

A Forgotten Sideshow

This is an AAR of the Basic Game Campaign -- Six turns, each turn consisting of two missions.

In the basic game, all missions are determined by rolling 2d6 on the Basic Game Table. So I roll 2d6 and get a 5, indicating that I will be flying a Fighter Sweep for my first mission of the day.

4	Strike Mission. Experimental Farms, New Britain . Place target marker on huts icon in New Britain .	1 500 Pound Bomb/ 50 cal.
5	Fighter Sweep Mission. All zones in New Ireland and Duke of York Island . Place target markers on Japanese held zones on NI and DYI.	1 500 Pound Bomb/ 50 cal.
6	Strike Mission. Vunakanau Airfield, New Britain . Place target marker on airfield icon in New Britain .	1 500 Pound Bomb/ 50 cal.

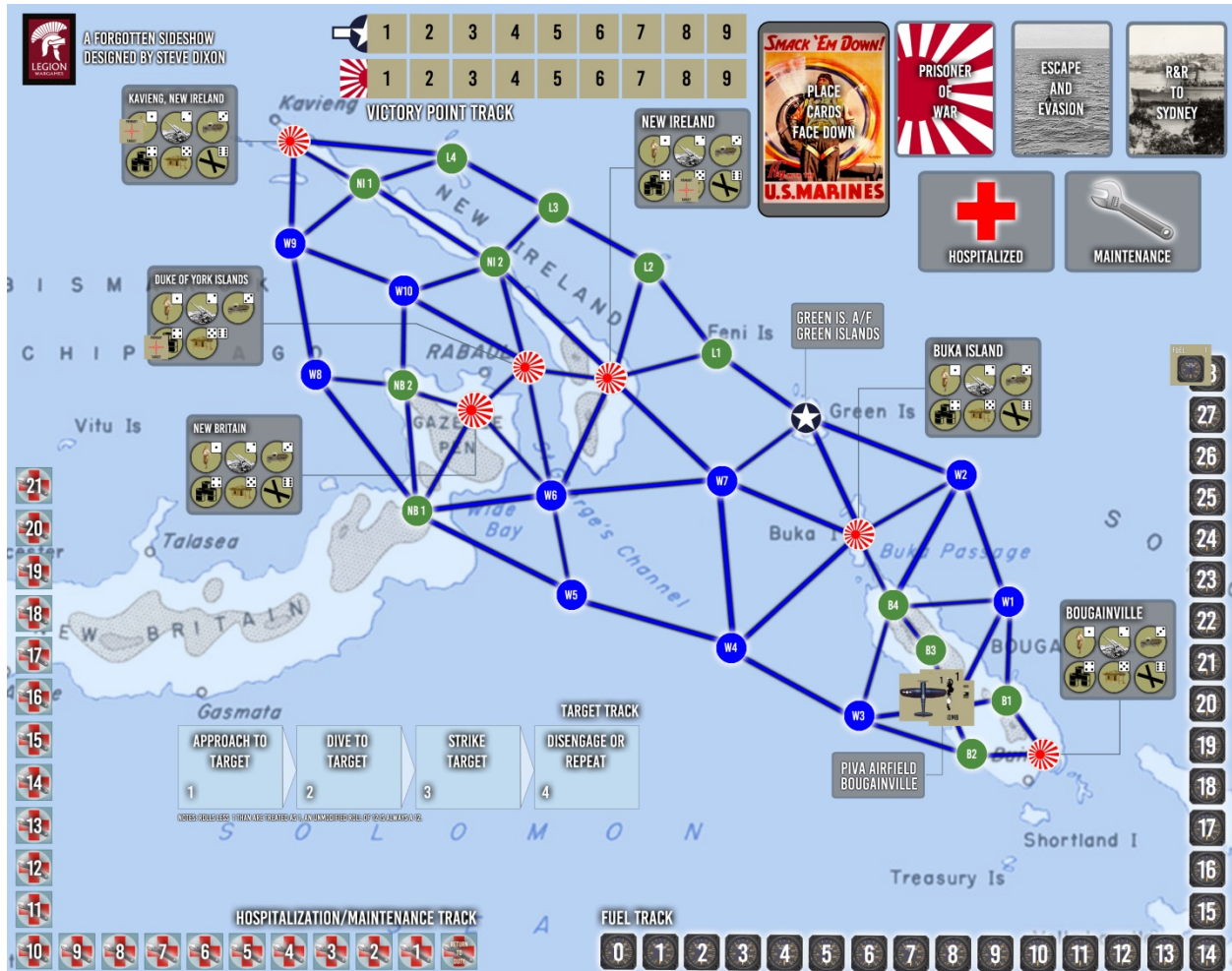
The Fighter Sweep entails flying into every zone on New Ireland and Duke of York Island, as well as striking the Japanese held zones on both islands. This is a long distance flight so I will have to watch my fuel. To determine the type of target I will be hitting in the Japanese held zones on New Ireland and Duke of York, I consult the area blocks on the map for each target zone on New Ireland and Duke of York. A dice icon appears next to each possible target type (see below).



