The modifier for size has already been factored into the vehicle's Armor Class.

Maneuverability: This is a measure of the airplane's nimbleness and ability to out-maneuver other aircraft. It is added to all piloting skill checks.

Engines: The number of engines mounted on the aircraft.

Range: The maximum distance the aircraft could fly from its base.

Weapons: This section lists the weapons carried by the aircraft and their locations. The game statistics for these weapons are found in the Vehicle Weapons Table. Each aircraft weapon lists the number of bursts it can fire in combat.

Bombs: The number of bombs carried.

Crew: This is the number of crew needed to run the aircraft and their positions. If there is a second number, this is the number of passengers the vehicle can carry.

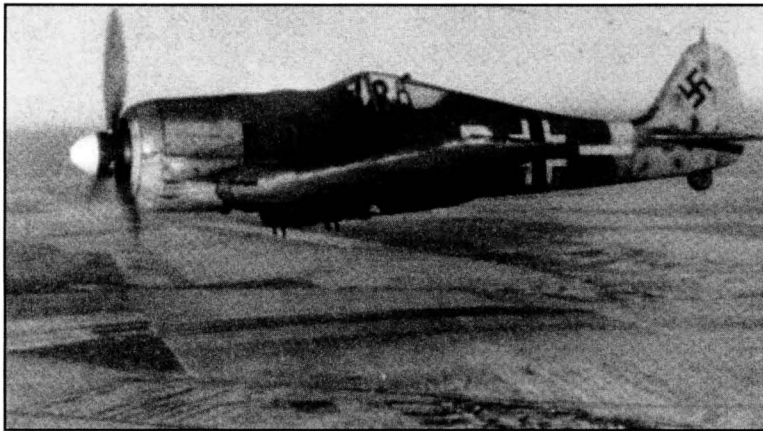
Armor: This section details the amount of protective armor carried by the aircraft. It is compared to the PV of any weapons fired at the vehicle to determine if the attack actually causes damage.

German Aircraft

At the beginning of the war, the German Luftwaffe ruled the skies. By the end of the war, desperately short of both fuel and trained pilots, the Luftwaffe could offer only feeble resistance to the armadas of Allied bombers that pounded German industries and cities.

Bf109G

The Bf 109 (often called the Messerschmitt-109) served with the Luftwaffe throughout the war in a variety of configurations. The first Bf109s saw action with the Condor Legion during the Spanish Civil War. Only moderately maneuverable, the Bf109 was one of the fastest planes in the sky at the start of the war. It soon lost this distinction to the Spitfire, however.



A Focke-Wolf 190G speeds west.

Armor Class: 15 (-2 size, +7 speed),
Damage Points: 50, **Size:** Huge,
Maneuverability: +2, **Engines:** 1, **Range:** 324 miles, **Weapons:** 2 x 13mm MGs (wings, 25 bursts), 1 x 20mm cannon (fuselage nose, 5 bursts), **Bombs:** None, **Crew:** 1 (pilot), **Armor-Wing:** 2, **Fuselage:** 2, **Cockpit:** 4, **Engine:** 6

Bf110C

The Bf110 (often referred to as the Messerschmitt-110) was designed as a heavy fighter aircraft. It was intended to be a *zerstorer* (destroyer) fighter; a tough, heavily-armed aircraft that triumphed through sheer firepower. This concept was quickly shown to be faulty during the Battle of Britain and the Bf110 suffered heavy losses at the hands of the more nimble Hurricanes and Spitfires.

After these defeats, the Bf110 was used primarily as a ground attack aircraft.

Armor Class: 14 (-2 size, +6 speed),
Damage Points: 60, **Size:** Huge,
Maneuverability: +0, **Engines:** 2, **Range:** 482 miles, **Weapons:** 2 x 20mm cannon (fuselage nose, 5 bursts), 4 x 7.92mm MGs (fuselage nose, 25 bursts), 1 x 7.92mm (tail gunner, 25 bursts) **Bombs:** 2 x 250kg bombs, **Crew:** 2 (pilot, gunner), **Armor-Wing:** 4, **Fuselage:** 4, **Cockpit:** 6, **Engine:** 6

FW 190A-8

The FW 190A-8 was a fast, but not overly nimble fighter. On the Western Front, the FW 190 often tangled with the bombing raids staged by the US 8th Air Force.

Armor Class: 16 (-2 size, +8 speed),
Damage Points: 50, **Size:** Huge,
Maneuverability: +2, **Engines:** 1, **Range:** 500 miles, **Weapons:** 2 x 7.92mm MGs (fuselage nose, 25 bursts), 4 x 20mm cannon (2 per wing, 5 bursts), **Bombs:** None, **Crew:** 1 (pilot), **Armor-Wing:** 2, **Fuselage:** 3, **Cockpit:** 4, **Engine:** 6

FW 190D-9

The FW190D-9 was a ground attack variant of the FW190 fighter. It was used primarily on the Eastern Front where the Luftwaffe maintained air superiority over the (at first) poorly equipped Russians, though they were sometimes used for low-level or night attacks on troops in the Western Theater. Strikes by FW190s preceded the ground attacks during the German Ardennes offensive in December of 1944.

Armor Class: 16 (-2 size, +8 speed),
Damage Points: 50, **Size:** Huge,
Maneuverability: +2, **Engines:** 1, **Range:** 519 miles, **Weapons:** 2 x 13mm MGs (1 per wing, 25 bursts), 2 x 20mm cannon (2 per wing, 5 bursts), **Bombs:** 1 x 500 kg bomb, **Crew:** 1 (pilot), **Armor-Wing:** 3, **Fuselage:** 4, **Cockpit:** 6, **Engine:** 8

Ju-52

The Ju-52 was the Luftwaffe's primary transport aircraft. It was a homely, slab-sided aircraft with a corrugated metal fuselage and an odd three-engine configuration. It had seating for up to 18 people. The Ju-52 was used for dropping *fallschirmjaegers* (paratroopers) during the Blitzkrieg into France and the assault on Crete.

Armor Class: 11 (-2 size, +3 speed),
Damage Points: 75, **Size:** Huge,
Maneuverability: -2, **Engines:** 3, **Range:** 770 miles, **Weapons:** None, **Bombs:** None, **Crew:** 2 (Pilot, copilot), **Armor-Wing:** 2, **Fuselage:** 2, **Cockpit:** 4, **Engine:** 4

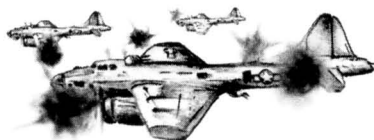
Ju-87

Along with the German panzers, the Ju-87 Stuka came to symbolize the concept of the Blitzkrieg. At the beginning of the war, this accurate dive-bomber rained death from the sky in ahead of the advancing panzer columns.

Its reign of terror was short-lived in the West, however, because the slow-flying Stuka could only operate in areas in which the Luftwaffe held air superiority. By 1944 in the Western Theater, the Stuka's vulnerability to fighter attack reduced it to operating at night or in low-level dawn raids.

Armor Class: 13 (-2 size, +5 speed),
Damage Points: 50, **Size:** Huge,
Maneuverability: +0, **Engines:** 1, **Range:** 1,019 miles, **Weapons:** 2 x 7.92mm MGs (1 per wing, 25 bursts), 2 x 7.92mm MGs (tail gunner, 25 bursts), **Bombs:** 4 x 50 kg bombs and 1 x 250 kg bomb, or 1 x 1800 kg bomb, **Crew:** 2 (pilot, gunner), **Armor-Wing:** 3, **Fuselage:** 4, **Cockpit:** 6, **Engine:** 8





Ju-88

The Ju-88 was an excellent level bomber and was used by the Luftwaffe in all theaters. As with the Stuka, the Allied air superiority on the Western Front normally limited the Ju-88 to operating at night or at dawn.

Armor Class: 11 (-4 size, +5 speed), **Damage Points:** 50, **Size:** Gargantuan, **Maneuverability:** -2, **Engines:** 2, **Range:** 1,696 miles, **Weapons:** 2 x 7.92mm MGs (Rear cockpit gunner, 25 bursts), 2 x 7.92mm MGs (Fuselage, 25 bursts), 2 x 7.92mm MGs (Rear cockpit gunner, 25 bursts), 2 x 7.92mm MGs (Nose gunner, 25 bursts), 1 x 7.92mm MGs (Ventral gunner, 25 bursts), **Bombs:** Up to 3600 kgs. of bombs, **Crew:** 1 (pilot, copilot, 2 gunners), **Armor—Wing:** 4, **Fuselage:** 4, **Cockpit:** 8, **Engine:** 8

Me-163

The Me-163 was a rocket-powered fighter used against daylight bombing raids, starting in August of 1944. This high speed fighter would rocket up to the bomber's altitude, make a few firing passes, and then, fuel exhausted, glide back down to its airfield.

In air combat, an Me-163 automatically starts the battle with a position of 10. It may maneuver or attack normally, but at the beginning of each round, its current position is reduced by 1. Once the aircraft's position is reduced to 1 or less, it has exhausted its fuel and air speed and may no longer maneuver; it must glide for home. The long glide down takes about 30 minutes, during which the fighter is very vulnerable and can't maneuver.

The unstable fuel used to power these rocket chariots had a nasty habit of exploding on landing (a roll of 1 on 1d20—don't even bother rolling for damage, the pilot becomes something of a jet himself).

Armor Class: 21 (while powered), 13 (while gliding), **Damage Points:** 40, **Size:** Large, **Maneuverability:** +2, **Engines:** 1, **Range:** 50 miles, **Weapons:** 2 x 30mm cannon (1 per wing, 5 bursts), **Bombs:** None, **Crew:** 1 (pilot), **Armor—Wing:** 2, **Fuselage:** 3, **Cockpit:** 4, **Engine:** 6

Me-262

The Me-262 was the first jet fighter to engage in air-to-air combat against Allied forces on the Western Front. The appearance of this fighter streaking through bomber formations gave Allied pilots quite a fright, for it could outfly any other aircraft in the sky in the hands of a skilled pilot.

Prototypes of the Me-262 were available as early as 1942, but Hitler's insistence that the aircraft be capable of performing as a bomber slowed development. As a result, the jet didn't see action until late 1944. If it had been available in larger numbers earlier in the war, it could have posed a very serious threat to Allied air superiority in the Western Theater.

Few fighters could hope to touch an Me-262 in a stand up dogfight. Most of those that were lost in air-to-air combat were hit while landing or taking off and moving at slow speeds. Chuck Yeager bagged an Me-262 in this way.

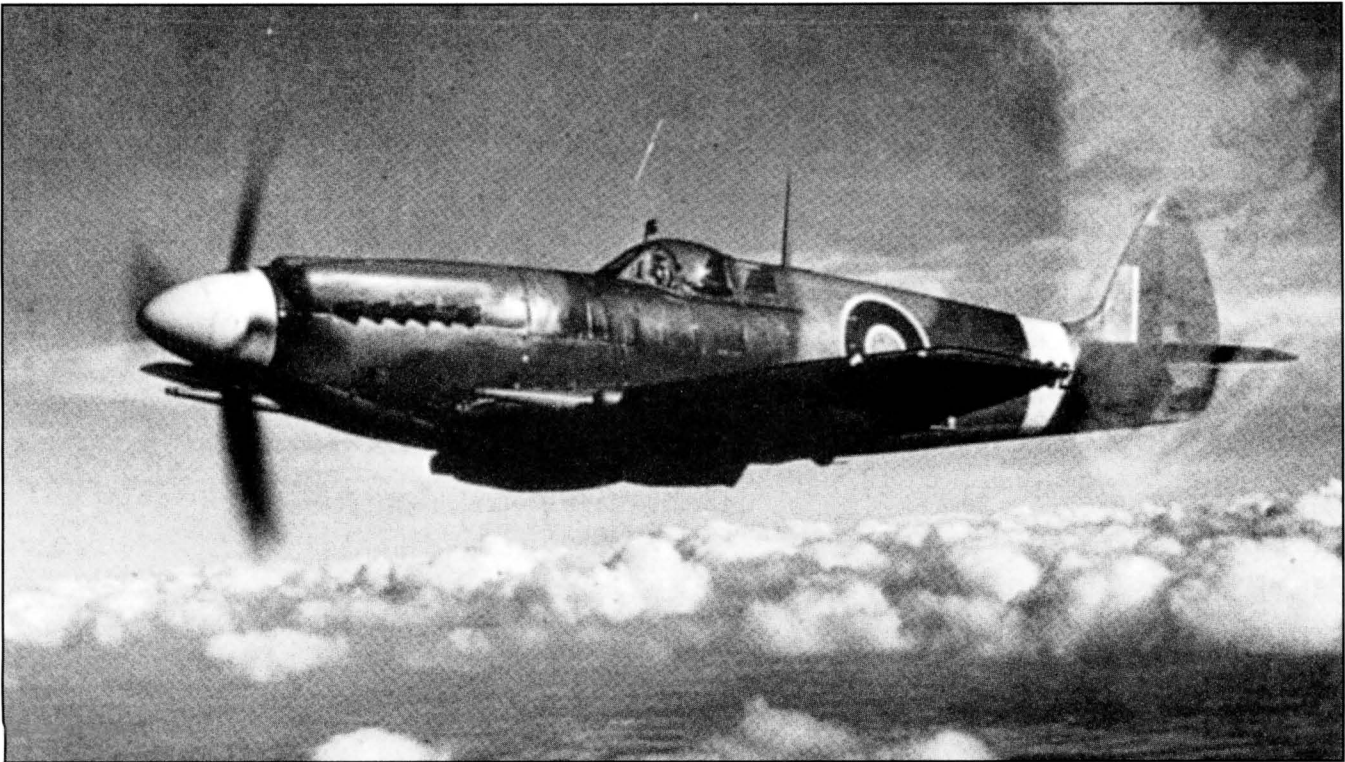
The Me-262a Sturmvogel was the ground attack version of this aircraft.

Armor Class: 18 (-2 size, +10 speed), **Damage Points:** 50, **Size:** Huge, **Maneuverability:** +6, **Engines:** 2, **Range:** 525 miles, **Weapons:** 4 x 30mm cannon (Fuselage nose, 6 bursts), **Bombs:** Up to 500 kg (Sturmvogel only), **Crew:** 1 (pilot), **Armor—Wing:** 2, **Fuselage:** 3, **Cockpit:** 4, **Engine:** 6



Rare gun-camera footage of an ME-262 in action. It was shot down by a P-51 Mustang a few moments later.





A Spitfire Mk XII from 1944, one of the best planes of the war.

United Kingdom Aircraft

The UK started the war at a disadvantage in the air, but the arrival of the Hurricane and Spitfire quickly changed this. British fighter aircraft were instrumental in winning Allied air superiority in the West and British bombers made sure targets in Germany got no respite from bombing at night.

Halifax Mk VI

The Halifax was a major component of Bomber Command's night offensive against the German heartland. It flew over 75,000 sorties and dropped over a quarter of a million tons of bombs on targets in Germany. The Halifax was also used for towing the heavy Hamilcar glider used by British airborne troopers.

Armor Class: 12 (-4 size, +6 speed), **Damage Points:** 150, **Size:** Gargantuan, **Maneuverability:** -4, **Engines:** 4, **Range:** 1,260 miles, **Weapons:** 1 x .303 MG (Fuselage nose, 25 bursts), 4 x .303 MG (dorsal turret, 25 bursts), 4 x .303 MG (Rear turret, 25 bursts), **Bombs:** Up to 13,000 lbs., **Crew:** 7 (Pilot, copilot, bombardier, navigator, 3 gunners), **Armor**—Wing: 4, Fuselage: 6, Cockpit: 8, Engine: 8

Hurricane IIB

The Hurricane was the first monoplane to enter service with the RAF. It served with distinction in the Battle of Britain and was used throughout the war both as a fighter and a ground attack aircraft. Merchant ships carried catapult-launched Hurricanes for anti-submarine duties.

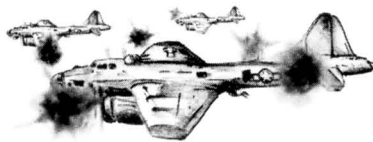
Armor Class: 14 (-2 size, +6 speed), **Damage Points:** 50, **Size:** Huge, **Maneuverability:** +2, **Engines:** 1, **Range:** 460 miles, **Weapons:** 12 x .303 MG (6 per wing, 25 bursts), **Bombs:** 2 x 500 lb. bomb or 6 x 2.75-inch rockets, **Crew:** 1 (pilot), **Armor**—Wing: 4, Fuselage: 4, Cockpit: 6, Engine: 8

Lancaster

The Lancaster is considered to be the finest British bomber of the war. The Lancaster flew more than 156,000 sorties and dropped over 600,000 tons of HE bombs in addition to 51 million incendiary bombs.

Armor Class: 11 (-4 size, +5 speed), **Damage Points:** 150, **Size:** Gargantuan, **Maneuverability:** -4, **Engines:** 4, **Range:** 2,530 miles, **Weapons:** 2 x .303 MG (Nose turret, 25 bursts), 2 x .303 MG (Dorsal turret, 25 bursts), 4 x .303 MG (Tail turret, 25 bursts), **Bombs:** Up to 14,000 lbs, **Crew:** 7 (Pilot, copilot, bombardier, navigator, 3 gunners), **Armor**—Wing: 4, Fuselage: 6, Cockpit: 8, Engine: 8





Mosquito

To conserve on strategic materials, the body of the Mosquito was made entirely of wood. When it first entered service, this light bomber was faster than any of the RAF's interceptors. It needed this speed because the aircraft carried no weapons.

Later in the war, a number of Mosquitos were converted for use as night fighters.

Armor Class: 16 (-2 size, +8 speed),
Damage Points: 50, **Size:** Huge,
Maneuverability: +2, **Engines:** 2, **Range:** 1,485 miles, **Weapons:** None (4 x 20mm cannon 6 bursts (Night fighter only)),
Bombs: 6 x 500 lb. bomb or 1 x 4000 lb. bomb, **Crew:** 2 (Pilot, bombardier),
Armor-Wing: 2, **Fuselage:** 2, **Cockpit:** 4, **Engine:** 4

Spitfire MkVB

The Spitfire was developed from a line of trophy-winning seaplanes. This fast and nimble fighter turned the tide of the Battle of Britain and served with the RAF throughout the war.

Armor Class: 15 (-2 size, +7 speed),
Damage Points: 50, **Size:** Huge,
Maneuverability: +4, **Weapons:** 2 x 20mm cannon (1 per wing, 5 bursts) 4 x .303 cal MG (2 per wing, 25 bursts), **Bombs:** 1 x 500 lb. bomb and 2 x 250 lb. bomb or 4 2.75-inch rockets, **Crew:** 1 (pilot), **Armor-Wing:** 2, **Fuselage:** 4, **Cockpit:** 6, **Engine:** 8

Typhoon MkIB

The Typhoon was intended to replace the Hurricane as an interceptor, but it proved disappointing in that role. It was relegated to ground attack duties, a role in which it excelled.

Armor Class: 16 (-2 size, +8 speed),
Damage Points: 50, **Size:** Huge,
Maneuverability: +0, **Engines:** 1, **Range:** 510 miles, **Weapons:** 4 x 20mm cannon (2 per wing, 6 bursts), **Bombs:** 2 x 1000 lb. bomb or 8 2.75-inch rockets, **Crew:** 1 (pilot),
Armor-Wing: 4, **Fuselage:** 6, **Cockpit:** 8, **Engine:** 10

US Aircraft

The United States entered the war with a fleet of heavy and slow aircraft like the Brewster Buffalo and P-40 Warhawk. This state of affairs quickly changed once the wartime industries got geared up.

A-20

Originally designed for traditional level-bombing duties, the A-20 was a failure in this role. It did eventually evolve into an

effective ground attack aircraft and was used extensively in softening up German defenses prior to D-Day.

Armor Class: 12 (-4 size, +6 speed),
Damage Points: 100, **Size:** Gargantuan,
Maneuverability: -2, **Engines:** 2, **Range:** 1,090 miles, **Weapons:** 6 x .50 MG (Fuselage nose, 25 bursts), 2 x .50 MG (Rear turret, 25 bursts), **Bombs:** 4 x 500 lb. bomb and 2 x 1000 lb. bomb, **Crew:** 3 (Pilot, copilot, gunner), **Armor-Wing:** 6, **Fuselage:** 6, **Cockpit:** 8, **Engine:** 10

A-26 Invader

The A-26 was a dedicated ground attack aircraft that carried an impressive amount of firepower. In addition to a hefty bombload, the Invader could carry 16 5-inch rockets or 8 .50 caliber machineguns under its wings—that's in addition to the six machineguns in the aircraft's nose!

Armor Class: 13 (-4 size, +7 speed),
Damage Points: 100, **Size:** Gargantuan,
Maneuverability: -2, **Engines:** 2, **Range:** 1,400 miles, **Weapons:** 6 x .50 MG (Fuselage nose, 25 bursts), 2 x .50 cal MG (Dorsal turret, 25 bursts), 2 x .50 cal MG (Ventral turret, 25 bursts) **Bombs:** 4000 lbs. internally and up to 2000 lbs. under wings or 16 2.75-inch rockets, or 4 twin-.50 caliber MG packs, **Crew:** 3 (Pilot, 2 gunners), **Armor-Wing:** 6, **Fuselage:** 6, **Cockpit:** 8, **Engine:** 10

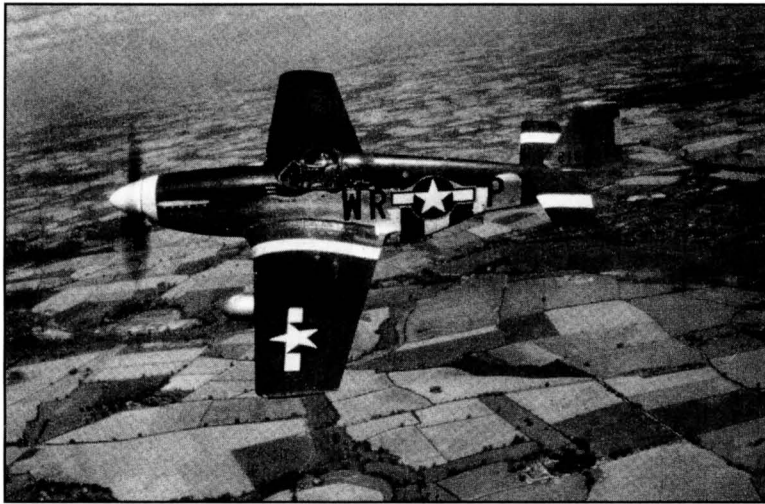
C-47 Skytrain

Known as the Dakota in service with the RAF, the C-47 was one of the primary air transports used by Allied airborne troops. It could carry 27 combat troops or



In late 1944, the Lancaster had been fitted to carry an amazing 12,000 pounds of bombs.





