JET COMBAT – QUICK REFERENCE SHEETS

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(Exodus 20:15 - "Thou shall not steal.")

The full **Game Turn** proceeds through a series of steps thus:

1. First, all aircraft that are in departed controlled flight can **attempt to recover controlled flight** (see the Departing Controlled Flight section)

2. Next, all aircraft **conduct visual searches** (see the optional Visual Search section)

3. Next, players **determine which aircraft are tailing** another aircraft

Players then **determine the order of movement** for their aircraft for the Game Turn thus:

- Each aircraft **throws two D6** and totals the dice
- If *any* of the throws are tied, then *all* players re-throw
- Players keep re-throwing until no throws are tied

The aircraft are then **moved in the order of the lowest dice throw to the highest dice throw** (remembering that the tailing rules can over-ride the determined order of movement).

The first thing a player does when it is his turn is to:

4. **Choose and write down the Basic Manoeuvre or Advanced Manoeuvre** that the player wants his aircraft to do (see Appendix C for the Aircraft Log Sheet)

The player can also **choose to voluntarily depart controlled flight instead** of choosing a manoeuvre (see the Departing Controlled Flight section), and the player can also **choose to eject instead** of choosing a manoeuvre (see the Ejecting section).

Next, the player:

5. **Reveals his aircraft's chosen manoeuvre**

6. Then, the player **moves his aircraft's stand on the table using the Rules of Flight** (see the next section)

7. Then, when the player has completed moving his aircraft stand's on the table, that player **adjusts** the **levels altitude**, the nose **attitude** and the wing **banking** on his model aircraft on the stand as required by the Rules of Flight for the particular manoeuvre done

8. Finally, this player **announces** to all players **that he has finished manoeuvring his aircraft**
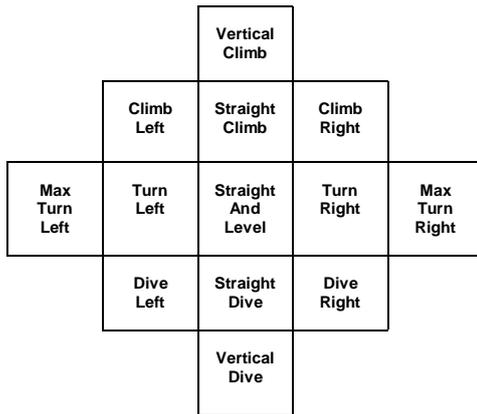
Then, **all players that are tailing this particular aircraft then have their turns, and proceed to complete steps 4 to 8** (as set out above) **in their order of movement**. Otherwise, if the aircraft is not being tailed, then play simply passes on to the next player in the order of movement who then proceeds to complete steps 4 to 8 (as set out above).

Finally, when all players have completed manoeuvring their stands on the table, combat is resolved thus:

9. First, players opting to do so **fire flares**

10. Players then **resolve combat**

Once all combat has been resolved, the full Game Turn is over and players repeat the Game Turn sequence as noted above.

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BASIC MANOEUVRES

		Vertical Climb		
	Climb Left	Straight Climb	Climb Right	
Max Turn Left	Turn Left	Straight And Level	Turn Right	Max Turn Right
	Dive Left	Straight Dive	Dive Right	
		Vertical Dive		

FLYING STRAIGHT AND LEVEL

Ends with *nose pointed level at 0 deg* with *wings banked level at 0 deg or banked inverted level at 180 deg* (player's choice).

PERFORMING A DESCENDING MANOEUVRE

Performs Straight and Level manoeuvre (see above) then model is moved *down one level* on the stand.

PERFORMING A TURN

Ends with *nose pointed level at 0 deg* with *wings banked at 45 deg or inverted banked at 135 deg* (player's choice) in direction that aircraft did the Turn (either left or right).

PERFORMING A MAXIMUM TURN

Ends with *nose pointed level at 0 deg* with *wings banked vertical at 90 deg* in direction that aircraft did the Maximum Turn (either left or right).