I roll one dice to determine the target type. I roll a 5 indicating I will be striking huts/buildings. I place a primary target marker on the space. I repeat the procedure for Kavieng, New Ireland and Duke of York (a roll of 1 and a roll of 4). So I will also be hitting troop concentrations at Kavieng and supplies on Duke of York. I place Primary Target Markers on the rolled icons on Kavieng and Duke of York.

I will also be carrying 1 500 pound bomb as well as ammo for my .50 caliber machine guns. Since Kavieng is involved in the sweep, I will be carrying an external fuel tank. This is reflected by placing my fuel gauge labeled 1 on the 28 space on the fuel track. For purposes of game play I will be using plane number one

as well as pilot number 1. In the basic game, all pilots are considered experienced. I place my pilot marker, corsair marker, a 500 pound bomb marker on the Piva Air Field zone on the map.



I also have a copy of the Mission Log Sheet and Corsair Damage Sheet. On the mission log I list my name and targets, and I will keep track of my 50 caliber ammo as I fire my machine guns, marking a box off each time I fire my guns. I will track damage to my plane on the damage sheet.

A word on my game plan – I will head south and approach Duke of Island to strike it first. I will then proceed to Kavieng, then travel south east to hit the southern tip of New Ireland before I make my way home. If I hit clear weather to and from the target I will end up consuming slightly more than half my fuel. Since this is a Fighter Sweep I am allowed to conduct searches to and from my targets. However to conserve fuel, I will attempt searches and possible attacks until after all three target zones have been hit. Search and attacking a possible contact consumes fuel. There is also the possibility of hitting adverse weather so I will want to have a little extra fuel just in case (see next page).

A FORGOTTEN SIDESHOW
DESIGNED BY STEVE DIXON

LEGION

SMACK 'EM DOWN!
PLACE PARDS FACE DOWN
U.S. MARINES

PRISONER OF WAR

ESCAPE AND EVASION

R&F TO SYDNEY

HOSPITALIZED

MAINTENANCE

VICTORY POINT TRACK

NEW IRELAND

DUKE OF YORK ISLANDS

NEW BRITAIN

BUKA ISLAND

BOUGAINVILLE

PIVA AIRFIELD BOUGAINVILLE

GREEN IS. A/F GREEN ISLANDS

Green Is

Buka Is

Bougainville

Treasury Is

Shortland I

Kavieng

NEW IRELAND

RABAU

GAZELLE PENINS

NEW BRITAIN

Vitu Is

Talasea

BRITAIN

Gasmata

W9 **W8** **W7** **W6** **W5** **W4** **W3** **W2** **W1**

L1 **L2** **L3** **L4** **N1** **N2** **N3** **N4** **N5** **N6** **N7** **N8** **N9**

B1 **B2** **B3** **B4**

1 **2** **3** **4**

APPROACH TO TARGET

DIVE TO TARGET

STRIKE TARGET

TARGET TRACK

DISENGAGE OR REPEAT

HOSPITALIZATION/MAINTENANCE TRACK

FUEL TRACK

NOTES: (PLEASE READ THESE IN ORDER FROM TOP TO BOTTOM)

Note the path in red. I can move in any direction as long as zones (green – land; blue – water; and target zones – Japanese flags) are connected by the solid blue lines.

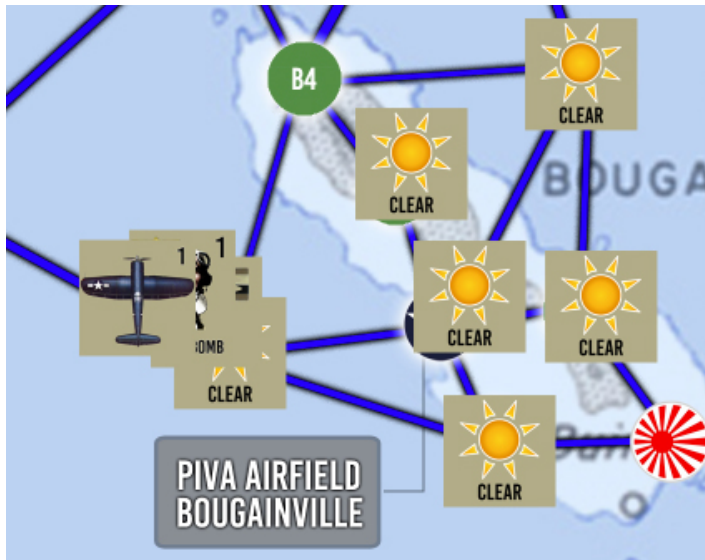
It is now time to take off! So the first thing I do is draw a weather card. I draw the following card:



The top portion of the card gives the weather info. I place a weather counter on Piva matching the icon on the card, as well as all zones connected to Piva. In short, the card determines the weather for the zone you occupy as well as all other adjacent, connected zones. In this case it is clear.