A P-51 Mustang, one of the fastest, most nimble fighters of the war, and a common escort for B-17s during the Air War on Germany.

up to 3 tons of cargo.

Armor Class: 12 (-2 size, +4 speed),
Damage Points: 75, **Size:** Huge,
Maneuverability: -2, **Engines:** 2, **Range:**
 1,600 miles, **Weapons:** None, **Bombs:** None,
Crew: 3 (Pilot, copilot, loadmaster),
Armor—Wing: 2, **Fuselage:** 2, **Cockpit:** 4,
Engine: 4

P-38L Lightning

The P-38L was first used in Europe as an escort for daylight bombing missions. However, once the P-51 Mustang became available, the Lightning was no longer needed for escort duties and it spent the last six months of the war being used almost exclusively as a ground attack aircraft.

Armor Class: 14 (-2 size, +8 speed),
Damage Points: 50, **Size:** Huge,
Maneuverability: +2, **Engines:** 2, **Range:**
 454 miles, **Weapons:** 1 x 20mm cannon
 (Fuselage nose, 6 bursts), 4 x .50 MGs
 (Fuselage nose, 25 bursts), **Bombs:** 2 x 1600
 lb. bomb or 10 2.75-inch rockets, **Crew:** 1
 (pilot), **Armor—Wing:** 4, **Fuselage:** 4,
Cockpit: 6, **Engine:** 8

P-47 Thunderbolt

This fat-bodied fighter served as a bomber escort until the arrival of the P-51 Mustang. It was then quickly converted to the ground attack role.

Armor Class: 16 (-2 size, +8 speed),
Damage Points: 60, **Size:** Huge,
Maneuverability: +0, **Engines:** 1, **Range:** 475
 miles, **Weapons:** 8 x .50 MG (4 per wing,
 25 bursts), **Bombs:** 2 x 1000 lb. bomb or 6
 x 2.75-inch rockets, **Crew:** 1 (pilot),
Armor—Wing: 4, **Fuselage:** 6, **Cockpit:** 8,
Engine: 10

P-51 Mustang

Originally designed as a ground attack aircraft, the P-51 became one of the best fighters of the war. Once the airframe was paired with the powerful Rolls-Royce Merlin engine, the P-51 was a fast and nimble aircraft. Its long range allowed it to accompany heavy bombers all the way to their targets—previous escort fighters had to turn back at some point, leaving the bombers vulnerable to attack by German fighters—and it quickly replaced these other aircraft in this role.

Armor Class: 16 (-2 size, +8 speed),
Damage Points: 50, **Size:** Huge,
Maneuverability: +4, **Engines:** 1, **Range:**
 2,080 miles, **Weapons:** 6 x .50 cal MG (3
 per wing, 25 bursts), **Bombs:** 2 x 1000 lb.
 bomb or 6 x 5-inch rockets, **Crew:** 1 (pilot),
Armor—Wing: 2, **Fuselage:** 2, **Cockpit:** 3,
Engine: 5

B-17G Flying Fortress

For many, the Flying Fortress came to epitomize the US daylight bombing campaign. The idea behind the B-17G was simple. If you make tough, heavily armed, and armored aircraft and fly them together in massive formations, they would be safe from enemy interceptors—another theory that sounded good in peacetime but failed in practice.

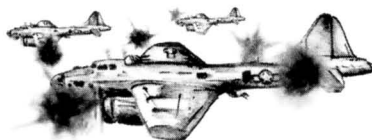
Luckily for the B-17G crews, it was a tough airplane. Many Fortresses returned home with large portions of the airframe simply missing.

One of the reasons the B-17Gs took such a beating was the American decision to bomb in daylight, to increase accuracy and hopefully avoid as many civilian casualties as possible.

Armor Class: 12 (-4 size, +5 speed, +1 armor)
Damage Points: 200, **Size:** Gargantuan,
Maneuverability: -4,
Weapons: 2 x .50 cal MG (chin turret, 25 bursts),
 2 x .50 cal MG (dorsal turret, 25 bursts),
 2 x .50 cal MG (ball turret, 25 bursts),
 1 x .50 cal MG (top waist, 25 bursts),
 1 x .50 cal MG (left waist, 25 bursts),
 1 x .50 cal MG (right waist, 25 bursts),
 2 x .50 cal MG (Tail, 25 bursts),
Bombs: Up to 17,600 lbs., **Crew:** 10 (pilot,
 copilot, bombardier, 7 gunners), **Armor—Wing:** 6,
Fuselage: 8, **Cockpit:** 10, **Engine:** 8

B-24 Liberator

The bulk of the B-24s produced were sent to the Pacific, but a number of squadrons with the 8th Air Force in Europe used this sturdy plane. While the Flying Forts got all the press, the Liberator crews just did their jobs.



Like the B-17s, the Liberators were tough birds that could return home even when shot full of holes by flak and enemy fighters. The RAF acquired over 1,000 Liberators and employed radar and Leigh lights to hunt and destroy U-boats as well. B-24s were also the planes used in the long range bombing of the Ploesti oilfields in Rumania. The aircraft in these raids took off from fields in Africa and then attempted to land at bases in Europe. Nearly a third of the force that took off for Ploesti never returned to base—54 out of the 178 bombers that participated in the raid were lost.

Armor Class: 11 (-4 size, +5 speed), **Damage Points:** 150, **Size:** Gargantuan, **Maneuverability:** -4, **Engines:** 4, **Range:** 2,000 miles, **Weapons:** 2 x .50 MG (Nose turret, 25 bursts), 2 x .50 MG (Tail turret, 25 bursts), 2 x .50 MG (Dorsal turret, 25 bursts), 1 x .50 MG (Left waist, 25 bursts), 1 x .50 MG (Right waist, 25 bursts), **Bombs:** Up to 8,800 lbs., **Crew:** 8 (Pilot, copilot, bombardier, 5 gunners), **Armor—Wing:** 4, **Fuselage:** 6, **Cockpit:** 8, **Engine:** 10

B-26 Marauder

The Marauder was built for speed and this made it a handful to fly. It had a high landing speed and was very difficult to maneuver when flying on a single engine. Its speed made it suitable for tackling targets with heavy antiaircraft defenses because it could get in and out of the target area faster than most of its larger brethren.

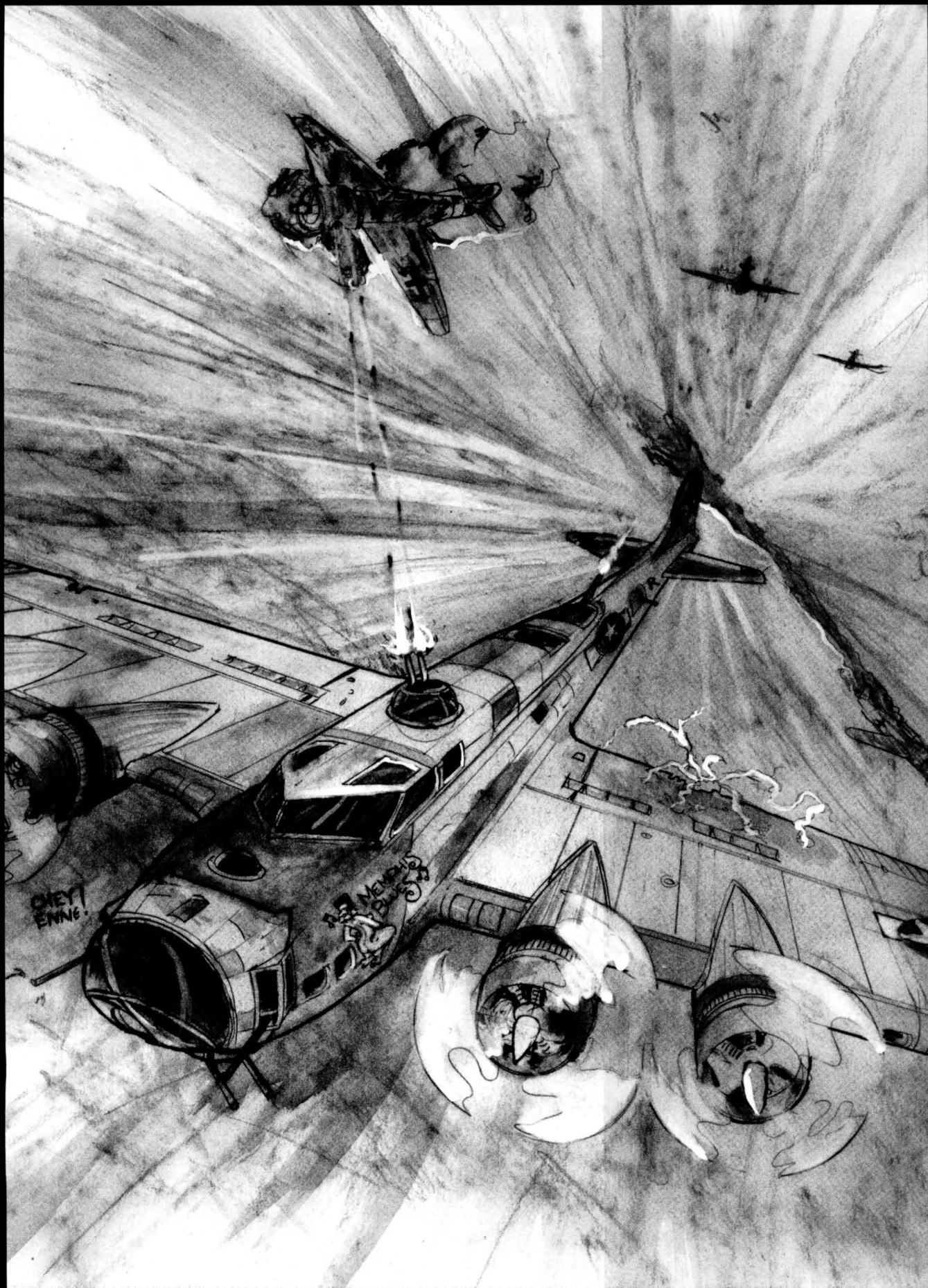
The Marauder's main problem was its high wing-load, which made it highly prone to accidents on landing. Subtract -4 from the pilot's roll when attempting to land.

Armor Class: 12 (-4 size, +6 speed), **Damage Points:** 125, **Size:** Gargantuan, **Maneuverability:** -4, **Engines:** 2, **Range:** 1,150 miles, **Weapons:** 2 x .50 MG (Dorsal turret, 25 bursts), 2 x .50 MG (Tail gunner, 25 bursts), 2 x .50 MG (Right beam, fixed forward, 25 bursts), 2 x .50 MG (Left beam, fixed forward, 25 bursts), **Bombs:** Up to 5,200 lbs. **Crew:** 7 (Pilot, copilot, bombardier, 4 gunners), **Armor—Wing:** 4, **Fuselage:** 6, **Cockpit:** 8, **Engine:** 10



A wing of B-17 bombers deliver their payload over Nazi Germany.





Chapter Three: Memphis Hell

by Aaron Rosenberg

Wilson dove back inside, slamming the hatch and wincing at the bullets that pounded against it where he had been an instant before. A bullet punctured the plane's skin and whistled past his head. "Propellers are a go," he shouted over his shoulder. "Get us out of here, Taggart!"

"I'm working on it," Taggart shouted back from the cockpit, his hands still adjusting dials and flipping switches. "We don't even know if this baby will move yet!"

As if in response to his words, the plane lurched forward, gathering speed slowly but surely. Wilson stood and made his way towards the cockpit, grasping the guide-ropes for support—the terrain was studded with small, wiry bushes, and the aircraft jolted each time the wheels hit one, but the sound of gunfire against the hull was tapering off. They were going to make it.

Then Wilson found himself flung to the side, his grip on the rope the only thing that kept him from flying across the compartment as the plane wheeled about. "Taggart, what the Hell are you doing!" he shouted, righting himself and running the last few steps to the cockpit. Inside, his copilot was wrestling with the wheel and his face was white.

"It's not me," Taggart grunted, still struggling as the plane continued its turn. Wilson leapt towards his chair and hauled himself into it, grabbing for the straps. "The damn thing just started turning!"

"Must be something in the hydraulics," Wilson muttered, his attention already on the gauges. "We're heading right back towards that squad. Let's see if we can get liftoff— we'll chop them off at the neck as we go."

But the wheels and levers didn't respond, no matter how hard the two of them tugged. The gunfire started up again, pinging against their window and along the sides, but suddenly it was answered—the sound of the machinegun was plain. And even through the glass and metal they could hear the cries as the bullets struck down the Nazis outside.

"Nice shooting, Buddy!" Wilson called into the intercom, but the reply came almost immediately.

"It ain't me! The thing tore out of my grip when we turned, and it just started firing on its own! I can't stop it!"

Taggart and Wilson stared at each other, both thinking the same thing. A plane that turned back towards enemy troops and guns that opened fire all on their own. What the Hell had they gotten into?



War Master's Brief

This adventure takes place in mid-June of 1944. The first V-1 bombs have appeared and are devastating England. Capturing their launch sites has become a top priority for the Allies, but locating their production facility is even more important. Find and destroy that and the Germans' newest superweapon would be cut off at the knees.

Fortunately, the first half of the task is done—Allied intelligence has located the facility in a small German town called Meiningen. Unfortunately, the town is heavily guarded, and a ground assault or infiltration seems unlikely. That leaves an aerial assault.

A bomber formation was dispatched, but enemy aircraft shot them down before they could reach the target. Now a team—the player characters—is being sent in to locate one of the downed bombers, a very special plane called the *Memphis Blues*. They'll then be tasked with finishing the mission, though they won't know this at the beginning of the adventure. Other teams have been also been dispatched to search for the other planes, but the *Blues* is special, and will almost certainly be intact—not that the players are told about this.

This adventure is geared towards pilots, but it can accommodate several grunts and other guards as well, especially if they are Air Force or Aircrew. The mission works best with four to eight players—if you have fewer than seven you might want to provide a few NPCs. A Chaplain or an OSI agent might be handy, as would a scout or even a resistance fighter. These characters may have less to do once the plane is located, however, so encourage people interested in these classes to take at least the Gunnery or Automatic Weapons proficiencies.

Adventure Summary

The action starts with the team parachuting behind enemy lines to locate the missing bomber. You might want to encourage players to make sure their characters are proficient with parachutes. They can drop without this feat, but they have a higher risk of injury on the drop without it.

The Mission

The team assembles at the order of Major Nathan Carroll, an OSI officer assigned to work with Bomber Command. Read the following to your players:

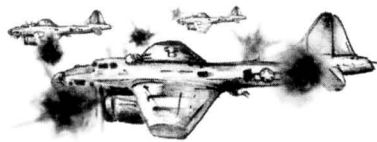
Carroll is classic British military—tall and lean, with elegant features, a small neat mustache, and piercing gray eyes. As you file into his office, he inspects each of you with a single glance, then gives a quick, curt nod to his aide, who steps back outside, pulling the door shut behind him.

"Right then," Carroll announces crisply, flipping open a folder on his desk. "I've got a job for you lot and it's too important to trust to just anyone. So if you're not up for it, say the word now." He pauses for barely an instant before continuing. "Good, good. I knew this was the right crew for the task. We've got a downed plane, boys, and I need you to bring her back home."

He tasks the team with locating a downed B-17G Flying Fortress, the *Memphis Blues*. The plane was part of a bombing formation sent against central Germany and lost somewhere in the center of France (near Dijon). The team is instructed to locate the B-17G, ascertain its condition, and then await further instructions. That is all they are told, although since they are clearly a flight crew, it is safe to guess that they will attempt to recover and repair the damaged *Memphis Blues* and fly it back to Allied territory.

The Major dismisses the team and the players presumably step outside—one doesn't linger in the presence of a senior officer! As the group departs, the Major's aide steps up to the senior member of the team and pulls him aside. This will most likely be either the Pilot or the OSI operative (if anyone is playing an OSI member). That player is quietly asked to remain for a moment, and after the others have left he is shown back into the Major's office:

As you step back inside, Major Carroll glances up from his desk. "Thanks, Ainsely, that'll be all." His aide nods and exits, leaving the two of you alone.



"Right, there's just one more thing," Carroll says, standing up and walking around the desk. He pulls a small, sealed packet from his pocket and hands it to you. "Those further instructions I mentioned—well, here they are. Don't open this until you've located and secured the Memphis Blues, lad, and don't tell anyone else about this, either. I know I can count on you.

He opens the door himself, and as you step back outside it occurs to you that the Major said "until," rather than "if." It's as if he knows you'll manage to regain the Memphis Blues, and for some reason you find that conviction a bit unsettling.

Airdrop

The easiest method of transportation is to fly the team to France and then drop them in the area. Everyone should have the Parachuting proficiency as part of their training. The team is bundled into a C-47 Dakota:

You step inside and take seats against the wall, shifting your packs back against the hull to provide some support and cushioning. The pilot, a Lt. Pryce, glances back from the cockpit as the service crew closes the hatch on you.

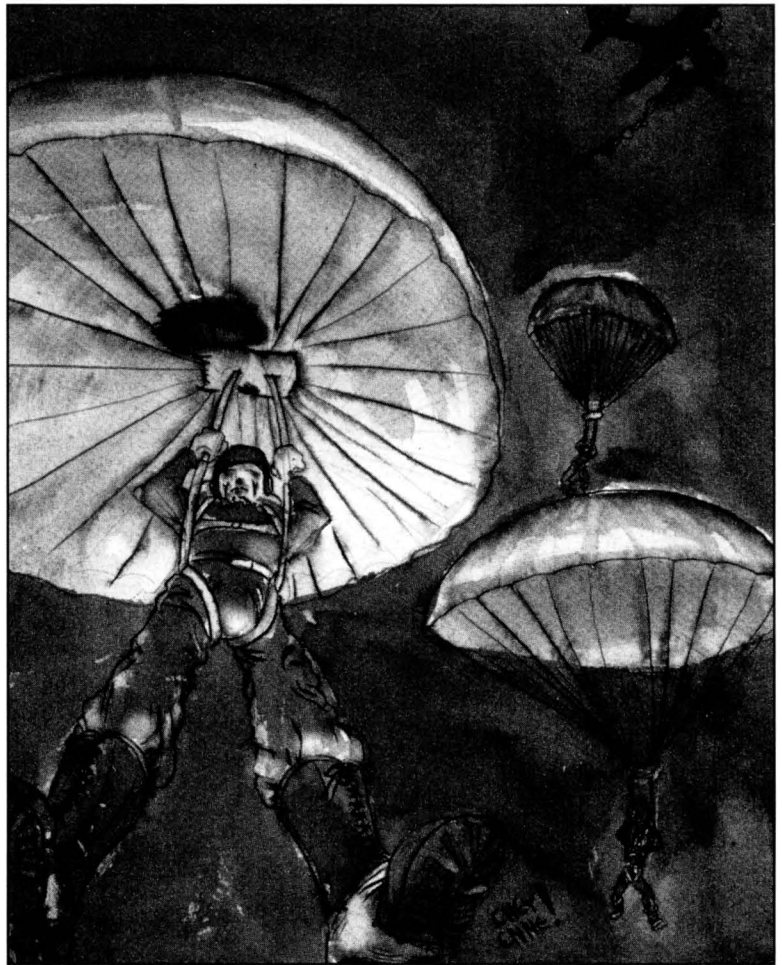
"Everyone set? Fine, here we go!"

This is a good time for the team to get acquainted if they aren't already—the cargo bay of the Dakota isn't quiet, but the characters can still talk—and there isn't much else to do on the trip.

It takes two hours for the Dakota to reach the drop point, but it manages to evade notice or attack and the trip is uneventful. Finally Pryce glances back and shouts "Right, get ready!" The drop light over the door turns red and the crew chief opens the door. The characters can catch a glimpse of the French countryside speeding past down below, though no details are visible in the dark. Pryce gives the signal a moment later, the drop light turns green, and the players must jump out and parachute to earth safely. Fortunately, Bomber Command located a small flat valley for the drop site, so the DC is only 10.

Groundwork

This part of the mission would be fairly routine, except for one thing—the team is an aircrew, not infantry. They aren't used to working on the ground, and everything should seem a little strange to them. Even without any opponents, this is a good place to increase tension and test nerves. Play with sounds. For example, in a plane the crew only hears the wind, each other (usually over the intercom or the headsets) and any explosions. On the ground, small sounds are everywhere: leaves rustling, branches crackling, owls hooting, mice and other small animals scurrying out of the way. Now picture those sounds at night, where one cannot see the source or pinpoint its location. Then add in a forest, which the valley quickly becomes, and now you have the sense of trees all around, closing in on men who are used to the open sky and the freedom of flight. Have the players make Listen and Spot checks from time to time, and Will checks to avoid jumping at every sound.





The last transmission from the *Memphis Blues* reported its location as just shy of the Jura Mountains, north of Lyon. That still leaves a good amount of territory to search. Several small towns dot the area and the team has been supplied with the names of a few Allied supporters in some of those towns. They can ask the supporters for information, but the Germans patrol all across the countryside so the team cannot approach anyone openly.