PERFORMING A CLIMB

Remember, a climb in excess of an aircraft's maximum climb capability is deemed to be a Vertical Climb.

A *straight Climb* ends with *nose pointed up at 45 deg* with *wings banked level at 0 deg or inverted level at 180 deg* (player's choice). A *turning Climb* (either left or right) ends with *nose pointed up at 45 deg* with *wings banked at 45 deg or inverted banked at 135 deg* (player's choice) in direction that the aircraft did the Turn (either left or right).

PERFORMING A DIVE

A straight Dive ends with *nose pointed down at 45 deg* with *wings banked level at 0 deg or inverted level at 180 deg* (player's choice). *Turning dive* ends with *nose pointed down at 45 deg* with *wings banked at 45 deg or inverted banked at 135 deg* (player's choice) in direction aircraft did the Turn (either left or right).

PERFORMING A VERTICAL CLIMB

Ends with *nose pointed up at 90 deg* with *wings banked level at 0 deg or inverted level at 180 deg* (player's choice).

PERFORMING A VERTICAL DIVE

Ends with *nose pointed down at 90 deg* with *wings banked level at 0 deg or inverted level at 180 deg* (player's choice).

Remember*: Ending any manoeuvre with wings banked vertical at 90 deg automatically loses one level of altitude.

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ADVANCED MANOEUVRES

PULL–THRU (#)
A Pull-Thru is basically a quick change from level flight into a steep or vertical climb.

Prerequisites: Aircraft must have ended previous Game Turn with **nose pointed level at 0 deg**.

Procedure: Aircraft **performs a Vertical Climb manoeuvre** bypassing Climb.

Post-requisites: Ends with **nose pointed up at 90 deg** and with **wings banked level at 0 deg**. On the next move the aircraft may perform any legal manoeuvre.

PUSH–THRU (#)
A Push-Thru is basically a quick change from level flight into a steep or vertical dive.

Prerequisites: Aircraft must have ended previous Game Turn with **nose pointed level at 0 deg**.

Procedure: Aircraft **performs a Vertical Dive manoeuvre** bypassing Dive.

Post-requisites: Ends with **nose pointed down at 90 deg** and with **wings banked inverted level at 180 deg**. On the next move the aircraft may perform any legal manoeuvre.

HORIZONTAL BREAK (#)
A Horizontal Break is where the aircraft pulls into a quick and extremely tight horizontal turn.

Prerequisites: Aircraft must have ended previous Game Turn **nose pointed up at 45 deg, level at 0 deg or down at 45 deg and with its wings banked level at 0 deg or inverted level at 180 deg**.

Procedure: Aircraft **performs a Maximum Turn manoeuvre** (either left or right) bypassing Turn.

Post-requisites: Ends with **nose pointed level at 0 deg** with **wings banked vertical at 90 deg** in the direction that aircraft did the Horizontal Break (either left or right). On the next move the aircraft may perform any legal manoeuvre.

VERTICAL BREAK (#)
A Vertical Break is basically a tight diving turn in the vertical plane.

Prerequisites: Aircraft must have ended previous Game Turn with **nose pointed up at 45 deg**.

Procedure: Aircraft **performs a 5 or 6 levels Straight Dive manoeuvre** bypassing Level.

Post-requisites: Ends with **nose pointed down at 45 deg** and with **wings banked inverted level at 180 deg**. On the next move the aircraft may perform any legal manoeuvre.

LATERAL BREAK (#)
A Lateral Break is a quick change from a climb in one direction to a dive in the opposite direction.

Prerequisites: Aircraft must have ended previous Game Turn with **nose pointed up at 45 deg and with wings banked at 45 deg or inverted banked at 135 deg**.

Procedure: Aircraft **performs a 5 or 6 level Dive manoeuvre** bypassing Level thus:

- If currently **Climbing Left**, then the player **performs a Dive Right manoeuvre**
- If currently **Climbing Right**, then the player **performs a Dive Left manoeuvre**

Post-requisites: Ends with **nose pointed down at 45 deg** with **wings banked inverted at 135 deg** in direction of the dive (either left or right). On the next move the aircraft may perform any legal manoeuvre.