Narrowing the Field

If the team asks any of the supporters (or even disguises themselves and hangs about a cafe for an afternoon, listening to gossip), they find out that a plume of smoke was seen descending towards the town of Autun, a little to the east and south of Dijon.

Autun is a small farming community with less than a thousand people. The Germans don't normally bother with it much. They have also heard the rumors, however, and the stories tie in with reports of a downed Allied bomber squadron, so the Nazis have dispatched several squads to the area to search for wreckage and survivors.

Autun does not have any Allied supporters, nor does it have any Nazi sympathizers—the townsfolk would rather everyone just left them alone altogether. That does not mean they aren't friendly, however. They just don't want to be involved in any actions that might cause them trouble. If the team openly approaches the town, read the following:

Autun seems peaceful enough—it's less a town than a community, with houses separated by fields and dirt roads. The houses themselves look well-kept, either brick or white-washed wood, and you have brief glimpses of women and children cleaning and doing chores. The men are nowhere in sight, but you can hear a faint sound—the mooing of cattle. A single building stands at the center of the roads. It's two stories tall, brick, with an awning and several tables outside. No signs are visible, but you recognize a cafe when you see one.

If the team stops at the cafe:

A man steps out of the cafe and greets you. "Bon jour, bon jour! Come se va?" He's short and

plump, with thinning black hair slicked back over his scalp. His smile is warm as his eyes flick across you. "American, yes?" He drops his voice and steps a little closer. "You are here for the plane, yes? Come, sit, drink."

The man's name is Jacques, and he is the owner and operator of the cafe, which is also Autun's general store. Jacques acts very friendly, but he does say that he is not interested in who is winning the war. He and the others just want the plane gone so that the Germans and the Allies leave them alone again.

"I have seen the plane, oui. It fell from the sky several nights ago. There was smoke, black smoke, and a loud drone as it fell. That was all."

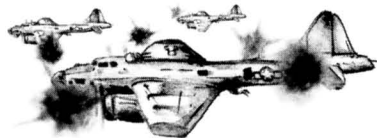
If asked directly Jacques reveals several more details:

- An aerial battle took place several days ago, and he could see and hear the explosions of the fighting in the distance.
- Only one plane came down anywhere near them.
- The plane is somewhere to the north of them, beyond their fields, but probably not much further. The ground becomes more rocky and uneven there, a smaller version of the Jura Mountains, and the plane probably crashed there.
- The plane was smoking, but it did not explode.
- No survivors were seen.
- A German squad is nearby, and stopped in town yesterday for food, supplies, and information.

Jacques freely admits to telling the Germans the same things he's just told the team. After all, they had guns. The team may decide to hurt Jacques for helping the Nazis, of course, but you should make it clear that he is not a Nazi sympathizer—he just doesn't want trouble.

Hurting Jacques only angers the rest of the town. They don't have anything more dangerous than a hunting rifle, and they won't attack armed men openly, but they do everything possible to hinder the team (including reporting them to the Nazis) if harassed. The best plan is to simply take Jacques' information, pay him for his food and drink, and continue onward with the mission.





Nazi Patrol

As Jacques mentioned, a German squad is currently in the area, and they are also searching for the downed plane. The team may decide to ambush the squad, either to interrogate them or simply to avoid the possibility of being ambushed themselves. Jacques wants no part in it, of course, and flatly refuses to let them use his cafe/store as a staging area, although certainly the team could force him. He also cannot remember the exact number of soldiers in the squad—he spoke to one officer, and saw at least three soldiers with him, but there might have been more.

Players should make a Wisdom check at DC15. If they succeed they realize that trying to ambush a squad of indeterminate size, in a place they've already been, could be both useless and fatal. Far better, if they're determined to get rid of the squad up front, to find the plane, settle in, and expect the squad to locate the plane soon after.

If the team does choose to wait, the squad does in fact return to Autun—not so much for information as because Jacques serves better food than the rations they brought along. The squad is one Wehrmacht officer and ten soldiers, only two of whom are veterans. The officer, Lt. Hans Richtoffe, is not very happy about being sent off on a hunt for some downed Allied airplane, but at the same time it is an easy assignment (if dull) and the food at Jacques' is excellent. Richtoffe fully intends to do a good job, though—he wants to impress his superiors in order to get more important missions in future.

The German squad uses an Sdkfz 251 (the standard German halftrack) for transportation—Richtoffe and the driver sit inside and the other nine men ride in the open-air passenger compartment in back. Jacques has a single guest room, and while in Autun Richtoffe commandeers that for himself. The men sleep around the halftrack. When they're on the move, Richtoffe sleeps in the passenger compartment (stretched out on the floor) and the men are ringed protectively around him on the ground.

Rocky Terrain

Jacques was not lying—just beyond Autun the ground grows more uneven, more jagged, and the grass and trees give way to occasional brush and bare dirt. It isn't severe enough to require special gear or mountain-climbing ability, but the

going does get difficult, especially for men who aren't used to doing much walking at all. Require Reflex checks of your players occasionally to make sure they don't lose their footing, and Fortitude checks to make sure they can keep up the pace. Falling down doesn't cause any real damage—a point or two of subdual damage, max, at the War Master's discretion. It's just embarrassing and time-consuming.

Finding the plane itself is tricky, both because this is a large, rocky area and because the plane itself is a bit unusual. Have the players make Spot checks at regular intervals, at DC25. If anyone succeeds, he catches a glint of sunlight (or moonlight, if they're searching at night) of metal, off in a small valley nearby and to the right. If no one succeeds at this, have the players (only those who are actual pilots and aircrew) make Will checks at DC10. If anyone fails, take him aside and read the following:

As you walk, you keep your eyes and ears open, watching the rocks and listening to the echoes of your footsteps and the wind whistling along stone and scrub. Then you hear something else, something faint but familiar. It's an engine, an airplane engine—a B-17G Flying Fortress, if you're not mistaken. And you know the sound of every current model by heart. There's a B-17G somewhere nearby—somewhere over to the right.

After this happens, wait a few minutes and then have them make the same Spot check as before, at DC20. If no one succeeds, require another Will check at DC10 again—the person who already failed the Will check has a DC15 instead. Each time, lower the Spot check by 5 but keep the Will check at 10 (except for those who've failed it before).

The sounds of the engine are never heard by those who made the Will check, just as the glint of metal is not seen by those who failed the Spot check, but both lead the crew closer and closer to their objective.

In Plain Sight

Once the team has made several checks in a row (either passing the Spot checks or failing the Will checks, respectively) or you've decided they've searched long enough, read the following:





You climb over a cluster of rocks, and there, stretching out below you, is a small valley—the walls are narrow on the sides, but the front extends off for a ways, surprisingly level in this rocky terrain. Nestled into the valley, facing away from you as if readying for takeoff, sits a plane. A B-17G, to be exact. You’ve seen them countless times before, of course, even flown them, but nonetheless it takes your breath away—the strong wings, the powerful propellers, the guns bristling about it, all combine to lend the green behemoth an aura of unassailable might. It’s all you can do to keep from cheering. As you clamber down towards it, you notice the nose is painted sky blue, and even before you’re close enough to read them you know the letters stenciled alongside say—the Memphis Blues.

As you get closer, two things strike you. First, this valley, though a little secluded, is high enough that you should have seen the plane long before. Several times, on other outcroppings, you would have been staring directly at it, and yet those quick glints were the only sign of it. Second, and more curious, is that the plane seems to be in excellent shape. In fact, too excellent. It was shot down, after all. But you can’t see any signs of damage. The structure is intact, all wings and propellers and stabilizers accounted for, all hatches present. In fact, even the glass of the turrets and cockpit seems intact! You don’t see any indication of damage anywhere, not even a scratch!

For those characters who had failed the Will checks, seeing the *Memphis Blues* should be accompanied by one last faint sound of engines—those who made their Spot checks should see the sunlight glint off the wings again, and then off the cockpit, almost as if the plane were winking at them. Otherwise, the plane seems completely normal. Almost too normal.

Inspection

As the characters reach the plane, let them tell you what they’re doing next. Most likely they’ll want to walk around it,

check for any damage, and then step inside and do the same. Some may decide to scout around, to make sure no Nazis are nearby. Others might want to check out the far end of the valley with an eye towards takeoff. And, of course, the high-ranking team member might decide to open his packet, although that is a bit premature—they’ve found the *Memphis Blues*, certainly, but it isn’t fully secured yet.

Those who inspect the valley are pleasantly surprised. The far end is more than distant enough for takeoff, the walls don’t narrow noticeably, and the ground is surprisingly level. The B-17G should be able to take off from there without any problem, provided it’s still functioning properly.

Those who inspect the outside of the plane are also pleasantly surprised, if a little confused. As mentioned above, the plane has no appreciable damage—anywhere. It does not look new—this plane has clearly flown several missions—but any previous damage must have been expertly patched, and whatever caused the plane to crash somehow did not breach the hull. Unless the damage was either above or below, where the characters cannot see it clearly.

For those scouting the area, you have several options:

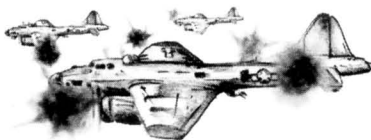
- You roll to see if the Nazis are in the area.
- You can make the characters roll a d20, without telling them why, and use that to determine if the Nazis are nearby.
- You can wait until a dramatically appropriate moment for the Nazis to appear.

You can also fudge the roll, of course—if you want them to show up, and your roll doesn’t fit that, ignore it. You are the War Master, and the idea is for the game to be exciting.

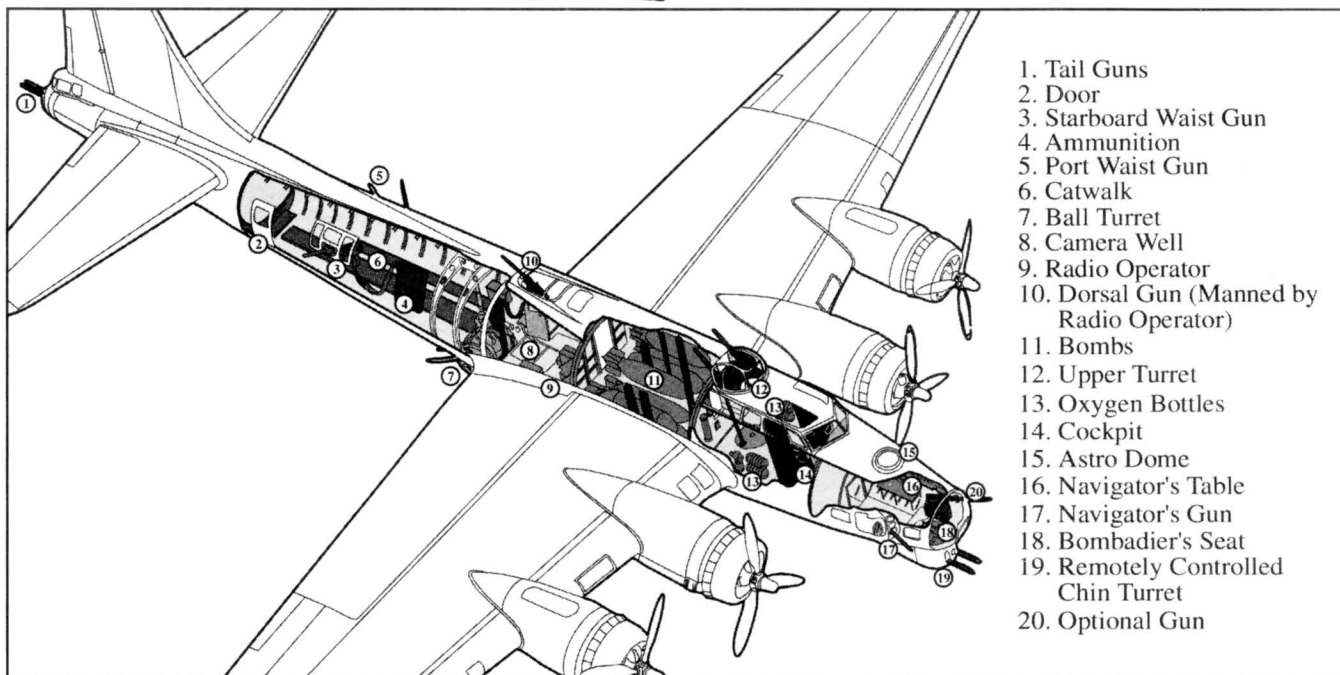
Nazi Discovery

If Richtoffe and his men were ambushed earlier, you need a new squad. Lt. Wilhelm Litz and his men are also in this area—they actually approached from the north, looking for another of the planes from the Allied formation, and then heard stories of a sighting near here. Litz and Richtoffe do not like each other—Litz is older and more experienced, and





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1. Tail Guns
2. Door
3. Starboard Waist Gun
4. Ammunition
5. Port Waist Gun
6. Catwalk
7. Ball Turret
8. Camera Well
9. Radio Operator
10. Dorsal Gun (Manned by Radio Operator)
11. Bombs
12. Upper Turret
13. Oxygen Bottles
14. Cockpit
15. Astro Dome
16. Navigator's Table
17. Navigator's Gun
18. Bombardier's Seat
19. Remotely Controlled Chin Turret
20. Optional Gun

realizes that Richtoffe is trying to move past him, while Richtoffe scorns the older man for not advancing any further in rank and fears being dragged down by association with him. Litz only has eight men with him, but they are all veterans (as is Litz himself). This also gives you an option on your encounters—if you think Richtoffe and his squad are too weak to be a real threat, use Litz instead, or use both!

Note that if Richtoffe was not ambushed, he and his men are also searching this area. It is entirely possible that he runs into Litz. The two argue over whose search this is, and who has command, and if they spot the plane they argue over who gets to claim it—but if they see the Allied soldiers the two Nazi commanders set aside their differences long enough to combine forces against a common foe.

Entrance

When the team tries the hatch, find out which character reaches for it first. If that character is not a pilot or an experienced airman, he needs to make a Strength check at DC20. The handle is very stubborn, and does not want to turn.

If the character trying the hatch is a pilot or airman, the handle turns easily and the hatch swings inward without a sound. This will be the case even if someone else tried the hatch first and failed to open it. Ultimately, the *Memphis Blues* is far more friendly towards potential crew.

When they do get the hatch open, read the following:

The hatch swings open, its hinges utterly silent, and the interior gapes at you like an open mouth. You lean in, preparing to step inside, when the stench hits you, knocking you back as if someone had struck you physically. It's horrible. Those of you who have faced combat before recognize it—the smell of old blood and open wounds. Of fear and pain and loss. The smell of death. It hangs heavy in the air, almost a visible fog, and your jubilation over finding the plane is dampened by the painful reminder that comrades have died in its metal embrace.

As the team steps inside, each needs to make a Fortitude check (DC20) to avoid being sick. Those who fail fall to their knees retching. They also have to make the check again each round until they succeed or exit the plane

Read the following:

You've seen death before—it's impossible to be in the war and have missed it. But even so the sight around you makes you gasp and lean against a wall for support.





At first glance, you think there are bodies everywhere, carpeting the metal floor in a blanket of blood and flesh. It takes a minute, and a strong stomach, to recognize that only three or four bodies lie there in the central passageway, but they are all stretched out, limbs splayed at odd angles, and tangled so tightly together it is hard to tell where one starts and another stops. Their uniforms were once the standard olive-drab, but now they seem a dark brown, and stiff as if they had been ironed by a madman, with sharp folds and creases at peculiar angles. You come close to losing it when you realize the color and the folds are dried blood, turned stiff and hard after hours in this chamber.

The bodies have lain here for days at least, but they have not gone to rot, and though their skin is pale underneath the blood and gore you could almost believe they were unconscious rather than dead, if not for the wounds visible on every corpse. Whatever happened here was horrible, and you shudder in sympathy. These men were your comrades. They deserved better.

Closer inspection reveals that five bodies lay here in the central passage. The copilot is still strapped into his chair in the cockpit, though half of his face is missing. The ball turret gunner is also still strapped into his seat—several large holes in his chest and stomach indicate the cause of death. The characters find traces of one of the wing gunners—an arm, with the hand still clutching the gun handle, finger still wrapped around the trigger. One other airman is found in the rear of the plane—judging from the trail of blood he was in the rear turret and dragged himself out and down the passageway before finally collapsing. But that only accounts for nine, and a B-17G has a standard crew of ten. No trace of the missing man is found.

The bodies also increase the mystery of what happened to the *Memphis Blues* to bring it down. Anyone who examines the corpses finds clear signs of gunshot wounds, most likely from enemy aircraft (the wounds are too small to be antiaircraft fire), and yet the plane itself shows no damage—how could someone fire through the plane and strike the

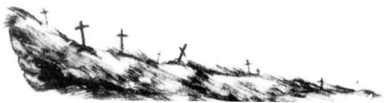
people inside? Another possibility exists, of course—the missing crewman. What if he went berserk and shot his crewmates? Or, worse yet, what if he was a Nazi spy? That only makes it more important to get the plane working and airborne as soon as possible—if the man was a spy, and escaped after shooting the others, he could be on his way back at any second with reinforcements.

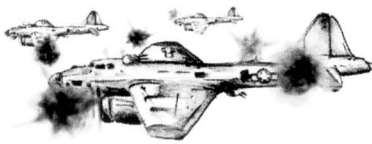
Intervention

Now is the perfect time for the Nazis to appear, while the team is trying to decide what to do next. Have the team make Spot checks at DC25—otherwise, their first warning is when gunfire rains down upon them from the rocks. The Nazis have climbed the walls and located the plane themselves (although Richtoffe is incensed—two of his men claim to have already searched this valley the day before and found nothing), and they are determined to claim it for their Fuhrer. If that requires killing Allies, so much the better.

This most likely turns into a full combat scene. The team has the advantage of the plane itself, which provides excellent cover and ready-made gunports. The Nazis have the advantage of superior numbers and of being hidden among the rocks, while they can easily see their target down below. The Nazis try to flank the plane, with a pair of men going around on each side and another pair approaching from the rear—Richtoffe and the remaining four stay in front, hoping to nail the team as they are forced to run. This plan is flawed in several ways. First, with only two men on each side, the Nazis can easily be shot down themselves. Second, the Nazis only outnumber the team by a handful (two to seven, depending on the size of your group), and splitting their numbers makes them vulnerable to assault. Third, the Allies are sitting in a B-17G, one of the most formidable planes ever developed—and its guns are fully operational.

The team most likely conducted its search at night, when there was less danger of discovery, and this is a far more dramatic time for battle, with uncertainty everywhere. A handful of men can seem like dozens, especially when they are hidden among the rocks and the valley echoes every shout and every gunshot, sending it back threefold or more. Play up this element—give penalties on attacking due to the darkness and the terrain, require Spot and Listen checks to determine the number of enemies, require





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Dex checks or Wilderness Lore checks or some such to make sure anyone moving about doesn't run into a cliff wall or trip over a rock. And remember, once again, that the team is mainly airmen—they're used to darkness, certainly, but the clean cool dark of the night sky. This has a very different feel, down in the valley, hemmed in on all sides by rock and dirt. It's enough to drive an airman mad.

Madness Begins

To make matters worse, if the team is inside the plane (and it's the most sensible place for them during an attack) strange things happen which only increase their anxiety. First, that hatch refused to open for non-airmen. The door to the cockpit is much the same. The guns are less picky, apparently, because they work fine for any team member. In fact, they work a little too well—this is not a new plane, but the guns work smoothly and load easily, as if brand-new. Then one has to contend with the noises:

As you huddle inside the plane, gun clutched tight in your hands, cursing the Nazis, you hear a faint murmur somewhere behind you. You can't pinpoint its location, but somewhere inside the plane, definitely. Your first thought is of wind, seeping in through a crack or a bullet hole, perhaps, except that the plane's hull is unmarred and unbroken. Then it seems more

of a rumble, almost that of an engine—but the plane is not active. You're not even sure the engines still work.

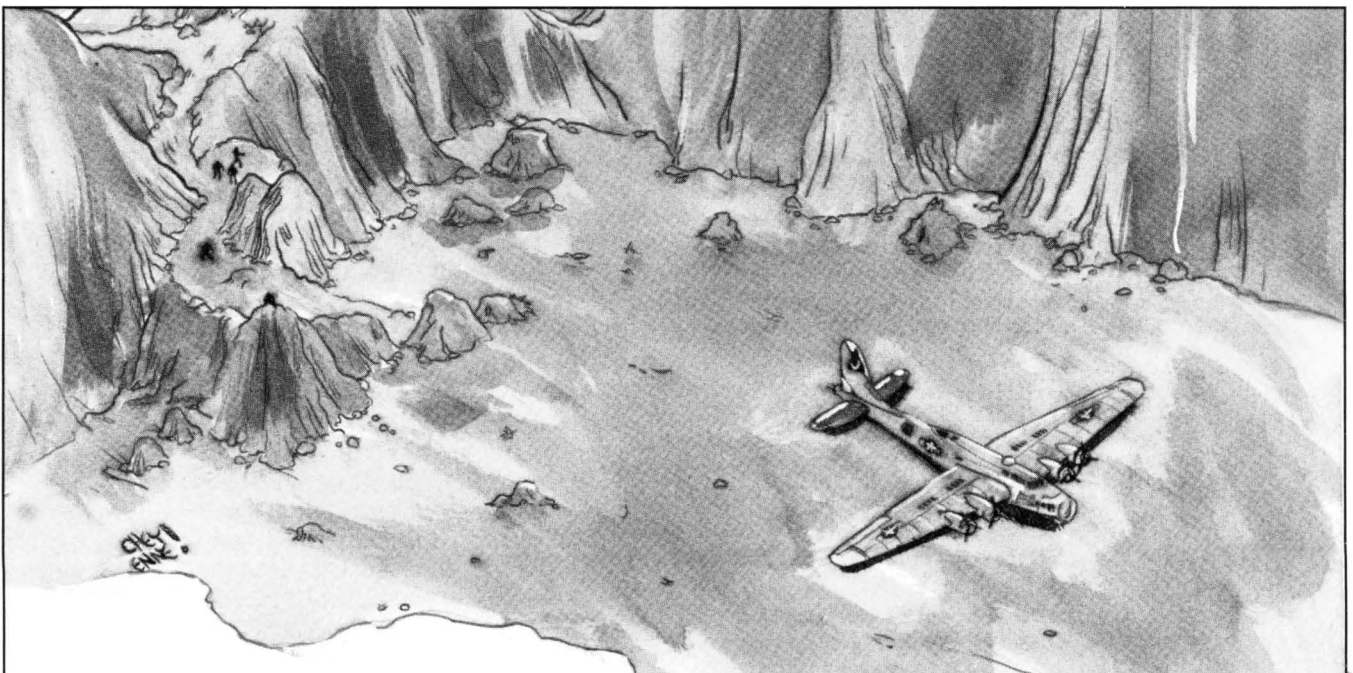
Then it shifts again, no louder but somehow more full, more active—the sound of propellers whirling. But the way the sound shifts, harsh and grating, short jerks instead of one smooth spin—it's almost like a swarm of bees. Or as if the propeller was somehow—angry?

Taking Flight

It is up to the players to decide how they get airborne, but it should occur to them that they have the advantage in the air. On the ground the Nazi squad can keep safely hidden among the rocks and keep them pinned down until another squad or two arrives, and eventually they will simply overrun the plane's position with numbers.

It's only sheer luck that the attackers have yet to aim a panzerfaust or a rocket launcher at the plane. But if the team can get the *Memphis Blues* airborne, they'll hold the high ground—fly out of rifle range and the B-17G's machine guns can still eliminate the danger. Or they can simply leave the squad behind and fly off, laughing.

Thus far, nothing in the plane has shown any real damage—certainly the hull is intact, and anyone with Engineering skills can see (DC10) that the engine looks undamaged.





Second Squad

If the first Nazi squad was not eliminated earlier, they can appear at the worst possible moment—while the team is crawling among the rocks, or just as the propellers start to catch, or as the team races towards the safety of the plane.

The idea here is not to make flight impossible—actually, the players will almost certainly get the plane airborne again, since they do have a little help—but to make it harrowing and dangerous and tense. Just when they think everything is taken care of, a new danger appears, and each time the tension grows, so does the excitement.

A Little Help

As mentioned above, the team has help from an unlikely source—the *Memphis Blues* herself. More on that in just a moment.

It takes 3 full rounds to go through an abbreviated takeoff checklist and get the aircraft ready for takeoff. Suffice to say that the propellers catch on the first try, the engine starts immediately, and the plane responds easily to a pilot's control (+1 on Piloting rolls). The guns also respond well, +1 to attacks and +1 to damage. And a handful of Germans—even two squads of Nazis—are no match for an active, armed Flying Fortress.

Packet of Information

Now that the plane is airborne, the Nazi squads can be quickly taken care of, whether they're left behind cursing the heroes or are mowed down. The ranking teammate should remember his packet at this point (if he hasn't opened it already)—this would certainly qualify as “securing” the *Memphis Blues*.

Take the player aside and tell him what the packet says—the best way to do this is to actually present him with the information on a sheet of paper:

Operation: Lone Gun
Objective: Neutralize V-1 production facilities
Instructions: Fly B-17G Flying Fortress (the Memphis Blues) into Germany to town of Meiningen (coordinates: 51° N, 11° E). Facilities are located at north end of town. Bomb until facility is destroyed. Verify destruction. Return home. Maintain radio silence until within Allied territory.

The player must make a choice here. He can:

- Tell his teammates the contents of the packet now and discuss strategies.
- Just give them a direction, and withhold the details until later on in the flight.

The Burden of Command

Why not just tell them? Several reasons, and not necessarily bad ones. First of all, the mission requires the team to fly the *Memphis Blues* into Germany alone, right through the German forces—that's potential suicide. Then it instructs them to reach Meiningen, which is well inside the country and just barely within the B-17G's range, assuming full gas tanks. That means nothing left for the return trip, and there's nowhere to refuel behind enemy lines. It also means flying through Germany without fighter escort—near suicide for a formation, but for a single plane? Insanity!

The problem is, this is war, the heroes are in the military, and these are orders given by a high-ranking officer. They cannot be disobeyed, not without going AWOL. But if he reveals them to the rest of the team—will they go along, or will they mutiny? The *Memphis Blues* needs a full crew to have even a chance at this mission—both accomplishing it and surviving it. So does he trust his teammates, or does he wait until there's no turning back?

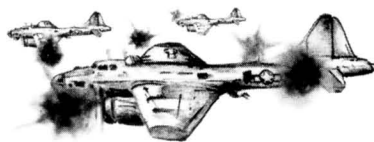
Naturally, the team suspects something is going on. One of their members (the highest-ranking one, no less) has stepped away for a moment, and probably looks a bit somber upon returning. But let the players handle this themselves—this is a great opportunity for them to flesh out their relationships, and to play out the questions of team unity, loyalty, and survival instinct.

The Memphis Blues

Time to talk a bit about the plane itself. The *Memphis Blues* is a B-17G, of course, but it's a bit different from its sister-planes. Not in construction or material, but in crew—one permanent member in particular. You see, the *Memphis Blues* is haunted (as if you hadn't guessed that by now).

A young man named Archie Pire, a Lieutenant in the US Air Force, was the first pilot of the *Memphis Blues*. He flew





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eleven missions in the B-17G, each one a success, before being killed by a 109 pilot over Germany. But Archie had grown attached to the *Memphis Blues*, and his spirit remained, wedded to the ship and determined to make the Nazis pay for their crimes.

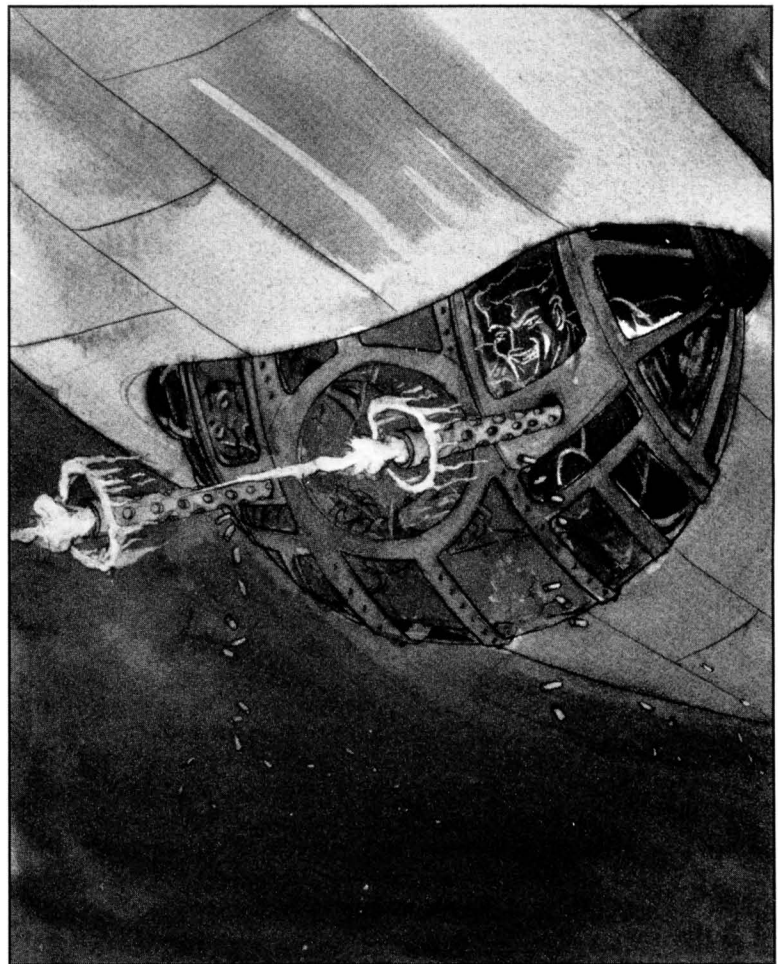
Why? Because Archie's last name isn't really Pire. It's Pirenofski—his parents changed it when they emigrated to America. Archie's family is Jewish, and from Poland (Warsaw, to be exact). Both his parents came from large families—large families which were slaughtered in the concentration camps. Archie's parents both died shortly before the US joined the war, and Archie is the last member of their lines—on their deathbeds he pledged to keep fighting until the Nazis had paid for their crimes, by losing their own families the way he lost his.

This is why things have been strange on the *Memphis Blues*. Archie respects other pilots and even other airmen—he is friendly towards other American servicemen, and grudgingly allows other Allies, even French Resistance Fighters. But he prefers airmen, which is why the doors open more easily for them. Here are the stats on the *Memphis Blues* as a haunted plane:

***Memphis Blues* (B-17G Bomber)**

Armor Class: 12 (-4 size, +5 speed, +1 armor) **Damage Points:** 263, **Size:** Gargantuan, **Maneuverability:** -4, **Weapons:** 2 x .50 cal MG (chin turret, 25 bursts), 2 x .50 cal MG (dorsal turret, 25 bursts), 2 x .50 cal MG (ball turret, 25 bursts), 1 x .50 cal MG (top waist, 25 bursts), 1 x .50 cal MG (left waist, 25 bursts), 1 x .50 cal MG (right waist, 25 bursts), 2 x .50 cal MG (Tail, 25 bursts), **Bombs:** Up to 17,600 lbs., **Crew:** 10 (pilot, copilot, bombardier, 7 gunners), **Armor—Wing:** 6, **Fuselage:** 8, **Cockpit:** 10, **Engine:** 8 **Level:** Six **Reduced Critical:** (-30) **Extra damage points:** 63 (total Damage Points of 263) **Special Abilities:**
 Arcane Accuracy 1
 Arcane Penetration 1
 Camouflage 1
 Ectoplasmic Fuel 1
 Remechanization 2

The bomb bay of the *Memphis Blues* is loaded with thirty 500-pound bombs—more than enough to do the job.



Major Carroll knew about the *Memphis Blues'* peculiar abilities, of course—that's why he sent a team after it specifically. The *Memphis Blues* had demonstrated in the past (since Archie's death) its ability to fly much further than it should have managed, to take more damage than expected, to avoid being hit surprisingly well for such a large plane, and to always need less repair than initial reports indicated. Those factors suggested it as the perfect linchpin for Operation: Shutdown, the initial attempt to close the V-1 facilities. They also made it the plane most likely to have survived the attempt, and the one most likely to still be capable of a second attempt. Thus this mission is not the suicide run it first appears—but the players don't know this.

Ghostly Complications

Two things complicate the situation with Archie, the *Memphis Blues*, and the new team. The first is that he cannot communicate with them directly. The glints of metal on the wings, and the sounds of propellers—those were Archie's





way of leading the team to him. He camouflaged the plane from the Nazis and dropped it only when the team was close enough to reach the B-17G first. The roaring when the Nazis attacked was also Archie, expressing his rage at the Nazis and his hatred for them. But he cannot speak, and he cannot appear, nor can he write messages. He can only communicate through plane-related sights and sounds.

We'll get to the second complication later.

Trek to Germany

Assuming the team follows through with the mission—and, as good soldiers, they probably will, especially since destroying the V-1 facilities is far more important than the lives of a single bomber crew—the actual trip to Germany should be a hair-raising experience.

The plane and crew face two significant obstacles between them and their target: Luftwaffe fighters and flak guns.

Fighters

At this point in the war, most German fighters on the Western Front are tasked with defending their homeland from Allied bombing raids. German radar installations in France and Germany detect incoming raids and the nearest fighter squadrons are scrambled to intercept them.

A lone aircraft may or may not attract attention from the German ground controllers. More than likely it will be assumed that the single plane is on a reconnaissance mission—a much lower priority target than a 100-plane bomber wing about to pound a city of factory to rubble.

The flight to Meiningen takes about 2 hours from the *Memphis Blues'* current location. Roll 1d20 every half hour of flight. On a roll of 19 or 20, the bomber is intercepted by a pair of German fighters. During the day, these will be BF-109s or FW-190s. If the heroes attempt to penetrate Germany at night, the bomber is intercepted by a single BF-110G night fighter.

BF-110G

The BF-110G was a heavily-armed fighter used to intercept Allied bombers at night. They were normally directed to British bomber formations by radar controllers on the ground. The plane's heavy cannons could make short work of even a heavily armored bomber.

The Bf-110G has a pair of 20mm cannons mounted at a fixed angle in the rear cockpit. These weapons may only be fired if the aircraft attacks with a positional advantage of 4 points or more.

Armor Class: 14 (-2 size, +6 speed), **Damage Points:** 60, **Size:** Huge, **Maneuverability:** +0, **Engines:** 2, **Range:** 482 miles, **Weapons:** 2 x 20mm cannon (fuselage nose, 5 bursts), 2 x 30mm MGs (fuselage nose, 5 bursts), 2 x 20mm cannons (rear cockpit, fixed firing up and forward at a 60° angle), 2 x 7.92mm (tail gunner, 25 bursts) **Bombs:** None, **Crew:** 2 (pilot, gunner), **Armor-Wing:** 4, **Fuselage:** 4, **Cockpit:** 6, **Engine:** 6

Flak

The other threat to the aircraft are the numerous flak batteries dotting the German countryside. Most of these are located around cities and important military facilities and can be avoided with a little planning.

There are six major flak batteries along the bomber's path to Meiningen. If the player's announce their intention to avoid these batteries, allow the pilot to make a Navigation roll. For every 5 points the hero gets on this roll he plots a course that successfully avoids one of these batteries. A roll of 20, for instance would avoid 4 of these batteries. Each battery avoided, however, adds 15 minutes of flight time to the trip and may require additional checks for fighter interception.

Treat each of the batteries which is not avoided as Moderate level flak. The *Memphis Blues* spends 2d4 rounds flying through each battery.

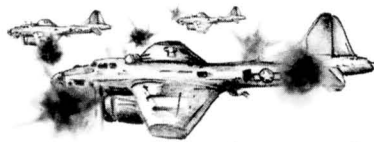
Trimming the Trees

There is one other way for the heroes to skin this cat. If you're feeling generous, you might suggest this to any aircrewmembers or pilot who succeeds at a DC15 Intelligence roll.

A flight into Germany at treetop level will bring the aircraft in below the defensive radar. This lowers the chance of fighter interception to a roll of 20 once every hour—only being spotted by an alert soldier on the ground attracts notice. Flak is no longer a threat because the aircraft will be over and past the guns before they can react to an aircraft suddenly appearing over them.

The downside to this approach is twofold. First, if the aircraft is intercepted by fighters, the pilot receives a -8 circumstance modifier to his Piloting roll when determining advantage at the beginning of combat. Secondly, flying this





low means the aircraft burns a lot more fuel on its way to the target. Based on the amount of fuel showing on the gauges, this approach should leave the bomber with only a few more minutes of fuel after reaching Meiningen. A normal, high-level approach would leave the aircraft with enough fuel to make it back out of Germany into France.

In reality, the aircraft has enough fuel to return to England regardless of the approach chosen due to its Ectoplasmic Fuel power, but the heroes don't know this. Time to see how hard core your heroes are!

Calls for Help

The packet did order the *Memphis Blues* to radio silence, but at least one teammate might suggest calling for help. After all, this mission is of vital importance to the Allies—surely it's more important to succeed than it is to keep quiet and not alert anyone?

That's not a good argument, of course, and if it's made ask for Wisdom checks (DC15) from any other experienced airmen in the group. Success means they see the flaw here—this mission can only succeed if it's kept quiet. A lone bomber, sneaking into Germany to attack a production facility—a facility that produces flying bombs. If the Germans find out about the *Memphis Blues*, they'll send an entire squadron out to destroy it, and all the plane's unusual abilities won't save it or its new crew. Then the plant won't be destroyed, more V-Is will appear, and more innocent civilians in England may die. As long as no one knows about the mission, or the plane, they stand a better chance.

In addition, the group's order specifically call for radio silence. Violating this order could mean a court martial for the senior officer of the group. If the mission succeeds, the hero in question will probably receive a slap on the wrist, but in the event of failure, it could mean life imprisonment or worse.

In any event, a call for help will not receive any response.

Spirit In Residence

As the team gets more accustomed to the *Memphis Blues*, little oddities begin to add up. Read the following to the players:

Being back inside a plane, after your short time on the ground, is comforting—the rush of the wind outside calms your nerves and helps you sleep, and the vibrations of the metal beneath your feet relaxes your muscles.

But nothing comfortable ever lasts.

Something feels strange about this Flying Fortress. Something feels odd, and maybe a little wrong. You can't quite put your finger on it—maybe it's the way the hatches practically leap open when you touch them, or the way chairs seem to swivel when you walk past, as if their occupants were watching you.

Perhaps it's the feeling at the back of your neck, when you're alone in the tiny bathroom, that you're being watched. Or maybe it's just that, every time you reach out and run your hand along the plane's hull, for a split second in addition to the cool metal you feel something warmer and softer—like flesh. You stop touching the walls, after a while. But it doesn't go away.

Here is the horror of the adventure. The crew has found the plane, they've gotten it airborne, they're en route to their target—everything should be good. So why doesn't it feel right? Why is everyone uneasy and on edge?

If anyone is playing OSI, they may have an inkling, but don't just give it to them—Carroll may have hinted that the *Memphis Blues* was special, but he never said it was haunted. He might not even know, specifically.

Play with your players. Ask them what they're doing, make them give you exact details, and smile as if they've just made some terrible mistake. Ask them who's taking watches, as if something could sneak up on them in the middle of the night. Let them hear strange sounds—clinks and rattles that shouldn't be there—and never find anything to account for them. Your players know this is *Weird Wars*, so they expect something supernatural, but haunted planes are not the only possibility. Perhaps a gremlin is on board, stowed away in some little nook and wreaking havoc when no one is looking. Perhaps someone—or something—is living inside one of the bomb bays, or even outside the plane, and crawling around on its own nefarious errands. Or maybe it's just loose nuts and bolts, stray bits of metal, and the metal fatigue any aircraft experiences after hours of flight-time and several rough landings. Let your players come up with their own theories, and don't give them any answers. Not yet.





The more they stew about it, the more anxious they'll get, and the more tense the situation. And the more exciting the adventure.

Spiritual Radio

Eventually, the crew should figure out that the plane is haunted. How? Most likely Archie contacts them. He cannot talk, it's true, but that doesn't mean he can't communicate. He's been watching the crew since they boarded, and he's decided he likes them. They seem like good Allied airmen, just like his own comrades, and they show the proper care and respect for *Memphis Blues*. He's willing to help them fight the Nazis. But how can he let them know this?

Team members should start having strange dreams. They picture themselves flying the *Memphis Blues*, up in the cockpit, but the face and hands and voice aren't their own. They see themselves climbing into the plane through the front hatch, but it looks shiny and new and the other crewmen aren't anyone they recognize. They dream of walking through the plane, glancing at their own reflection in the glass, and the face belongs to someone else. And they dream about flying a bombing run, and getting shot through the glass by the machineguns of a 109—they can even see the German pilot's face, grinning at them.

These dreams don't come all at once, and they don't hit everyone. Have the players make Will checks at DC 20. Anyone who fails will have one of these dreams. Have them make a second check, also at DC20. If they fail that, they don't remember the dream clearly—just a brief flash, a feeling of sadness, loyalty, and pain, and nothing more. But gradually everyone will share the dreams, and they probably talk amongst themselves, comparing notes. Eventually it should come out that the dreams are the same for everyone.

Most planes have a logbook, and *Memphis Blues* is no exception. Glancing at it shows Archie as the first pilot, and that he was killed in action. Several other crewmen died in the plane, but no one else served for as long. (And the dreams do hit the pilots a little harder, because they seem closer to home.)

If the team tries speaking directly to Archie, he responds—a chair might swivel towards them, or the intercom hisses, or they hear the sound of a propeller. If they call him by name he responds more enthusiastically—the propeller revs up, the intercom clangs like a warning bell, the chair rocks back and forth. This is how he

communicates. He also has one piece of his old life—his bomber jacket is still stowed in one of the compartments in the cockpit. If anyone demands proof, Archie springs the compartment, and the jacket falls out. His last name, Pire, is stenciled on the breast and his initials are scratched into the inside label.

Archie can answer yes-no questions, and he can indicate left and right, but not much more—it isn't that he's stupid, he just cannot communicate with the living very well. Some of the things he'll make clear, if questioned, are:

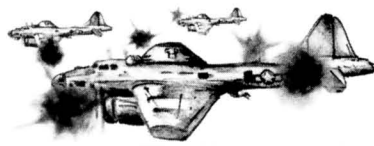
- He's a US pilot
- His name is Archie Pire
- He's a ghost
- He haunts the *Memphis Belle*
- He used to be a pilot
- He hates the Nazis
- He'll help the crew
- He doesn't know the outcome of the mission
- He can help them get through unseen
- He can't call for help, supernatural or military
- He can't leave the plane
- He's what kept the plane intact after it fell

Learning to adjust to Archie should be an experience for the team. It's like having an invisible dog—Archie's decided he likes the crew so he's eager to please them and make them like him. At the same time, it's a bit unnerving—one can't forget that this isn't a dog, it's the ghost of the first pilot, now dead and bound to this metal shell for all eternity.

Like to Like

Haunted vehicles are great, provided the crew can cope with the supernatural and can get along with their ghostly companion. But everything has drawbacks. The major disadvantage to a haunted vehicle is that, in the supernatural landscape, they stand out like beacons. Other supernatural creatures are drawn to them. And the *Memphis Blues* is no exception. Give your players a chance to settle down, to come to terms with Archie, and then read them the following passage:

It's a clear night, the wind is behind you, the plane is flying smoothly, and for the first time since the mission began you start to relax. Sure, you'll have to deal with the target, but in the meantime everything is good.