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REVERSAL (#)
A Reversal is where a turning aircraft pulls quickly into an extremely tight turn in the opposite direction.

Prerequisites: The aircraft must have ended the previous Game Turn with its **nose pointed up at 45 deg, nose pointed level at 0 deg or nose pointed down at 45 deg** and **with its wings banked level at 45 deg or inverted banked at 135 deg** (either to the left or right).

Procedure: To perform a Reversal manoeuvre, the aircraft performs a Turn manoeuvre in the opposite direction bypassing Straight thus:

- **If the aircraft is climbing** (nose pointed up at 45 deg), **then the aircraft performs a Climb manoeuvre in the opposite direction**

- **If the aircraft is in level fight** (nose pointed level at 0 deg), **then the aircraft performs a Turn manoeuvre in the opposite direction**

- **If the aircraft is diving** (nose pointed down at 45 deg), **then the aircraft performs a Dive manoeuvre in the opposite direction**

Post-requisites: An aircraft performing a **Climbing Reversal** manoeuvre ends the Game Turn with its **nose pointed up at 45 deg** and with its **wings banked level at 45 deg or inverted banked at 135 deg** (player's choice) in the direction that the aircraft did the Turn manoeuvre (either left or right).

An aircraft performing a **Level Flight Reversal** manoeuvre ends the Game Turn with its **nose pointed level at 0 deg** and with its **wings banked at 45 deg, banked vertical at 90 deg or inverted banked at 135 deg** (player's choice) in the direction that the aircraft did the Turn manoeuvre (either left or right).

An aircraft performing a **Diving Reversal** manoeuvre ends the Game Turn with its **nose pointed down at 45 deg** and with its **wings banked level at 45 deg or inverted banked at 135 deg** (player's choice) in the direction that the aircraft did the Turn manoeuvre (either left or right).

On the next move the aircraft may perform any legal manoeuvre.

CLIMBING VERTICAL ROLL
A Climbing Vertical Roll is basically rolling (banking) whilst climbing vertically.

Prerequisites: Aircraft must have ended previous Game Turn with **nose pointed up at 45 deg or pointed up at 90 deg**.

Procedure: The **stand is first turned using the Turn device to any direction desired**. Aircraft **then performs a Vertical Climb manoeuvre**.

Post-requisites: Ends with **nose pointed up at 90 deg** with **wings banked level at 0 deg**. On the next move the aircraft may perform any legal manoeuvre.

DIVING VERTICAL ROLL
A Diving Vertical Roll is basically rolling (banking) whilst diving vertically.

Prerequisites: Aircraft must have ended previous Game Turn with **nose pointed down at 45 deg or pointed down at 90 deg**.

Procedure: The **stand is first turned using the Turn device to any direction desired**. Aircraft **then performs a Vertical Dive manoeuvre**.

Post-requisites: Ends with **nose pointed down at 90 deg** with **wings banked level at 0 deg**. On the next move the aircraft may perform any legal manoeuvre.

WING–OVER

A Wing-Over is where the aircraft changes its general heading 180 deg whilst climbing.

Prerequisites: Aircraft must have ended previous Game Turn with *nose pointed up at 45 deg or pointed up at 90 deg*.

Procedure: The *stand is first turned 180 deg using the Turn device to face the exact opposite direction*. Aircraft *then performs a maximum levels Straight Climb manoeuvre* bypassing Vertical Climb.

Post-requisites: Ends with *nose pointed up at 45 deg* with *wings banked inverted level at 180 deg*. On the next move the aircraft may perform any legal manoeuvre.

SPLIT–S

A Split–S is where the aircraft changes its general heading 180 deg whilst diving.

Prerequisites: Aircraft must have ended previous Game Turn with *nose pointed down at 45 deg or pointed down at 90 deg*.