Weird Wars

Wham!

"What the hell was that?" one of your teammates shouts, as you scramble towards a window. It didn't feel like gunfire, or even a missile. More like an impact of some sort—almost as if a large boulder had struck the fuselage. You glance out the window, shake your head, and look again. This has got to be a dream. Those things outside—they can't possibly be real!

Your first impression was of a giant bat, gray as granite and the size of a man. But on second glance you saw the arms and legs, the long tail, the wings flapping behind the shoulders, and that, that face! You've seen the old churches, with their gargoyles, gnarled and nasty and so lifelike they looked as if they'd leap from the corners and attack. Now they have and they've chosen you aircraft!

Six gargoyles attack the plane. These supernatural creatures intend to destroy the haunted plane and its mundane inhabitants. They are almost-human in intelligence, but don't speak. All they do is try to rip open the plane, tear apart its engines, and slaughter its crew. Why? Gargoyles are drawn to other supernatural entities, but react to each new entity the way pack animals react to others in their territory— they fight for dominance, and must either be defeated or crush the intruder utterly. Here are the stats for the creatures:

Gargoyles

Medium-size supernatural monster

Hit Dice: 4d12 (28 hp)

Initiative: +7 (+3 Dex, +4 Improved Initiative)

Speed: 40 ft., fly 120 ft. (average)

AC: 17 (+4 stone skin, +3 Dex)

Attacks: 2 claws +7 melee, bite +4 melee, tail +5 melee

Damage: claws 1d8+1, bite 1d10, tail 1d8

Face/Reach: 5 ft. by 10 ft./5 ft.

Special Attacks: Improved grab, pounce, rake 1d8

Special Qualities: darkvision 120 ft.

Saves: Fort +6, Ref +6, Will +4

Abilities: Str 15, Dex 17, Con 17, Int 10, Wis 10, Char 1

Feats: Toughness, Improved Initiative

Climate/Terrain: Air (and churches)

Organization: solitary or group (4-8)

Challenge Rating: 3



Treasure: None

Alignment: Chaotic evil

Advancement: 4 to 8 HD

Special Abilities:

Pounce: If a gargoyle leaps on an opponent, it can make a full attack action even if it has already taken its move action. If it hits, it can rake.

Improved Grab: If the gargoyle hits with its bite attack, it can rake.

Rake: A gargoyle can make two rake attacks (+7 melee) against a held creature with its feet, for 1d8 points of damage each.

Combat

Gargoyles are particularly susceptible to three things: holy symbols, enchanted weapons, and fire. Note that all of Archie's guns count as enchanted weapons, and do extra damage (from Arcane Penetration). Treat the gargoyles as undead when dealing with holy symbols—they can be turned or even destroyed. Fire does double damage, although it's difficult to use while airborne and could be more of a risk than a help.





Normally, the gargoyles would be unable to keep up with an aircraft moving at 250 mph. However, these creatures have soared very high in the air and are attacking in a steep dive that allows them to move much faster than normal. Assume that the creatures start the combat with a Position of 10. Each attack against the plane costs them 2 position points. They can maneuver for position using their Reflex saves.

The first successful attack allows the creature to latch onto the aircraft's fuselage. It can then attack normally each round without losing Position. If a gargoyle is forced to release the bomber, it has a position equal to the bomber's. If a gargoyle ever reaches 0 position, it has lost too much speed and is out of the fight.

The gargoyles attack as a group, swarming over the plane and aiming for turrets and hatches. A Strength check of 15 or more allows a creature to rip open a hatch. A successful attack doing 6 points or more of damage, allows the creature to rip open an unarmored section of the aircraft's skin and gain access to the interior. If three or four gargoyles are killed, the remaining one or two will flee. Dead gargoyles turn to actual stone.

The difficulty here is that the gargoyles are on the outside of the plane, thousands of feet in the air. Only a fool would venture out after them, which leaves using the plane's guns and fending the gargoyles off as they rip their way inside. And gargoyles don't tire, so the plane can't simply outrun them—it can outfly them, however. If the bomber ever gains a position advantage of 5 or more points over a gargoyle that is not actually on the aircraft, it is out of the fight.

The creatures do have one other weakness, though—they turn back to unmoving stone in the light of day. If the *Memphis Blues* can hold on until just before dawn, the gargoyles pull away to find a roost, and by the next night the plane will be out of range. This gives the War Master another out—if the gargoyles are winning, and the situation is hopeless, the sky can begin to lighten and the creatures suddenly pull away, screeching in defiance even as they wing to earth.

This attack drives home that the team is dealing with something far outside their normal area. Flying stone gargoyles? Planes that move on their own? What is going on here? Since this happens at night, it's all going to be very hazy—the gargoyles are dim figures, darting about

and ripping into metal and flesh alike with claws and teeth. Only their eyes are clearly visible, hideous red orbs that bob and weave along the fuselage. Even after the creatures die or flee, the crew won't feel safe. Who knows what else is lurking out there, among the clouds?

Split Decisions

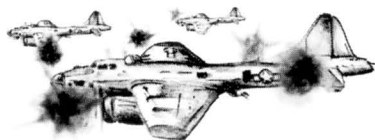
Finally the *Memphis Blues* nears its destination, Meiningen—and things get truly interesting. Read the following to whoever is piloting:

*As your target grows closer,
your right hand begins to ache.
Perhaps it's just stress, or nerves.
You remove it from the wheel to
shake it a bit—and grab
desperately for the wheel again as
it tugs sharply to the left, sending
the bomber on a northern heading.
As you wrestle the plane back to
the proper course, it occurs to you
—this is why your hand aches.
You've been fighting to keep the
plane in line for the better part of
an hour.*

And now we discover Archie's second flaw. His hatred for the Germans is so great, and his vow to kill every man, woman and child so strong, that he is driven towards the largest, most heavily populated target. Berlin. In fact, if anyone looks again at the logbook they discover that Berlin was Archie's last target—the one he never reached.

Here lies the true horror of this adventure. Being sent into France to recover a downed bomber is nerve-racking, and being ordered to take that bomber on a solo run into the heart of Germany is enough to make men faint. Learning that your plane is haunted could reduce a battle-hardened veteran to tears. But to discover that your plane's ghost is determined to bomb Berlin, and will not brook objections or alternate targets—how does one argue with a plane? Or fight a spirit?

This is exactly what the crew must do, however. Archie must be stopped—even if the *Memphis Blues* could reach Berlin, a single bomber would do little appreciable damage. Taking out Meiningen is both more plausible and more useful. But explain that to a ghost—especially a temperamental one. As the arguing continues, and Archie does not get his way, he goes from being helpful to spiteful and finally antagonistic. Once the



crew learns Archie's true target, and refuses to cooperate, Archie makes his displeasure known. Chairs and tables leap in front of people, banging them painfully in the shins. Doors slam shut in their faces, and refuse to open. Panels and lockers leap open, hitting them in the legs, arms, and head, and discharging their contents like miniature cannons. And the controls are the worst of all—the pilots have to fight for every degree and every mile.

How can the crew fight Archie off? That's an excellent question, and a perfect opportunity both for roleplaying and for problem-solving. No one answer exists—having a single solution is unfair to the players, who may come up with a different but brilliant alternative. A few possibilities, however:

- The crew does not have to fight Archie—they can reason with him. And if they can convince him that destroying Meiningen will crush Germany's war effort, and ultimately hurt it more severely than bombing Berlin, he may finally see reason. [This can be done through pure roleplaying, or through a mixture of roleplaying and die rolls. Diplomacy is the ideal skill here, but Intimidate and Bluff can work as well. The DC is 15 for Diplomacy, 20 for Intimidate or Bluff, and requires three successes in a row to convince Archie. Keep in mind that even Archie only listens to one person at a time, so if two people start talking only one of them has any real chance of success.]

- The crew can also appeal to Archie's sense of loyalty and of duty. They have mission orders, and Archie was a good enough soldier to respect that. He's also going against his own crew here. These two things could help sway him.

- Archie's strength is centered around four things—his jacket, the logbook, the pilot's controls, and the Memphis Blue stencil on the front of the plane. Altering or erasing the stencil is almost impossible while the plane is in motion, but the other three are vulnerable, particularly the logbook and the jacket. Destroying them doesn't rid the plane of Archie, but it weakens him—it also enrages him, however. Still, an enraged Archie might be distracted, and he could be stunned for a brief period [Make a DC20 Fortitude roll for Archie—his Fortitude save is 7. If he fails the roll, he's stunned for 1d4 rounds]. Threatening the items is probably more effective than destroying them, though.

- A straight battle with Archie is a contest of wills, probably the pilot vs. the ghost. Archie's Will save is +11—his will is what holds him to this world, and to the *Memphis Blues*. But the pilot is not alone, and Archie is—if the pilot loses, another crewmember can take his place.

Note that Archie, even at his worst, does not want the team dead. He likes and respects them—he's just consumed by his lust for revenge. If he manages to defeat the team, the *Memphis Blues* shifts to the north, and then to the east again—heading straight for Berlin. Archie then uses his Camouflage to get as close to the center of the city as possible and drop all of his bombs. The damage is impressive, but of course every Luftwaffe plane in the area hunts the B-17G down, and even a haunted plane cannot survive against such odds. The aircraft is intercepted by a full squadron of FW-190s with veteran pilots.

Man vs. Ghost

Play up the horror of this conflict. Man, as a race, needs to control his environment. It's why we build houses, bridges, cars—and planes. Pilots are men (and women) who strive to dominate the sky, to wrest control from the air and show themselves the masters. And the pilots of a powerful behemoth like the Flying Fortress feel invincible, unstoppable. To have that very behemoth go from a haven and tool to an opponent, to be trapped inside a hostile force thousands of feet in the air, with no control at all—that is true terror.

If you really wish to terrify the team, let Archie play it smart. He isn't stupid, and after so much time in the *Memphis Blues* he understands pilot psychology better than most. He can prey upon the crew in their sleep, sending disturbing dreams—he can influence them subtly instead of openly, shifting compasses and maps to alter headings, changing visuals to force a new direction, veering the plane by tiny increments instead of large angles. The crew will have a harder time realizing what is happening—and a harder time stopping it—if Archie is clever and manipulative instead of blatant and obsessive.

The notion that this friendly, helpful ghost might not be so friendly or so helpful is frightening, especially because it's so difficult to prove. And how do you trick a ghost who can control every inch of his surroundings, and has been using them to trick you all along?





Scene Three: On Target

Assuming the crew convinces or overpowers Archie, they reach the outskirts of Meiningen. Read the following:

Finally the countryside is broken by those first signs of civilization—a road, a small shop, a barricade. You’ve seen several of these along the way, but this one is different. This is Meiningen. Your target.

As the town itself draws closer, you begin to pick out details. It isn’t very large—two streets intersect to form the center of town and another two streets on each side comprise the entire road map. The buildings are small, wood and brick mostly, with shingled roofs and front porches. It looks pleasant enough. It also looks empty.

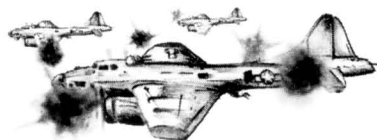
The reason why is quickly clear. On the southeast corner stands a large factory, bulky and black like a square beetle squatting in the road. Smokes pours from a dozen tall chimneys, and you can almost hear the thrum of machinery. The factory is half the size of the town all by itself, and could easily house the inhabitants and a hundred more. No further instructions are necessary—you know you’ve found your real target.

Meiningen is too important to be left unprotected. The team can see tanks blocking the major roads and Nazi troops marching along the perimeter. A few anti-aircraft guns are spaced around the corners, but no planes are in sight. After all, who would be foolish enough to fly this far into the Reich? And anyone who tried would be spotted and shot down long before.

Have everyone make a Spot check, DC 25—anyone with any sort of magical abilities has a DC20 instead. Anyone who succeeds gets the following addition:

Something seems strange about the town, and about the factory. It’s difficult to make out details, even more than normal for such a height. The air has a strange quality, as well—it shimmers slightly, like a heat haze even though the day is cool.

This is the real protection of Meiningen. Blood Mages have cast protective runes about the entire town and factory, using Eihwaz, Teiwaz, Isa, and Sowilo to create a Fog Cloud which grants Protection from Normal Arrows. In this case, the area is too large to be fully obscured, but anyone firing into it is at -1 to hit. The Protection aspect covers all nonmagical ranged weapons, up to and including bombs. Any characters with knowledge of Rune Magic may make a Spellcraft check (DC 20) to



see if they can decipher the runes (inscribed over and over in an earthen circle that rings the town and factory) and recognize the spells.

Most likely, the characters won't recognize the runes or know what's protecting the town, which is a shame because it means they won't realize how special they are. The *Memphis Blues*, with its Arcane Penetration, is one of the only planes capable of penetrating that protective shield—its bombs and guns are enchanted and are not stopped by the wards. And because no one expects a plane here, and the B-17G is camouflaged as well, the team gets at least one bombing run uninterrupted.

All hell breaks loose after that, of course. The guards mobilize, the workers are herded into a bunker for safety, the tanks and guns begin searching for targets, and air support is requested via radio.

The factory is 100' wide by 300' long. It has an AV of 15 and 24,000 Damage points. That may sound like a lot, but remember that each of the aircraft's bombs do 1750 points of damage at the point of impact. That means that after factoring in armor, the crew needs to get 14 bombs (of the 30 on board) on target to completely destroy the factory.

Once the bombing begins, the team has 1d6 free rounds (this is essentially a sneak attack). It's up to the heroes how they want to go about tackling the factory. They can make a single run or multiple runs. The minimum number of bombs that can be dropped in a single run is 5. To get the most bombs on target, it is best to bomb the facility lengthwise. Resolve the attacks as a standard level-bombing run (see page 13). It takes the aircraft four rounds to turn around and get lined up for another run after each attack.

Once the free rounds are up, the factories flak batteries open up. Treat this as heavy flak. Bombing the flak batteries can lessen the fire, but wastes bombs. Any hit within 50 yards of a battery is sufficient to knock it out for the duration of the battle. There are eight batteries arranged in a circle around the factory. Every two batteries destroyed lowers the flak intensity by a level. The flak level never drops below Light unless all batteries are knocked out.

If the bomber is making a low level bombing run, the crew can engage the batteries with the bomber's guns. The batteries have an AC of 15. The gunners

suffer a -8 penalty to hit for range and speed. Rather than keep track of individual AA gunners hit points, just assume that 50 points of damage from machineguns is sufficient to knock out a battery.

The second threat to the *Memphis Blues* is smaller and more frightening. Three Blood Mages are present in Meiningen to maintain the runes and oversee production. In the event of an air attack, they don experimental jetpacks and take to the air. Use the Blood Mage from the *Weird Wars* book, but give each Piloting rank 6 in place of Swim +6.

The mages maneuver to gain a position equal to that of the bomber. As long as their position is equal to or greater than the bomber's they are in range to cast spells. They may be engaged normally by the gunners, by firing at their AC plus any position advantage the mage has over the bomber. Apply a -6 circumstance penalty for range, speed, etc. to all attack rolls against the mages.

Lastly, 2d10 rounds after the attack begins, a flight of four Bf-109s arrive on the scene.

Brothers In Arms

The battle over Meiningen is the climax of the adventure, a full-fledged battle of bombers, fighters, antiaircraft guns, and even Blood Mages. The players should be scrambling to accomplish their mission and to stay alive. The opposition may be too much for any single plane to handle, though, even a haunted Flying Fortress. If that proves to be true, and it looks as if the team is about to die, a way out has been prepared. The goal, after all, is to provide an exciting challenge, not to create a hopeless situation—characters should always have a chance to succeed, even if it's slim. If the characters cannot save themselves, read the following:

It looks bad. The air around your plane is thick with enemy fighters, gunfire peppers the hull, strange shots that look like tiny lightning bolts sizzle the propellers and singe the wings, and even Archie has gone silent. This could be the end. You're listening to the propellers as you work, their drone a familiar background noise, when suddenly they shift in location and volume, growing both more faint and more diffuse. Panicked, you spin around, but from the window you can see





the propellers still there, still spinning. Yet the dislocation continues. Now the volume rises again, the propellers growing louder, but from all sides at once, as if they were echoing off a valley. Or as if—

As if your thoughts shaped reality, the sound of propellers raises to an almost-overpowering roar as dark shapes suddenly drop from the sky, and your heart leaps at the familiar outlines. Flying Fortresses! One, two, three—five of them in all, surrounding you, converging on the Memphis Blues just like a pack of animals protecting its wounded. The closer 109s are shot down before they can react, too busy facing the wrong way to deal with this new threat, and more bombs descend, taking out the tanks and the antiaircraft guns. For the first time since you began your run, the night is quiet again. Then a voice speaks to you—you've gotten so used to radio silence you jump, before you remember the radio.

"Ahoy, lads! Captain Donohoe here! Sorry we're late—ours weren't as pretty as yours, needed a little more patching. But we're all together now, so let's give 'em what for!"

It's the other surviving planes from Operation: Shutdown—Carroll had sent teams out after each plane. None of the others are haunted, unfortunately, so each of the other B-17Gs has significant damage, but they're all airworthy again, and the team finds itself in a small bomber formation again. Four 109s can still wreak havoc on them, but far less so, and between them the bombers can take out the town and the factory without any difficulty (once the first attack struck and did damage, the wards were disrupted).

Fire With Fire

One other lucky break for the team—because the factory below is producing new V-1 bombers, and because the V-1s were basically flying bombs, a great deal of explosive material lies within the factory walls. A critical hit sets off some or all of the material, doubling the damage caused by the bomb. A second critical hit causes a chain reaction, igniting all of the explosives and utterly leveling the factory. Such a tremendous blast also flattens a number of the Flak-

36s near the factory dropping the flak level to Light (or eliminating it altogether if already reduced to Light). This creates a hole in the Germans' attack and provides an opportunity for the bomber(s) to flee unmolested.

Retreat

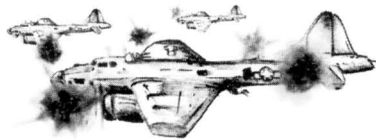
Now that the factory is destroyed, the bombers can make their way back home. Unfortunately, that means flying back across Germany, and then either straight across France or north through the Netherlands. Either way, it means covering a great deal of Axis territory. And the mission instructions specifically said radio silence should be maintained until back in Allied territory, so the team can't even call for additional support.

The Germans are in hot pursuit, furious at being taken by surprise and at losing their V-1 factory. Every available plane is sent after the Allies, with orders to destroy them. This may actually work to the team's advantage, though—with so many planes in the sky, it's harder to distinguish between a B-17G and a Stuka. If the team is on good terms with Archie again, they can try talking to him about this—Archie's Camouflage ability may let him blur the plane's outline and details so that it's closer to a Stuka in appearance. (This is entirely a War Master call—don't suggest this to the players, but if they think of it you might want to reward them by letting it work). Even if that does work, getting too close negates the effect, so some additional combat should occur while on the run.

One advantage the *Memphis Blues* has, even over any other Operation: Shutdown survivors, is its Ectoplasmic Fuel. The plane was fully refueled before that mission started, and it would have had enough fuel to get to Meiningen and back, with a little to spare. But thanks to Archie, the *Memphis Blues* essentially has twice as much fuel. It can afford to stop and land, circle, veer off in a new direction, etc. The Nazis don't know this—they do know how much fuel a B-17G has, however, so they assume the *Memphis Blues* will take the most direct route back, to avoid any chance of running out. That means most of the pursuit stays on a straight line to intercept, and the team could avoid them by going around the long way.

Another advantage is the Remechanization feat. The *Memphis Blues* can "heal" 1d20 in Damage Points every hour. This requires a "donor" vehicle, so the aircraft has to land near a another





vehicle (working or otherwise) in order to repair itself (the *Memphis Blues* originally repaired itself from the wreckage of another bomber that had crashed nearby months before) or strip parts from one of its companions (not advisable). This means that in the several hours it takes to get across Germany, it can actually recover from some of its damage. Since this is not normal, the Nazis assume the bomber is growing more damaged as time goes on, and that could make them careless. All of this works to the team's advantage.

Rescue

As with the attack on Meiningen, it's entirely possible that the pursuit is too much for the team and their haunted bomber. After all, most of the available Luftwaffe is pursuing a single bomber (or, at best, six bombers in formation). And the team cannot call for backup. But that doesn't mean backup can't arrive on its own. If things look really bad for the team, read the following:

The 109s are closing in. Through their whines you hear the stutter in your B-17G's engine. It's still holding on, but not for much longer. It was a good run, and you did your job, accomplished your mission. Looks like the Memphis Blues is about to get a new group of ghosts.

Just as you're turning your thoughts to your loved ones, you hear gunfire—and it isn't aimed at you! Scrambling to the window, you see the most beautiful sight in your life—a Mustang dogging a 109, riddling it with holes until the German fighter drops from the sky, bursting into flames and shattering into pieces. Another P-51 zooms past, chasing a second 109, and beyond that you see several more. And there, behind them, fly larger shapes, just like the one you're riding in now. It's an Allied bomber formation, complete with fighter escort!

"Hey, guys," a voice comes over the radio, "heard a mention you might be out here somewhere. Just your luck our paths crossed, eh? We've got a target to get to, so we can't stay long, but we'll give these jerries something to think about, eh? Best get yourselves back to the barn, I'm thinking."

How long you extend the return trip is up to you. Don't let it become boring—if you have ideas on new situations and minor crises, feel free to play them, but if it's just a matter of rolling Piloting and checking for chance encounters you can speed things up and just say they finally reach England and their own home base. One thing you can play with is Archie—depending on how they regained control, the team may find Archie isn't happy about leaving Germany behind. He might even try wresting control away again, to turn back and do some more bombing.

Debrief

Once back on the ground, the crew is debriefed by Major Carroll. Any mention of ghosts, gargoyles, or the like earns the character the Major's most stern military look. He assures them he has no idea what they're talking about, and suggests that they should get some rest at once—he may have a new assignment for them shortly. If a hero insists on pressing the point, the Major says, "I assure you, you saw nothing of the sort. Combat stress can play tricks on one's mind. I'm sure a good rest will set you right. Do I make myself clear, soldier?"

The only people the Major talks to about the subject are any OSI characters—he takes them aside afterwards and asks what happened. He insists on hearing the full details, and then he smiles, nods, and says, "Well, you never know what you'll find in this job, eh? Good work."

Aftermath

The Major was telling the truth about having another assignment soon for the team. Does this mean they are now OSI? No, but they're on the list of potential recruits—if they do well on the next few missions (which also have supernatural elements) they are probably offered positions.

Will they get to keep the *Memphis Blues*? That's up to you, the War Master. The *Memphis Blues* is a potent plane, so you may want to send the team out on missions without it for a while, let them build up a bit more, and then give it back to them. If you do decide to let them keep it, keep Archie's idiosyncrasies in mind—just because the team overwhelmed him this time doesn't mean he's going to meekly cooperate in future. You'll also want to make sure threats and adversaries are strong enough to give the haunted plane a real challenge. And whatever you do, remember that flying is heaven, but war is hell.





Chapter Four:

Fly the Deadly

Skies

Battling German fighters and braving thick clouds of flak can be exciting, but if you are running a flying-based campaign, eventually your heroes are going to be looking for more adventure. You saw a quick example of this in the previous chapter when some disgruntled, territorial gargoyles attacked the *Memphis Blues*.

This chapter is filled with some new creepy-crawlies to throw at your flyboy heroes. Some of these critters can be the basis for an adventure, while others are better suited as obstacles to overcome while in pursuit of bigger game. A few of these abominations can also serve as formidable opponents to heroes in a more ground-based campaign.

Although World War II was a brutal struggle in which both sides often gave no quarter to their enemies, these airborne monstrosities may be the catalyst for one of those rare moments when combatants set their differences aside and work together—however briefly. Imagine a roc suddenly appearing in the middle of a fierce dogfight. Unless both sides work together, they may both face destruction. For a brief period, enemies would be united by their common bond as airmen, rather than separated by their national loyalties.

Fast Movers

One of the difficulties in running airborne encounters with aircraft is the speed at which they move. Few monsters can keep up with a fighter screaming along at 400 miles per hour. For a number of the creatures in this chapter, this isn't a problem; they simply plop themselves in the aircraft's path and latch on as it zooms by. Those that fly around under their own power, though, have to use different tactics to engage a fast-moving airplane.

Rather than give these creatures ridiculously high base moves, assume that when flying, they are capable of short bursts of high speeds when diving from altitudes. Use the standard air combat rules for the monster's maneuvering. Whenever it has a position equal to or higher than the aircraft it is attacking, it is in position to perform its regular attacks against the craft.

Flying creatures don't have a Piloting skill. Since flight is an innate ability for them, they use their Reflex Save in any instances that require a Piloting check. You may apply a bonus or penalty to this check if you feel that a particular creature is significantly faster, slower, or more maneuverable to its opponent.



Acid Cloud

Medium Aberration

Hit Dice: 2d8 (9 hit points)

Initiative: +2

Speed: 120 ft. flying (Average)

AC: 12

Attacks: Bite +1, Rake +1, Acid Stream +3

Damage: Bite 2d4, Rake 1d4

Face/Reach: 5 ft. by 5 ft./ 5 ft.

Special Attacks: Acid Bite, Acid Stream, Improved Grab

Special Qualities:

Cloud Body: The vast bulk of the acid cloud's body is wispy and insubstantial cloud stuff. This means that most attacks do 1 point of damage regardless of the type of attack. The exception to this is fire and wind-based attacks, which do full damage. It is possible to aim for the cloud's organs, but this imposes a -6 modifier to the to hit roll. Any attacks hitting the organs do full damage.

Saves: Fort +1, Ref +2, Will +4

Abilities: Str 11, Dex 14, Con 14, Int 11, Wis 12, Cha 10

Skills: Hide +8, Intuit Direction +7, Search +6, Spot +7

Feats: Flyby Attack

Climate/Terrain: Air

Organization: Swarm (6-11)

Challenge Rating: 4

Treasure: None

Alignment: Chaotic Evil

Acid clouds are malicious creatures that flit between the clouds looking for prey to devour. No creature or machine that strays into their territory is considered too big or too small for these voracious monstrosities. Anything that enters the territory of an acid cloud swarm is immediately pounced upon and quickly liquefied by their powerful acid attacks.

Acid clouds look like small, harmless clouds—but looks can be deceiving. A closer examination reveals a small, dark mass of organs deep within the cloud and a pair of arms studded with nasty, barbed hooks. The acid clouds often hide within real clouds. This gives them an effective +8 to their Hide skills. If unspotted before they attack, the acid clouds automatically achieve surprise. A group of 8 or more acid clouds can cluster together to imitate a small cloud. Due to their dark organs, this gives them only a +4 to their Hide skills if they are in an otherwise cloudless sky.

When dealing with fast-moving targets such as aircraft, acid clouds normally lay in wait along

their victim's path and then simply latch onto the target as it passes by them using their Improved Grab ability. The cloud's somewhat gaseous bodies don't allow them to achieve high speeds on their own, so any that fail this grab are left behind and are effectively out of the combat.

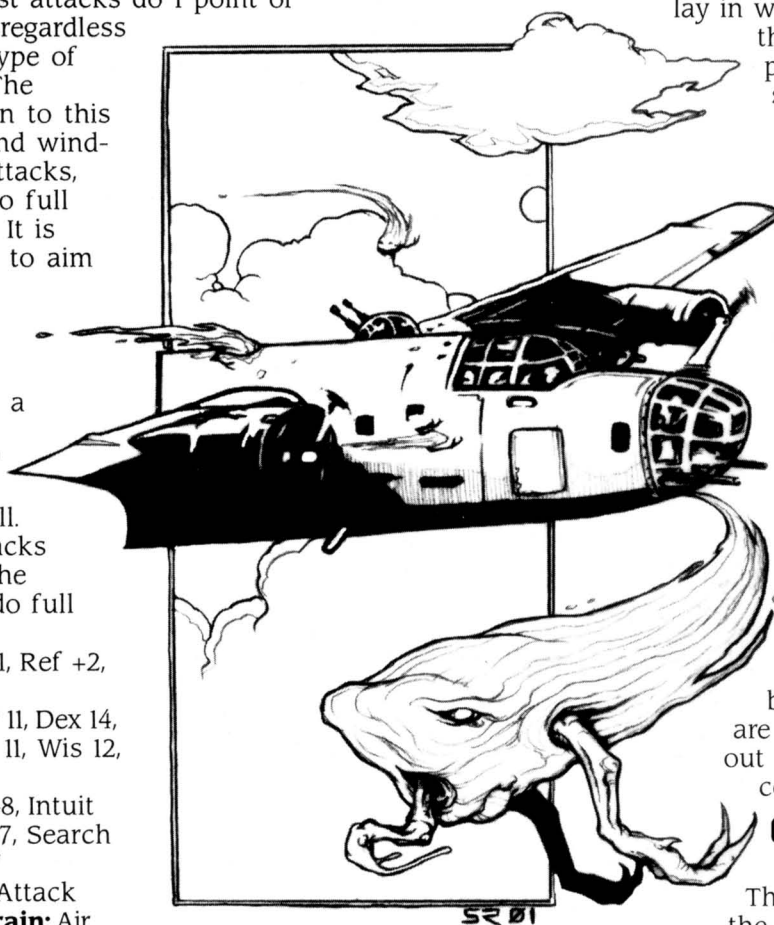
Combat

Acid Bite:

The fangs of the acid cloud inject a powerful acid into its prey. This acid does an extra 1d6 damage at the time of the bite and an additional 1d4 damage at the beginning of the following round.

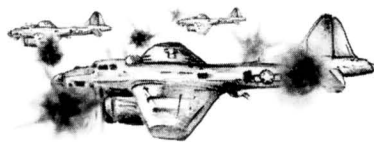
Acid Stream: Once every 5 rounds, the acid cloud can store up enough acid to launch it in a stream from its fangs. This stream has a maximum range of 10 feet and is resolved as a touch attack. A successful attack inflicts 2d8 damage.

The acid cloud often uses this attack to pierce the skin of aircraft and get at the tasty bits inside (the crew). If an acid



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stream attack inflicts damage equal to or greater than an aircraft's AV, it has pierced the hull and can move inside on its next action.

Adventure Seed

Aircraft sent over a particular area of Germany have been disappearing in record numbers. No reports of unusual enemy activity have been reported in the area, but a few panicked distress calls from the missing aircraft were received. A number of them made references to something inside the plane attacking the crew before they were distressingly cut short. The OSI sends the heroes into harms way in order to get to the bottom of the mystery.

Cloudkill

Colossal Aberration

Hit Dice: 32d8+288
(432 hit points)

Initiative: +0

Speed: 60 ft. flying

AC: 12 (thick hide +2)

Attacks: Tentacle
+16

Damage:

Tentacle
smash
2d8+16

Face/

Reach:

40 ft. by
40 ft./
25 ft.

Special

Attacks:

Constriction,
Improved
Grab

Special

Qualities:

Damage
Resistance
5/+1, Spell
Resistance 10

Saves: Fort +15,
Ref +6, Will
+13

Abilities: Str 42,
Dex 10, Con 28,
Int 12, Wis 12,
Cha 10

Skills:

Feats: Multiattack,
multidexterity

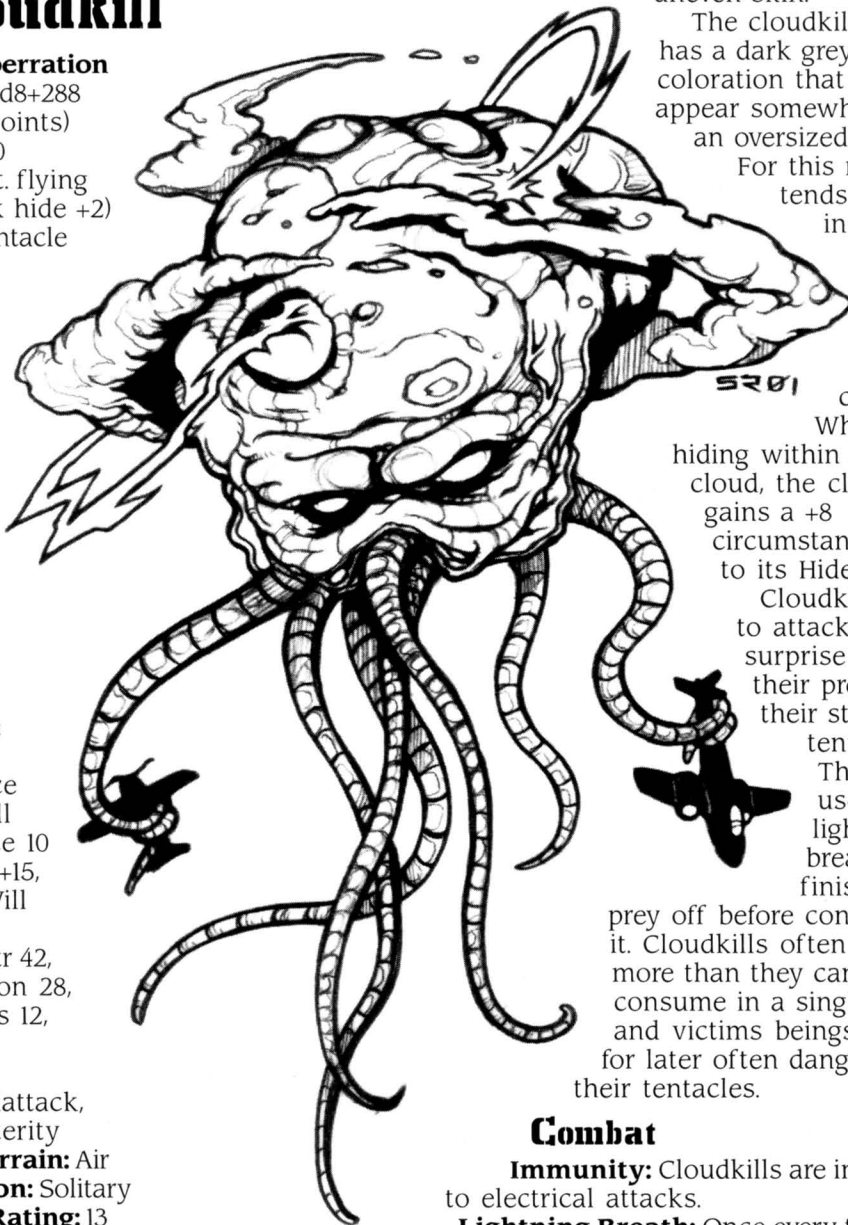
Climate/Terrain: Air

Organization: Solitary

Challenge Rating: 13

Treasure: None

Alignment: Lawful Evil



The cloudkill is another creature that lurks in the clouds. Unlike the mindlessly aggressive acid clouds, however, a cloudkill is a coldly calculating killer.

Given its immense size, it doesn't usually require much cunning to tackle an opponent. Cloudkills tend to be cannibalistic, however, so they must constantly be on guard against their own kind. Only the largest and most cunning of these creatures survive to adulthood (fortunately for those who fly the skies).

The cloudkill appears as a floating, semi-solid cloud with a somewhat humanoid face. Scaly, 30 ft. tentacles dangle below the creature's bulbous body and electrical sparks race across its uneven skin.

The cloudkill's hide has a dark grey coloration that makes it appear somewhat like an oversized brain.

For this reason, it tends to lurk in storm clouds that better match its coloration. When

hiding within a storm cloud, the cloudkill gains a +8 circumstance bonus to its Hide skill.

Cloudkills prefer to attack with surprise and grab their prey within their strong tentacles.

They then use their lightning breath to finish the prey off before consuming it. Cloudkills often kill more than they can consume in a single meal and victims beings "stored" for later often dangle from their tentacles.

Combat

Immunity: Cloudkills are immune to electrical attacks.

Lightning Breath: Once every two rounds, the cloudkill can breath a bolt of





lightning from its mouth. The lightning has a range of 60 feet and does 5d8 damage. The target may make a Reflex save for half damage.

While in a storm cloud, the cloudkill can actually feed off the electrical energy in the cloud to recharge this power. In this case, the creature may use this ability once per round.

The lightning breath has a 10% chance to short out the electrical systems of any aircraft it hits. If this happens, the engines stop and all electrical instruments stop functioning. Anyone in contact with the skin or other metallic portions of an aircraft when it is struck takes half damage and can make a Reflex save to take no damage.

Tentacles: The cloudkill has 8 tentacles that it uses to smash and grab its victims. It may use each of these each round without penalty due to its multiattack and multidexterity feats.

Adventure Seed

The heroes' aircraft is flying through a storm when it experiences a sudden jolt followed by a blast of lightning that

knocks out one of the bomber's engines. Upon reaching the ground, the crew finds scorch marks on the aircraft's hull and a portion of a strange ropy tentacle wrapped around the damaged propeller. Unknown to the heroes they inadvertently cloudkill as it

clipped a struggled its kind. Intrigued by the tentacle, the OSI sends the heroes back into the area to see if they can determine its origin.

Death Cloud

Colossal Aberration

Hit Dice: 40d8+360 (540 hit points)

Initiative: +0

Speed: 120 ft.

AC: 10

Attacks: Engulf +31

Damage: None

Face/Reach: 300 ft. by 300 ft./ 20 ft.

Special Attacks: Engulf, Lightning strike

Special Qualities:

Incorporeal: The death cloud has an insubstantial body that takes no damage from normal weapons. Magical weapons with a bonus of +1 or better do normal damage to the creature.

Saves: Fort +15, Ref +8, Will +14

Abilities: Str 42, Dex 10, Con 28, Int 10, Wis 12, Cha 10

Skills: Bluff +12, Concentration +20, Diplomacy +12, Hide +12, Intimidate +12, Listen +13, Sense Motive +13, Speak Language: English 5, Speak Language: German 5, Speak Language: French 5

Feats: None

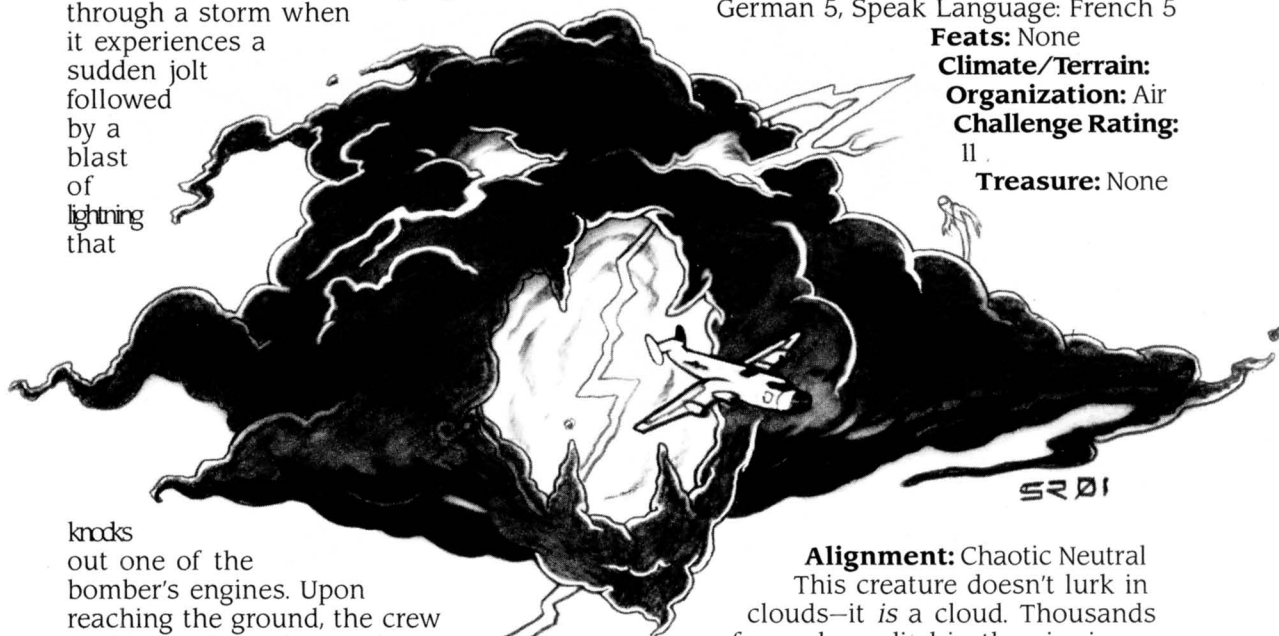
Climate/Terrain:

Organization: Air

Challenge Rating:

11

Treasure: None



Alignment: Chaotic Neutral
This creature doesn't lurk in clouds—it *is* a cloud. Thousands of men have died in the air since the beginning of the war, and not all of them were too pleased with this turn of events. Some of the most angry and strong-willed of these men refused to go to their eternal reward and their tormented spirits have remained behind even though their bodies have long since been buried. These spirits have coalesced into a swirling mass of angry phantasms that is honked off at the living for no other reason that they are still breathing. It wants nothing more than to force other unfortunate airmen to share the fates of the anguished souls that form its mass.





The death cloud rarely attacks its victims directly. Instead, it uses its special abilities detailed below to play with the minds of the people in its sway and turn them against one another. Once it has caused the crew of an engulfed aircraft to turn on each other or lose the will to the live, it then finishes off its prey with a lightning strike. The embittered spirits of its victims are then absorbed into its mass.

A death cloud looks like a dark, towering storm cloud. It normally appears only in stormy weather. When camouflaged amongst other dark clouds, it gains a +8 circumstance bonus to its Hide checks. The creature usually waits in the path of its intended victim and then engulfs it (see below). Anyone spotting a death cloud before it engulfs them may notice that the cloud has vaguely human features with a Spot check against a DC of 15.

Combat

Engulf: The death cloud has only a single physical attack. With a successful melee attack, it engulfs its victim. Once that has happened, the target aircraft can only free itself by killing the death cloud or by the pilot surviving a voices attack (see below) and maneuvering the aircraft free of the cloud.

While in the cloud, it is not readily apparent that anything unusual is occurring. The aircraft seems to be flying along normally through stormy weather during its stay within the cloud. Only the odd events triggered by the cloud's other powers are any indication to the crew that anything out of the ordinary is actually going on.

Haunting: The cloud can cause individual spirits that comprise it to appear to the crew of its target. These spirits can appear to the entire crew or only to selected individuals. These phantasms try to persuade those whom they appear to do something that could cause damage to the aircraft or crew. They normally try to persuade the intended victim that his action is what is needed to "save" the aircraft.

These phantasms are incorporeal and cannot be harmed by normal weapons. They take damage from magic and magical weapons normally. Any damage inflicted on them is subtracted from the death cloud's hit point total. An individual phantasm can only sustain 30 points of damage before being dispelled. Once dispelled, the phantasm cannot appear again for a full 24 hours.

Lightning Strike: The death cloud can strike any target that it has engulfed with a bolt of lightning. This bolt does 10d8 damage and hits automatically. Anyone in contact with the skin of an aircraft (or any other metal component) takes half damage from the bolt. Anyone making a Reflex save (DC15) takes no damage.

The death cloud normally only uses this attack to finish off a target once all those inside it are dead or have succumbed to the voices, or when a pilot is trying to escape from the cloud. The cloud cannot use this attack against a target that has not been first engulfed.

Poltergeist: Once every 10 minutes, the cloud can physically interact with aircraft. It can open hatches, change throttle settings, fire weapons, etc. It normally uses this ability with its other powers to spread paranoia and distrust among the crew.