Procedure: The *stand is first turned 180 deg using the Turn device to face the exact opposite direction*. Aircraft *then performs a 5 or 6 levels Straight Dive manoeuvre* bypassing Vertical Dive.

Post-requisites: Ends with *nose pointed down at 45 deg* with *wings banked level at 0 deg*. On the next move the aircraft may perform any legal manoeuvre.

SIDE–SLIP

Basically, the aircraft moves forward and a little sideways whilst maintaining its current heading.

Prerequisites: Aircraft must have ended previous Game Turn with *nose pointed level at 0 deg*.

Procedure: The stand is first *moved forward and then moved slightly sideways* (either left or right) using the *Side-Slip settings on the Barrel Roll device*.

Post-requisites: Ends with *nose pointed level at 0 deg* with *wings banked at 45 deg in the same direction* in which the aircraft side-slipped. On the next move the aircraft may perform any legal manoeuvre.

BARREL ROLL (#)

A Barrel Roll is a spiralling manoeuvre that is used to reduce movement but not speed.

Prerequisites: Aircraft must have ended previous Game Turn with *nose pointed level at 0 deg*.

Procedure: The stand is moved directly forward using *Barrel Roll settings on the Barrel Roll device*.

Post-requisites: Ends with *nose pointed level at 0 deg* with *wings banked at the same angle as before the Barrel Roll*. On the next move the aircraft may perform any legal manoeuvre.

LATERAL RUDDER ROLL or SNAP ROLL (#)

A Lateral Rudder Roll is rather more radical side-slip manoeuvre.

Prerequisites: Aircraft must have ended previous Game Turn with *nose pointed level at 0 deg*.

Procedure: The stand is first *moved forward and then moved slightly sideways* (either left or right) using the *Lateral Rudder Roll settings on the Barrel Roll device*.

Post-requisites: Ends with *nose pointed level at 0 deg* with *wings banked at 45 deg in the opposite direction* to direction that the aircraft Lateral Rudder Rolled. On the next move the aircraft may perform any legal manoeuvre.

JINK (#)
Jinking is manoeuvring the aircraft through a series of small random turns, skids, pitch-ups and yaws. It is commonly used as a tactic to spoil an enemy aircraft's gunfire.

Prerequisites: Aircraft **cannot be in a vertical climb or a vertical dive** (nose not up or down at 90 deg).
Procedure: Aircraft manoeuvres thus:

- *If nose pointed is up at 45 deg, aircraft performs a straight Climb manoeuvre*
- *If nose pointed is level at 0 deg, aircraft performs a Straight and Level manoeuvre*
- *If nose pointed is down at 45 deg, aircraft performs a straight Dive manoeuvre*

Post-requisites: A **straight Climb** ends with **nose pointed up at 45 deg** with **wings banked level at 0 deg or inverted level at 180 deg** (player's choice).

A **Straight and Level** ends with **nose pointed level at 0 deg** with **wings banked level at 0 deg or banked inverted level at 180 deg** (player's choice).

A **straight Dive** ends with **nose pointed down at 45 deg** with **wings banked level at 0 deg or inverted level at 180 deg** (player's choice).

On the next move the aircraft may perform any legal manoeuvre.

STALL TURN (#)
A Stall Turn is a tricky, climbing, slowing down and then turning manoeuvre that is used to change direction.

Prerequisites: Aircraft must have done **same climbing Turn on previous two consecutive Game Turns**.

Procedure: **Must first determine if aircraft departs controlled flight**. If aircraft does not depart controlled flight, then **stand is first pivoted using the Turn device thus**:

- If currently **Climbing Left, then stand is pivoted 90 deg anti-clockwise**
- If currently **Climbing Right, then stand is pivoted 90 deg clockwise**

Aircraft **then performs a 5 or 6 levels Straight Dive manoeuvre** bypassing Straight and Level.

Post-requisites: Ends with **nose pointed down at 45 deg** with **wings banked level at 0 deg or inverted level at 180 deg** (player's choice). On the next move the aircraft may perform any legal manoeuvre.