Possession: The spirits that make up the death cloud can take possession of any dead bodies within the cloud. Treat these reanimated corpses as zombies. The cloud uses the zombies to weaken the crew, kill off those it feels may resist it, and generally give the crew the heebie-jeebies.

Voices: The death cloud can communicate with those inside it. This conversation can manifest as audible voices, voices in the target's head, or simply overwhelming emotions or thoughts. The cloud can only attack on person at a time with this ability and can only make one attack per minute. It uses this ability to try and turn the crew against each other. It often uses its other abilities to "soften up" its target and make what it is about to suggest seem more likely; opening a hatch near a gunner, for instance, before suggesting that the gunner is trying to sabotage the aircraft.

Each attack requires a contested roll between one of the cloud's interaction skills and the character's Sense motive skill. A successful attack by the cloud causes 2d4 Wisdom damage. Once a character's Wisdom is reduced to 0, he has lost the will to live and won't take any actions to preserve his own life.

Should a character win one of these contests, he has become wise to the death cloud's game. Any character that has won a contest can free the aircraft from the cloud by succeeding at a Piloting check against a DC of 25. Once an attempt to free the plane has been made, the death cloud stops playing around and uses its lightning strike ability.



Adventure Seed

After returning to base badly scorched by lightning, the crew of a B-17 reveal that they saw a ghost while in flight. The OSI agent listening to their debriefing recognizes the description of the ghost as a missing OSI operative who disappeared while returning from behind enemy lines with sensitive information.

Not realizing what the crew had actually encountered, the OSI dispatches the heroes to the same area under the same weather conditions in order to "contact" this phantasmal agent and recover the lost information. This extra plot element should give the death cloud some additional fodder for playing with the poor crew's heads.

Fallen Angel

Large Outsider

Hit Dice: 5d8+15 (38 hit points)

Initiative: +3 (Dexterity)

Speed: 30 ft. ground, 2200 ft. (300 mph) flying (Good)

AC: 16 (+3 Dex, +4 magical skin)

Attacks: Longswords +10

Damage: Longsword 1d8+5

Face/Reach: 5 ft. by 5 ft./5 ft.

Special Attacks: Frightful presence

Special Qualities: Damage reduction 10/+2

Saves: Fort +7, Ref +7, Will +5

Abilities: Str 20, Dex 16, Con 16, Int 14, Wis 12, Cha 14

Skills: Intimidate +10, Hide +11, Move Silently +11, Search +10, Spot +9

Feats: Ambidexterity, Two-weapon fighting

Climate/Terrain: Air

Organization: Flight (2-5)

Challenge Rating: 5

Treasure: None

Alignment: Lawful Evil

These fearsome looking creatures have taken a toll on Allied aircraft. Those in the OSI who are aware of their existence are not sure whether they are some sort of demon summoned by Hitler's blood mages or simply malicious creatures that have it in for the forces of good.

At first glance, these creatures appear to be angelic beings. More than one aircrewman who has seen one—without being attacked—has reported them as just that. A closer examination shows just how mistaken these reports were.

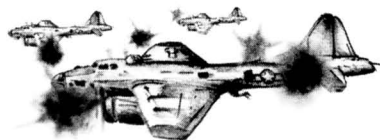
With the exception of a slightly unearthly glow, fallen angels can't be mistaken for an sort of good entity up close. The feathers of their wings are tattered and dirty; some are falling out. Their gowns are soiled with dirt, blood, and other, more esoteric stains. Most have a pair of small horns growing from their foreheads, and many have soulless eyes of solid black.

T h e

fallen angels delight in evil. There is nothing they enjoy more than to toy with some frightened pilot who is trying to nurse his damaged aircraft back to base. The angels' amazing flying speed allows them to keep pace with all but the fastest fighters. They normally make a few quick hit-and-run strikes before moving in to finish their terrified victim off.

The fallen angels seem to prey primarily on Allied aircraft. As mentioned earlier, the OSI has no idea whether the angels are in league with the Nazis or simply ill-tempered. In truth, the angels simply can sense the evil of the Nazi regime and side with it out of instinct. Despite this, however, they do occasionally attack German aircraft when flown by a particularly heroic or noble pilot.





Combat

Blaze of Glory: Fallen angels are normally surrounded by a faint glowing haze. This makes them easier to spot. All Spot checks made to see the angels receive a +2 circumstance bonus. Double this bonus at night. Three times per day, an angel can cause this glow to flare up into a blazing nimbus of light. Anyone viewing this dazzling display must make a Fortitude save versus a DC of 15 or be blinded for 1d4 rounds.

Death Sense: The fallen angels have an innate ability to sense someone's imminent demise. A fallen angel can detect someone who is at 0 hit points or less at a range of 10 miles with a DC 10 Wisdom check. With a check of 20 or more, the angel can detect someone who is at 50% of his hit points or less but above zero.

Energize Sword: A fallen angel can imbue its swords with a bit of its mystical energy. This causes the swords to glow brightly as if they were on fire. It also grants it a +2 bonus to hit and damage and gives the swords a PV of 40. This effect lasts for one full round.

Each time the angel does this, he suffers 1d6 subdual damage.

Adventure Seeds

During a hot bombing run one of the heroes is badly wounded. As he lies on the floor of the aircraft in a pool of his own blood, he looks up and sees an angelic figure swooping down from the heavens. Surely this is the angel Gabriel come to take the hero off to his final reward...

If you're running a more ground-based campaign, perhaps a number of tanks have been found with long, wicked gashes in their armor and their crews dead from what appear to be sword wounds. Needless to say, the OSI is going to want to know who is cleaving open the tanks. A lone survivor relates an unbelievable story of lights in the sky and "avenging angels."

Molloch (Fallen Angel Prince)

Huge Outsider

Hit Dice: 9d8+27 (68 hit points)

Initiative: +3 (Dexterity)

Speed: 30 ft. ground, 2200 ft. (300 mph) flying (Good)

AC: 16 (+3 Dex, +4 magical skin)

Attacks: Greatswords +16

Damage: Longsword 2d6+7

Face/Reach: 5 ft. by 5 ft./5 ft.

Special Attacks: Frightful presence

Special Qualities: Damage reduction 15/+2

Saves: Fort +10, Ref +9, Will +8

Abilities: Str 24, Dex 16, Con 18, Int 14, Wis 12, Cha 14

Skills: Bluff +9, Concentration +14, Intimidate +13, Hide +14, Move Silently +14, Search +13, Spot +12

Feats: Ambidexterity, Two-weapon fighting

Climate/Terrain: Air

Organization: Single

Challenge Rating: 9

Treasure: None

Alignment: Lawful Evil

Molloch is one of the leaders of the fallen angels. He is a particularly malicious being. He is not content to ambush Allied soldiers and airmen; he prefers to capture them, carry them off to some secluded area, and then torture them slowly until they die.

Molloch has actually been in contact with the Nazi leadership. A small group of blood mages managed to track him down and tried to enlist him and his followers to the Nazi cause. He slew the mages out of hand, but their offer has intrigued him. There is little the Nazi regime could offer him of interest, but Molloch finds the thought of allying with such a pure source of human evil appealing on a personal level.

Molloch leads a band of 20 fallen angels. When encountered, he is usually accompanied by 2 to 5 of them. He sometimes assembles his entire group and descends on a battlefield simply for the pure joy of the slaughter.

Combat

Molloch is much larger than other fallen angels; he stands about 15' tall. This allows him to wield a deadly-sharp greatsword in each of his enormous hands.

Energize Sword: Molloch can imbue his swords with a bit of its mystical energy. This causes the swords to glow brightly as if they were on fire. It also grants it a +3 bonus to hit and damage and gives the swords a PV of 60. This effect lasts for one full round.

Each time Molloch does this, he suffers 1d6 subdual damage.

Summon Fallen: Twice per day, Molloch can summon 1d4 fallen angels to his side. This requires a full round action for him to perform. If wounded while performing the summoning, he must make a Concentration check as if casting a fifth level spell. It takes 1d4 rounds for the summoned angels to appear by their leader's side.



Firebats

Medium Magical Beast

Hit Dice: 2d10+2 (13 hit points)

Initiative:

Speed: 10 ft. ground, 120 ft. flying (Average)

AC:

Attacks: Bite+2, Claw -3

Damage: Bite 1d6, Claw 1d4

Face/Reach: 5 ft. by 5 ft./5 ft.

Special Attacks: Improved Grab

Special Qualities: Darkvision 60', Low-light vision

Saves: Fort +4, Ref +6, Will +0

Abilities: Str 11, Dex 16, Con 12, Int 8, Wis 10, Cha 10

Skills: Search +7, Spot +8

Feats: None

Climate/Terrain: Air

Organization: Nest (3-18)

Challenge Rating: 2

Treasure: None

Alignment: Chaotic Neutral

Both sides have used some pretty whacky weapons against each other. At one point, the Allies came up with a harebrained scheme to set German towns afire.

Bombers filled with bats were sent out and hordes were dropped all over Germany.

Each of these bats had small, timed incendiary charges attached to them. The idea was that when morning came, the bats would roost in barns, attics, bell towers, and the like. The incendiary charges would then go off and set these buildings on fire. In reality, a few fires were caused and the Germans had to clean up a lot of charred bats.

If the Allies had had access to some real firebats, the results may have been very different. These creatures resemble normal bats in most ways—with the exception that they have a wingspan of nearly six feet. They also have a nasty habit of bursting into flame whenever they feel threatened or angry.

Firebats aren't overly aggressive, but they are territorial. Anyone or thing that strays into their normal hunting grounds at night may be attacked. These creatures normally prey on ducks, geese, and other medium-sized birds, but they do sometimes work together to bring down much larger prey.

Firebats normally roost in caves. Their lairs have a strong stench of sulfur from the brimstone found in their guano. Anyone entering a lair must make a Fortitude save versus a DC of 12 or suffer a -2 circumstance modifier to all rolls from the stench. Anyone spending more than 10 minutes in a firebat cave, without some sort of protection like a gas mask, must make a DC15 Fortitude save or take 1d6 subdual damage. This save must be made every 10 minutes thereafter.

This guano is highly flammable and the fumes from it can be explosive. Roll 1d20 each round that an open flame (this includes the muzzle blast from firearms) is used in a firebat lair. On a roll of 1, the fumes

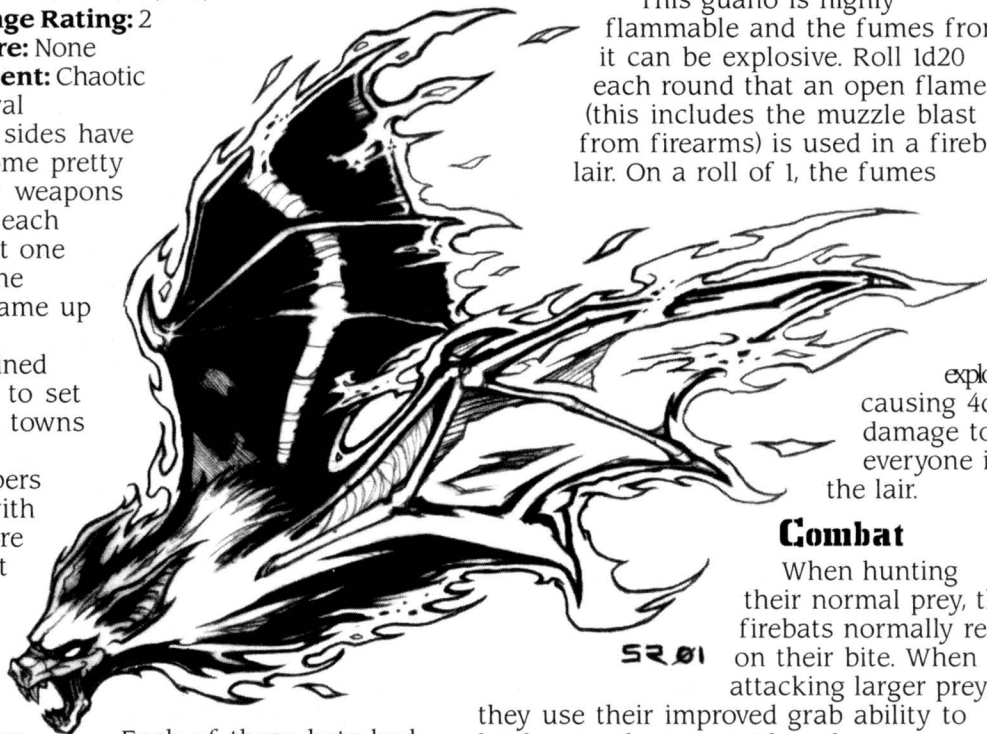
explode, causing 4d10 damage to everyone in the lair.

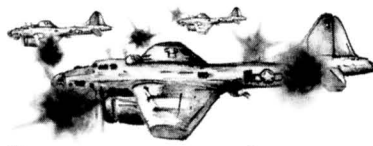
Combat

When hunting their normal prey, the firebats normally rely on their bite. When attacking larger prey,

they use their improved grab ability to latch onto the target. They then engage their fiery body ability to scorch the prey to death. They normally ride the body down to the ground and release it at the last possible moment. The bats then land and feast on their precooked, splattered meal.

Fiery Body: A firebat can cause its body to burst into flames as a free action. This does no damage to the bat, but anyone bitten or grabbed by the creature suffers 1d10 fire damage. If a firebat has latched onto an aircraft, roll its fiery body damage as normal. If the roll exceeds the armor at the location at which the bat has attached itself, the plane takes the difference in damage. In addition, there is





chance of the aircraft itself catching fire. Roll 1d20 against the difference between the fire damage caused and the aircraft's armor. If the roll is less than or equal to this difference, a fire has broken out. For example, if the bat causes 8 points of fire damage versus an AV of 5, a fire breaks out on a roll of 3 or less. This fire causes an additional 1d10 damage to the aircraft each round and ignores all armor.

Sonic Blast: Twice a day, a firebat can let out an eardrum-shattering screech. This screech affects all targets in a straight line up to 60' from the bat's head. Anyone hit by this sonic blast must make a Fortitude save versus a DC of 14 or be stunned for 1d4 rounds.

Adventure Seed

Allied intelligence has determined the location of a secret German weapons research base. It is located in a fortified complex deep beneath a mountain. All attempts at infiltrating and bombing the base have failed. However, spies have determined the base has an extensive ventilation system to vent the volatile fumes generated by the research at the facility.

That's where the heroes come in. They are tasked with the OSI to capture a handful of firebats. They are equipped with some gas masks, asbestos blankets, and some tranquilizer guns. These guns use compressed air to fire, so they can be safely used inside the cave. The guns have a range increment of 10 feet and must be reloaded after each shot. Anyone (or thing) hit with the tranquilizer must make a Fortitude save versus a DC of 10 or fall asleep for 1d20 minutes. Each additional hit with a tranquilizer increases the DC of this save by +2.

Once the heroes have captured a few firebats, they are then tasked with penetrating German air space in a special bomber with a fireproofed bomb bay. Their mission is to release the bats over the German base in the hopes that they will roost in the ventilation system and inadvertently set off the fumes rising up from the Nazi laboratory.

Of course, when released, the firebats won't be too pleased about being drugged, bundled up, and crammed into a cramped bomb bay. There is a very good chance that they may attack the heroes' aircraft when the bay doors are opened. The heroes must then find some way to drive the bats away without killing them in order to succeed in their mission—or they might succeed, but end up walking back to Allied territory.

Fliegerkopf

Huge Undead/Construct

Hit Dice: 5d8 (23 hit points)

Initiative: +3 (Dex)

Speed: 3665 ft. flying (500 mph)

AC: 18 (-2 Size, +10 Speed)

Attacks: 20mm cannon +11

Damage: 20mm cannon 3d10

Face/Reach: NA

Special Attacks: None

Special Qualities: Undead

Saves: Fort +4, Ref +6, Will +0

Abilities: Str —, Dex 16, Con —, Int 12, Wis 12, Cha 10

Skills: Bombardier +9, Bluff +8, Piloting +11, Search +9, Spot +9

Feats: Rank, Single-engine Aircraft Proficiency, Automatic Weapons Proficiency, Seat of the Pants, Snap Shot

Climate/Terrain: Air

Organization: Squadron (2-12)

Challenge Rating: 6

Treasure: None

Alignment: Lawful Evil

In the final years of the war, Germany was desperately short of trained pilots. Pilots with only rudimentary training were rushed into combat and quickly shot down by experienced Allied pilots. Perfectly good aircraft sat idle while Allied bombers flew overhead because there was no one to fly them.

Hitler has placed his blood mages on the problem and in characteristic fashion they have come up with an arcane solution. They have had limited success in reviving the dead, and they have used this knowledge to reanimate the heads of experienced pilots recovered from the wreckage of their aircraft. These heads are wired into small, nimble jet fighters and sent aloft once more to do battle with the streams of Allied bombers and their escorts. The pilot heads used in this program are culled from the ranks of the party faithful. They press home their attacks on Allied aircraft with a fanatical devotion bolstered by their feelings of invulnerability.

Fliegerkopfs are not available to the Luftwaffe until September of 1944. Two full squadrons of these arcane monstrosities enter active service at this point. If your campaign is set before this time, your heroes may encounter one or two prototypes on test flights, but large numbers would be rare. Any encounters before 1943 are unlikely, because the Germans jet fighter program is still in its early stages.





Combat

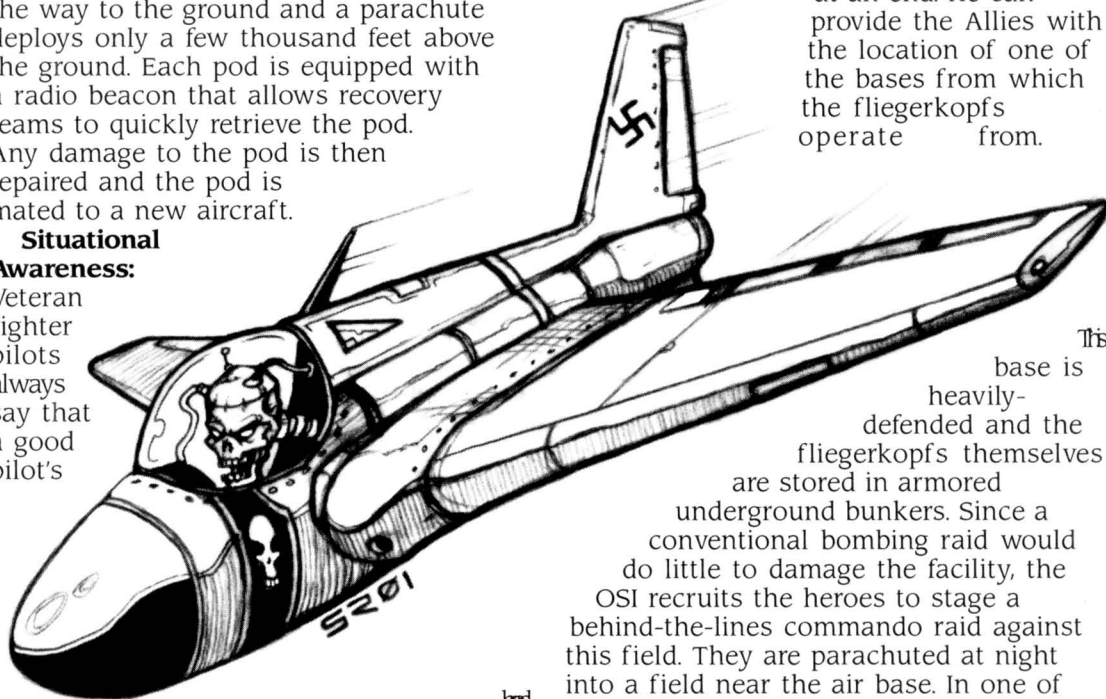
Fliegerkopfs use the standard air combat rules. Only hits to the pilot cause actual damage to the undead head, all other damage is applied to the aircraft itself (see aircraft stats below).

Armor Class: 18 (-2 size, +10 speed),
Damage Points: 50, **Size:** Huge,
Maneuverability: +6, **Engines:** 2, **Range:** 525 miles, **Weapons:** 2 x 20mm cannon (1 left wing, 1 right wing, 6 bursts each),
Bombs: Up to 500 kg, **Crew:** 1 (pilot),
Armor—Wing: 2, Fuselage: 3, Cockpit: 6, Engine: 6

Ejection Pod: The undead head is encased in an armored pod. The pod is designed to separate forcefully from the aircraft in the event that the airplane is disabled. The pod then free-falls most of the way to the ground and a parachute deploys only a few thousand feet above the ground. Each pod is equipped with a radio beacon that allows recovery teams to quickly retrieve the pod. Any damage to the pod is then repaired and the pod is mated to a new aircraft.

Situational Awareness:

Veteran fighter pilots always say that a good pilot's



is mounted on a swivel: he is constantly looking around his aircraft. In the case of the fliegerkopf, this is literally true. The undead head is mounted on a rotating table inside the cockpit. This allows the head to rotate a full 360°. This increased field of vision grants the fliegerkopf a +4 circumstance modifier to all Spot and Search checks made in air-to-air combat.

Adventure Seed

One of Germany's greatest fighter aces is killed in combat, but his body is recovered. Although he had never professed any enthusiasm for the Nazi party, his combat record convinces the blood mages to resurrect his head for installation in a fliegerkopf.

The ace awakens to find his cranium attached to a fighter jet. He is horrified at this turn of events, but hides his feelings while he plots his escape. During a pitched battle, he makes a break to the west. He is pursued and shot down by some of his squadron "mates" but his ejection pod floats across the front lines into Allied territory. Perhaps the heroes are the ones to find the pod. Discovering an undead head in an armored jar could be quite a surprise. If you want to make the heroes' lives difficult, have them discover the pod just as a Nazi commando team sent to recover it shows up on the scene.