VIFF (#)
Only a Harrier or one of its derivatives can perform.

Prerequisites: Aircraft must have ended previous Game Turn with **nose pointed level at 0 deg with wings banked level at 0 degrees**.

Procedure: Stand is moved forward using **VIFF settings on the Barrel Roll device**.

Post-requisites: Ends with **nose pointed level at 0 deg** and **wings banked level at 0 deg**. **On the next move the aircraft must perform a 5 or 6 levels Dive Manoeuvre** (either left, straight or right – player's choice).

VIFF TURN (#)
Only a Harrier or one of its derivatives can perform.

Prerequisites: Aircraft must have ended previous Game Turn with **nose pointed level at 0 deg**.

Procedure: Stand is first turned (either left or right) into any position **upto the 90 degree position** in the **Maximum Turn zone on the Turn device**. Aircraft **then performs a Straight and Level manoeuvre**.

Post-requisites: Ends with **nose pointed level at 0 deg** with its **wings banked vertical at 45 deg** in direction that the aircraft did the VIFF Turn (either left or right). **On the next move the aircraft must perform a 5 or 6 levels Dive Manoeuvre** (either left, straight or right – player's choice).

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VIFF VERTICAL DIVE (#)

Only a Harrier or one of its derivatives can perform.

Prerequisites: The aircraft must have ended the previous Game Turn with its ***nose pointed level at 0 deg or nose pointed down at 45 deg***.

Procedure: To perform a VIFF Vertical Dive manoeuvre, the stand is first ***moved directly forward to any position in the Vertical Dive zone on the Dive device***. ***The aircraft is then moved down 7 or 8 levels of altitude on the stand*** (player's choice).

Post-requisites: The aircraft on the stand is placed with its ***nose pointed down at 90 deg*** and with its ***wings banked level at 0 deg***. On the next move the aircraft may perform any legal manoeuvre.

DEPARTING CONTROLLED FLIGHT

Throw *two D6*, total them, and then modify the total thus:

- + 1   for an Inexperienced pilot
- – 1   for an Ace pilot
- + 1   for each consecutive Game Turn that the aircraft has been above its maximum allowed altitude

If the modified total is *10 or more*, then aircraft immediately ***departs controlled flight***; is placed in (or remains in) the Vertical Dive position with ***nose pointed down at 90 deg*** with ***wings banked level at 0 deg***.

To attempt to recover the aircraft, throw *two D6*, total them and then modify the total thus:

- + 1   for an inexperienced pilot
- – 1   for an ace pilot
- – 1   for each consecutive Game Turn that the aircraft has been in departed controlled flight

If the modified total is *10 or less*, then the aircraft ***recovers controlled flight***; recovers in a dive with ***nose pointed down at 45 deg*** with ***wings banked level at 0 deg and facing a random direction***.

DAMAGED AIRCRAFT

A damaged aircraft's *Basic Manoeuvres Diagram* becomes:
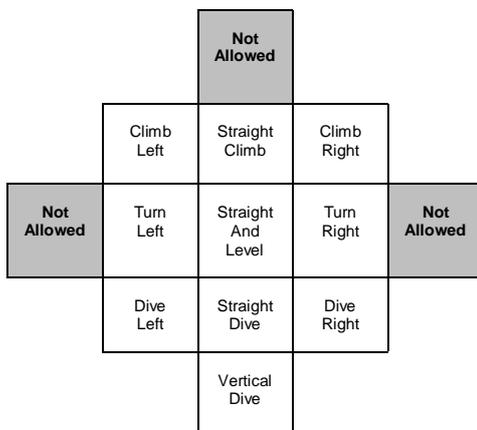
In addition, a damaged aircraft:

- Has a maximum altitude of 70 levels
- Cannot perform any Advanced Manoeuvre marked **(#)**
- Must jettison all external gun pods, drop tanks, bombs, etc (where if fitted)

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