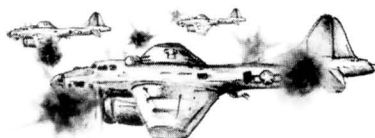
If rescued, the undead head is willing to work with the Allies. All he asks for in return for his cooperation is that he be put to rest

once his usefulness is at an end. He can provide the Allies with the location of one of the bases from which the fliegerkopfs operate from.

This base is heavily-defended and the fliegerkopfs themselves are stored in armored underground bunkers. Since a conventional bombing raid would do little to damage the facility, the OSI recruits the heroes to stage a behind-the-lines commando raid against this field. They are parachuted at night into a field near the air base. In one of the equipment canisters dropped with them is the ace's head. He will serve as their guide once they get into the facility.

The undead ace is desperate to avoid capture, so his head has been rigged with explosives that he can detonate by biting down on a trigger in his mouth. This head/explosive combo has been made into a backpack-like rig that can be worn by one of the heroes. The head can lead the heroes into the underground bunkers where the fliegerkopfs are stored and where the arcane fluid used for their reanimation and preservation is manufactured. It would be fitting if in the climactic battle to destroy the facility, the head sacrificed itself in an explosion to grant the heroes victory.





Foo Fighter

Huge Elemental or Huge Construct

Hit Dice: 10d8+50 (95 hit points)

Initiative: +4

Speed: 6600 ft. (900 mph) flying (Perfect)

AC: 26 (-2 size, +18 speed)

Attacks: Energy Blast +11/+6 ranged

Damage: Energy Blast 8d8 (PV 100)

Face/Reach: NA

Special Attacks: Abduction, Tractor Beam

Special Qualities: None

Saves: Fort +8, Ref +11, Will +5

Abilities: Str 24, Dex 18, Con 20, Int 12, Wis 12, Cha 10

Skills: Bluff +10, Piloting +16, Search +11, Spot +11

Feats: Barnstormer, Seat of the Pants, Snap Shot

Climate/Terrain: Air

Organization: Flight (1-6)

Challenge Rating:

Treasure: None

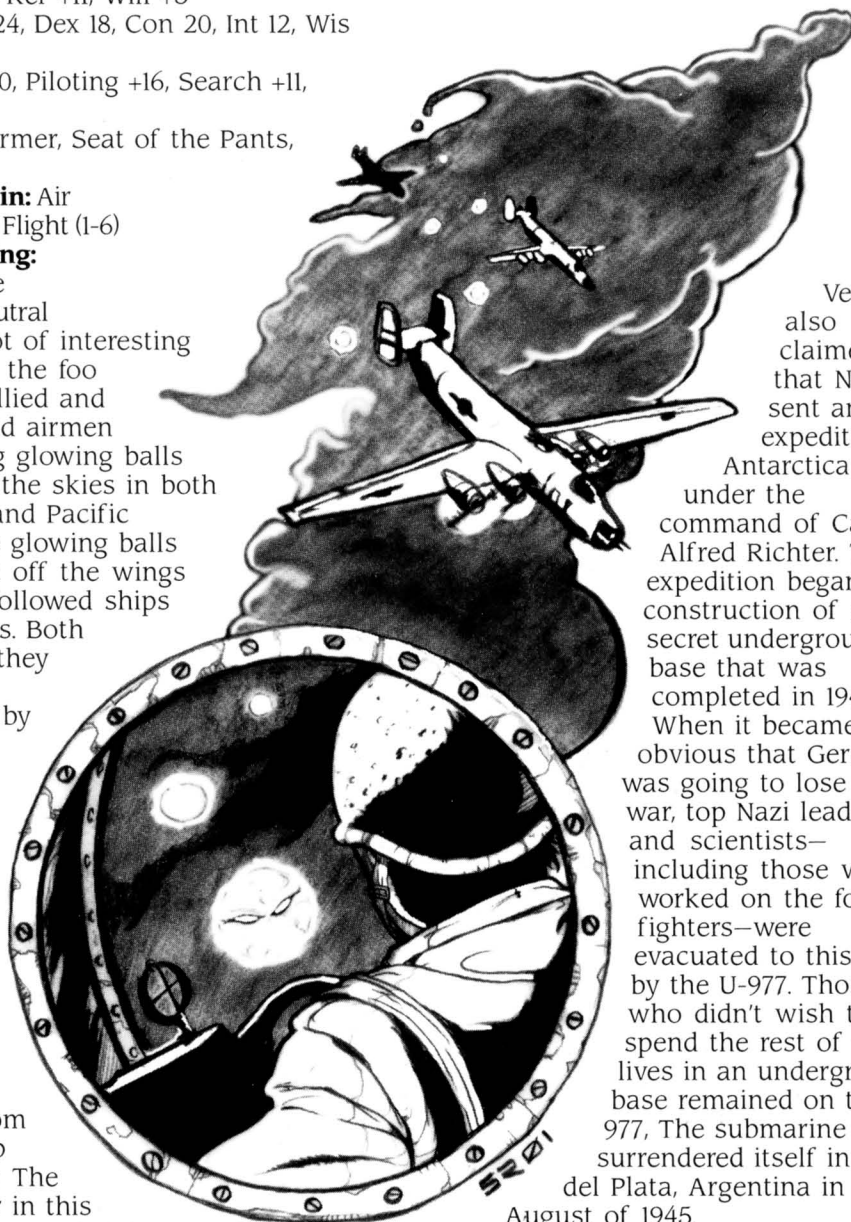
Alignment: Neutral

There is a lot of interesting history behind the foo fighter. Both Allied and Axis sailors and airmen reported seeing glowing balls flying through the skies in both the European and Pacific theaters. These glowing balls often flew just off the wings of aircraft or followed ships at sea for hours. Both sides thought they were secret weapons built by their enemies.

There is some dispute over where the name foo fighter came from. Some claim that it comes from *feu*, the French word for fire. Others believe the name came from the comic strip *Smokey Stover*. The main character in this strip was a fireman, but he called himself a foo fighter and drove a truck called the "foomobile". The word foo often popped up in many other contexts throughout the strip. Some Allied airmen also called these glowing spheres kraut fireballs, but the name foo fighter is the

one that stuck. Regardless of how they got their name, they caused quite a bit of unease among the high commands of both sides.

A story released after the war by Renato Vesco, an Italian Air Force officer, gave an interesting origin for the foo fighters. According to Vesco, who claimed his information came from secret British documents, the foo fighters were secret weapons developed by the Nazis to jam Allied radar.



Vesco also claimed that Nazis sent an expedition to Antarctica under the command of Captain Alfred Richter. This expedition began the construction of a secret underground base that was completed in 1945. When it became obvious that Germany was going to lose the war, top Nazi leaders and scientists—including those who worked on the foo fighters—were evacuated to this base by the U-977. Those who didn't wish to spend the rest of their lives in an underground base remained on the U-977. The submarine then surrendered itself in Mar del Plata, Argentina in August of 1945.

The crew of the U-977 was held and interrogated by Allied officials who learned of this secret base. As result a US expedition led by Admiral Richard Byrd invaded Queen Maude Land in January of 1947 to find this base. This expedition,





called Operation Highjump, supposedly lost a number of aircraft and many men to the Nazis within a few days of arrival and then withdrew a few weeks later. After the US withdrawal, the sightings of UFOs greatly increased throughout the world. So, there you have it, UFOs are actually Nazis super-fighters operating out of a secret Antarctic base!

In reality, Vesco is full of cow caca. There is no evidence that there was any radar jamming associated with sightings of foo fighters. There is some evidence of a Nazi expedition to the South Pole, but no documentation of any sort of base being established. Operation Highjump did occur, but its mission was to map Antarctica. The expedition took over 70,000 aerial photographs of the Antarctic coastline. The only loss of life was the crew of a PBY that crashed. Admiral Byrd, who had not lost any men on any of his previous expeditions, was so upset by this incident that he cut the expedition short.

The truth about the foo fighters is up to you as War Master (although a secret Antarctic base just cries out for some sort of adventure a la John Carpenter). They can be a Nazi super weapon, alien spacecraft, or some sort of strange air/fire elemental hybrid—whatever works best in your campaign. We've included stats for any of these theories. If you subscribe to the supernatural theory, use the stats provided at the beginning of the description and run the foo fighters as a creature. If you're into super weapons or aliens use the aircraft stats listed below in the Combat section.

Combat

Armor Class: 26 (-2 size, +18 speed),
Damage Points: 100, **Size:** Huge,
Maneuverability: +10, **Engines:** 2, **Range:** Unlimited, **Weapons:** 1 energy beam (see below), **Bombs:** None, **Crew:** 1 (pilot),
Armor—Wing: 10, Fuselage: 10, Cockpit: 10, Engine: 10

Abduction: This power is intended primarily if you are running the foo fighters as alien craft. Once the fighter has an aircraft locked in its tractor beam (see below), it can attempt to remove a crew member from the craft with a second energy beam.

Select a crew member at random. This character must make a Will save versus a DC of 15. Failure means that the crew member vanishes without a trace. What happens to this character after abduction is up to you, but it probably involves probes of some sort.

Energy Blast: Once per round, the foo fighter can unleash a powerful energy beam. Treat this as a normal, short burst air-to-air attack in terms of position loss. The energy beam has a Penetration Value of 100.

Fly-by: A foo fighter with a Position advantage of 3 points or more can conduct a fly-by attack. Performing a fly-by costs 3 position points. This is a high speed pass that creates powerful turbulence that can cause an aircraft to tumble out of control. The pilot of the target craft make a Piloting roll against a DC of 25. If the roll is failed, the aircraft loses a number of Position points equal to the difference between the roll and the DC. If this forces the aircraft to Position 0, the pilot must make a second roll against a DC of 20 or the aircraft crashes.

Tractor Beam: If the foo fighter achieves a Position advantage of 5 points or more it can attempt to lock its target up in a tractor beam. Make a normal air-to-air attack. If it hits, the target can no longer maneuver for position and gunners are unable to achieve a clear line of sight to target the foo fighter. This beam lock lasts for 1d10 rounds before it must be reestablished.

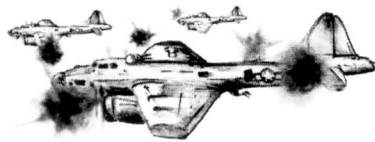
Adventure Seed

Allied intelligence has learned of the Nazi base in Antarctica. The heroes are dispatched by submarine to investigate. The long sub ride could be uneventful, or the weeks on board could be spent tracking down some sort of creature hidden aboard the craft.

Once the heroes arrive at the bottom of the world, its time for them to disembark and get on with their mission. Simply surviving under the conditions at the South Pole is a challenge all by itself. For full rules about survival in arctic conditions, check out the Pinnacle *Hostile Climes* book that details the effects of extreme cold weather.

The investigation of the Nazi base can take two paths. The base can be fully operational and staffed full of Nazi hard-liners. In this case, the adventure becomes a commando-style infiltration mission.

The other option is for the heroes to find a deserted base with obvious signs of fighting. What happened to the garrison? The heroes might find a handful of frightened scientists and soldiers barricaded in a small building. They tell tales of finding mysterious artifacts under the ice and attacks by some sort of other-worldly creature. Allies and Nazis will have to cooperate to survive.



Nador

Colossal Magical Beast

Hit Dice: 40d10+360 (580 hit points)

Initiative: +0

Speed: 40 ft. ground, 1470 ft. (200 mph) flying (Average)

AC: 17 ground/21 airborne (-8 size, +15 natural, +4 speed (airborne))

Attacks: Bite +36, Claw +31

Damage: Bite 4d6+16, Claw 2d8+16

Face/Reach: 40 ft. by 40 ft./ 25 ft.

Special Attacks: Improved grab, Swallow whole

Special Qualities: None

Saves: Fort +8, Ref +11, Will +5

Abilities: Str 42, Dex 11, Con 28, Int 8, Wis 10, Cha 10

Skills: Climb +26, Hide +11, Search +11, Spot +10

Feats: Flyby Attack

Climate/Terrain: Air

Organization: Single

Challenge Rating: 14

Treasure: None

Alignment: Neutral

Ancient mystical creature or science experiment run totally amok? No one is really sure.

Those unfortunate enough to have encountered Nador do know that he likes to chow down on any aircraft he can get his claws on. He likes chewing through that tough outer shell to get at the soft warm bits inside.

There have been only a few reported sightings of Nador (because most witnesses have long-since been digested) and the OSI has classified these reports as "rumor" for the time being. The first sightings of Nador were made in the Pacific, but he has since been seen in Western Europe.

Combat

Sonic Blast: Three times per hour, Nador can emit a high-pitched sonic blast from his mouth. Resolve this as a ranged touch attack. This attack does 15d8 damage and has a Penetration Value of 150.

Wind Blast: While on the ground, Nador can use his wings to create a mini-windstorm. The blast of air affects an area 30' wide and 200' long. All objects and characters of Large size or smaller may be blown backward by the wind. Any characters wishing to hold their ground must grab on to a stationary object and succeed at a Strength check versus a DC of 20. All those within the area of effect take 3d6 damage from flying debris.

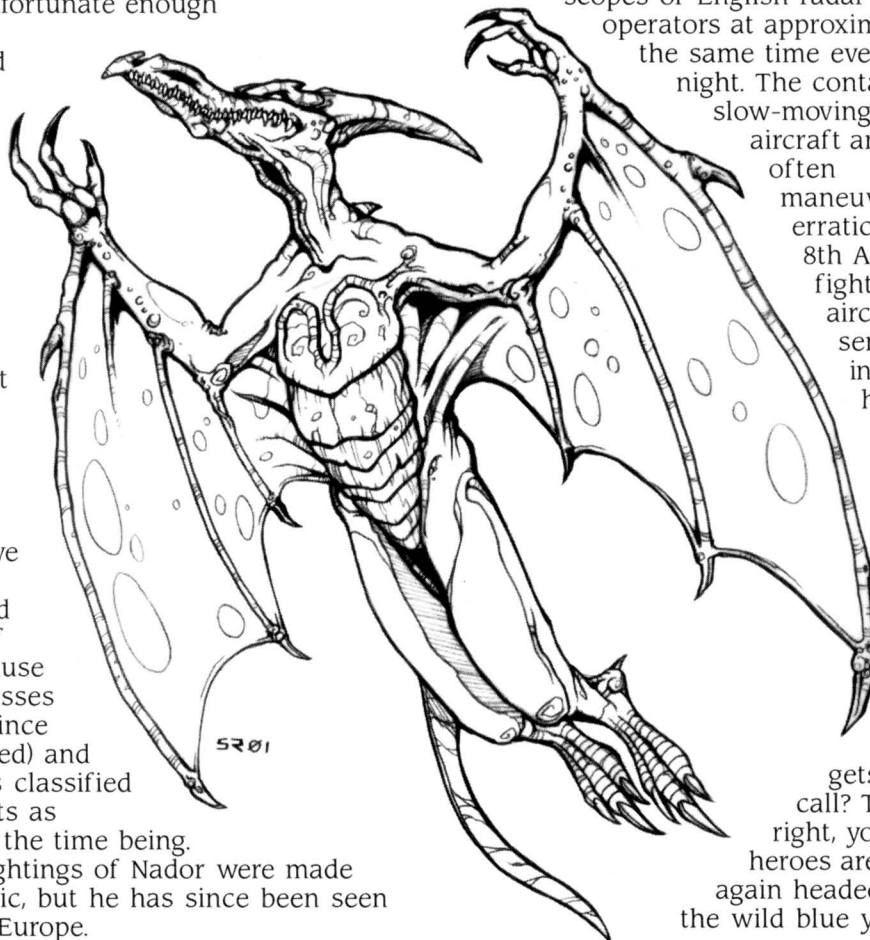
The pilots of any aircraft caught in this windstorm must make Piloting rolls against a DC of 20 to maintain control of their aircraft.

Creating a wind blast is a full round action for Nador. He can maintain the blast for up to 6 rounds before needing to rest for a like amount of time.

Adventure Seed

A mysterious blip appears on the scopes of English radar operators at approximately the same time every night. The contact is slow-moving for an aircraft and often maneuvers in erratic ways. 8th Air Force fighter aircraft sent to investigate have not returned. The OSI is then brought in to look into the matter. Guess who

gets the call? That's right, your heroes are once again headed into the wild blue yonder.



Roc

Gargantuan Beast

Hit Dice: 18d10+126 (225 hit points)

Initiative: +2 (Dex)

Speed: 20 ft., fly 80 ft. (Average)

AC: 14 (-4 size, +2 Dex, +6 natural)

Attacks: 2 claws +21 melee, bite +16 melee

Damage: Claw 2d6+12, bite 2d8+6

Face/Reach: 20 ft. by 40 ft./10 ft.

Special Attacks: Snatch

Special Qualities: None

Saves: Fort +18, Ref +13, Will +7

Abilities: Str 34, Dex 15, Con 24, Int 2, Wis 13, Cha 11

Skills: Listen +4, Spot +4*

Feats: Flyby attack

Climate/Terrain: Temperate and warm mountains.

Organization: Solitary or pair

Challenge Rating: 9

Treasure: None

Alignment: Neutral

The roc is a creature straight out of mythology. It appears in the mountains of southern Italy and in Greece. Rocs look much like giant eagles with brown to tan plumage.

The 10th Mountain Division in Italy has lost a number of men to rocs protecting their nests from intrusion. The OSI has hushed up these attacks and many of the survivors are now serving on detached duty at OSI HQ in Scotland.

Combat

Rocs prefer to attack from the air, swooping down to pluck up its unfortunate prey in its talons. A roc is usually just looking for food when it attacks. If its prey (or the prey's friends) causes it significant damage (one quarter of its total hit points or more) it normally flies off in search of an easier meal.

On the other hand, it fights anything approaching its nest to the death. Most roc nests appear to be a jumble of downed trees covered with mounds of hay. Closer examination reveals a pattern to the logs' position and possibly the bones of cattle, humans, and other prey items.

Razor Sharp Talons & Beak: The talons and beak of the roc are razor sharp and hard. This gives them a Penetration Value of 30 against armored targets.

Snatch: A roc that hits a creature of Small size but no larger than Huge, with a claw attack attempts to start a grapple as a free action without provoking an attack of opportunity. If the roc achieves a hold, it can fly off with its prey and automatically make a bite attack each round in lieu of a claw attack. It can drop a snatched creature as a free action or use a standard action to fling it aside.

A flung creature travels 90 feet and takes 9d6 points of damage. If the roc flings it while flying, the creature suffers this amount of damage or falling damage, whichever is greater.

Skills: *Rocs receive a +4 racial bonus to spot checks during daylight hours.

Adventure Seed

Members of the 10th Mountain Division have begun

disappearing from their foxholes at night. A check of the files reveals their earlier run-in with the rocs. Are the missing soldiers being snatched by hungry rocs, or is something a little more dark and sinister going on?



Bomber Record Sheet

Pilot:

Aircraft:

AC:

Damage Points:

Maneuverability:

Critical Hits:

Aircraft Hit Location

d10 Roll	Location	AV
1-4	Wing	—
5-8	Fuselage	—
9	Cockpit	—
10	Engine	—

Chin Turret

Gunner AB:
Weapon:
Damage:
Bursts:

Dorsal Turret

Gunner AB:
Weapon:
Damage:
Bursts:

Ball Turret

Gunner AB:
Weapon:
Damage:
Bursts:

Left Waist

Gunner AB:
Weapon:
Damage:
Bursts:

Dorsal Waist

Gunner AB:
Weapon:
Damage:
Bursts:

Right Waist

Gunner AB:
Weapon:
Damage:
Bursts:

Tail Gunner

Gunner AB:
Weapon:
Damage:
Bursts:

Ordinance

Ordinance

Damage

Aircraft Position

0	1	2	3	4	5	6	7	8	9	10
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Fighter Record Sheet

Pilot:

Aircraft:

AC:

Damage Points:

Maneuverability:

Critical Hits:

Aircraft Hit Location

d10 Roll	Location	AV
1-4	Wing	—
5-8	Fuselage	—
9	Cockpit	—
10	Engine	—

Left Wing 1	Left Wing 2	Nose	Right Wing 1	Right Wing 2
Weapon:	Weapon:	Weapon:	Weapon:	Weapon:
Damage:	Damage:	Damage:	Damage:	Damage:
Bursts:	Bursts:	Bursts:	Bursts:	Bursts:

Tail Gunner	
Weapon:	
Damage:	
Bursts:	

Aircraft Position

0	1	2	3	4	5	6	7	8	9	10
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Fighter Record Sheet

Pilot:

Aircraft:

AC:

Damage Points:

Maneuverability:

Critical Hits:

Aircraft Hit Location

d10 Roll	Location	AV
1-4	Wing	—
5-8	Fuselage	—
9	Cockpit	—
10	Engine	—

Left Wing 1	Left Wing 2	Nose	Right Wing 1	Right Wing 2
Weapon:	Weapon:	Weapon:	Weapon:	Weapon:
Damage:	Damage:	Damage:	Damage:	Damage:
Bursts:	Bursts:	Bursts:	Bursts:	Bursts:

Tail Gunner	
Weapon:	
Damage:	
Bursts:	

Aircraft Position

0	1	2	3	4	5	6	7	8	9	10
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Always Watch The Skies!

...for you never know what might be hiding in the dark clouds above!

The skies over Europe are the most dangerous of all right now. Thousands of Allied bombers lumber over France and Germany, reigning fiery death on the Axis forces below. But what waits for them in the moonlit clouds? Speeding Messerschmitts may be the least of the air crews' worries, for this is no ordinary war—this is *Weird War*!

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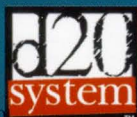
We have ghoulish goodies for the War Master too!

Inside you'll find more than a dozen creepy new flying terrors and a full-length adventure, *Memphis Hell!* This twisted tale concerns a B-17 that hasn't quite "given up the ghost" yet, if you catch our drift. Can your team master the fearful Flying Fortress? Or will their names be added to the roster of those who died within it!

Dead From Above is a core rulebook for *Weird Wars*. You must have the *Blood on the Rhine* book to play.



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