A few notes. The card also functions to determine Japanese AA fire when necessary. The “RE 4” on the bottom right is a random event and is used in the advanced/campaign game. The numeral 5 in the top left is the card ID number. There are 52 cards in the game.

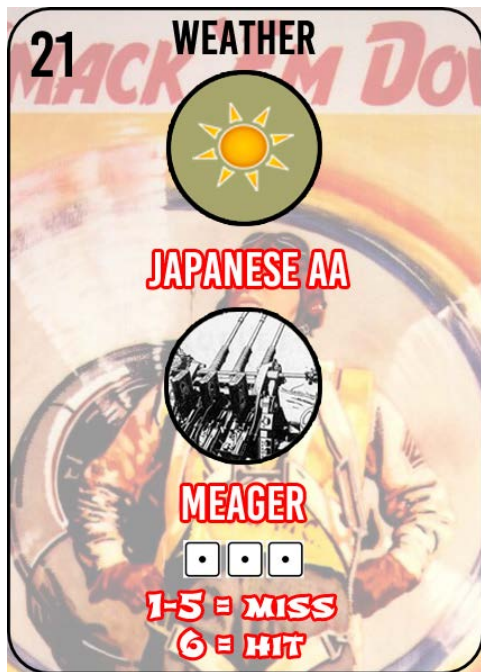
Now I roll on Table 1-1. No modifiers are in effect. I roll a “9” indicating a successful takeoff. I now move my plane counters to Water Zone “W3” and consume 1 fuel point (See diagram below). My fuel gauge now stands at 27.



Note that the weather counters remain in place. When I enter the next zone (W4) they will be removed.

Since a weather marker is in W3, I do not draw a weather card. The player at this point could search the zone for a Japanese unit; it’s an option for the player. I opt not to do so and proceed to my next zone (W4) and consume another fuel point. My fuel now stands at 26. At this point the external tank is empty and is considered jettisoned. When I move into W4, the markers are removed.

After I remove the weather counters, I now draw a weather card to determine the weather. I draw the following card:



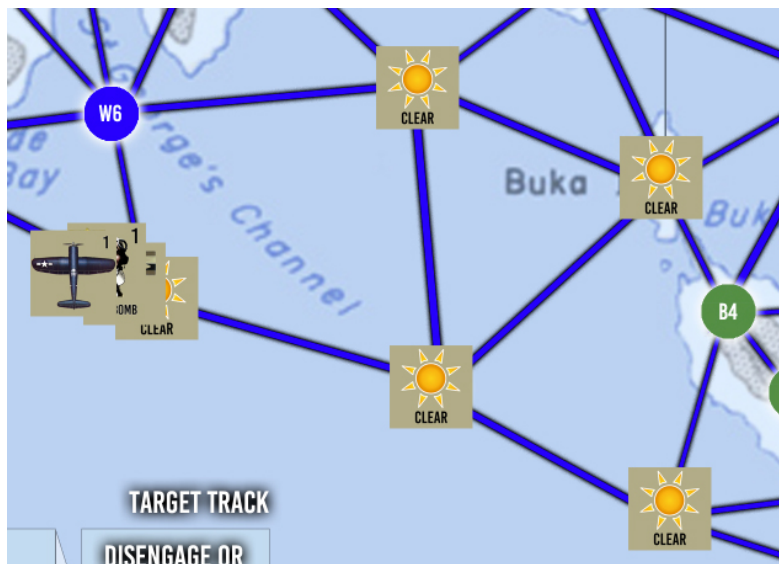
Once again clear weather. As I did last turn, I place clear weather markers in my zone and connected surrounding zones. It is at this point the player may attempt to search the zone. Keeping to my strategy, I opt not to do so. I want to make sure I am able to hit my assigned Japanese held zones.

So I now move my Corsair to W5, consuming a fuel point as I do so. My fuel now stands at 25. See diagram below.

Since a weather marker is present in the zone, I do not draw a weather card. I will not search, keeping in line with my strategy. I move to Zone W6 and consume a fuel point. My fuel is now at 24.

Before I draw a weather card, I remove the weather markers on the map. My card draw shows I have now run into clouds and rain (see next page). I place cloud rain markers in the

zone I occupy as well as connected zones to my space. This includes my next zone which is the Duke of York Islands Japanese held zone – one of my targets.



26 **WEATHER**



JAPANESE AA



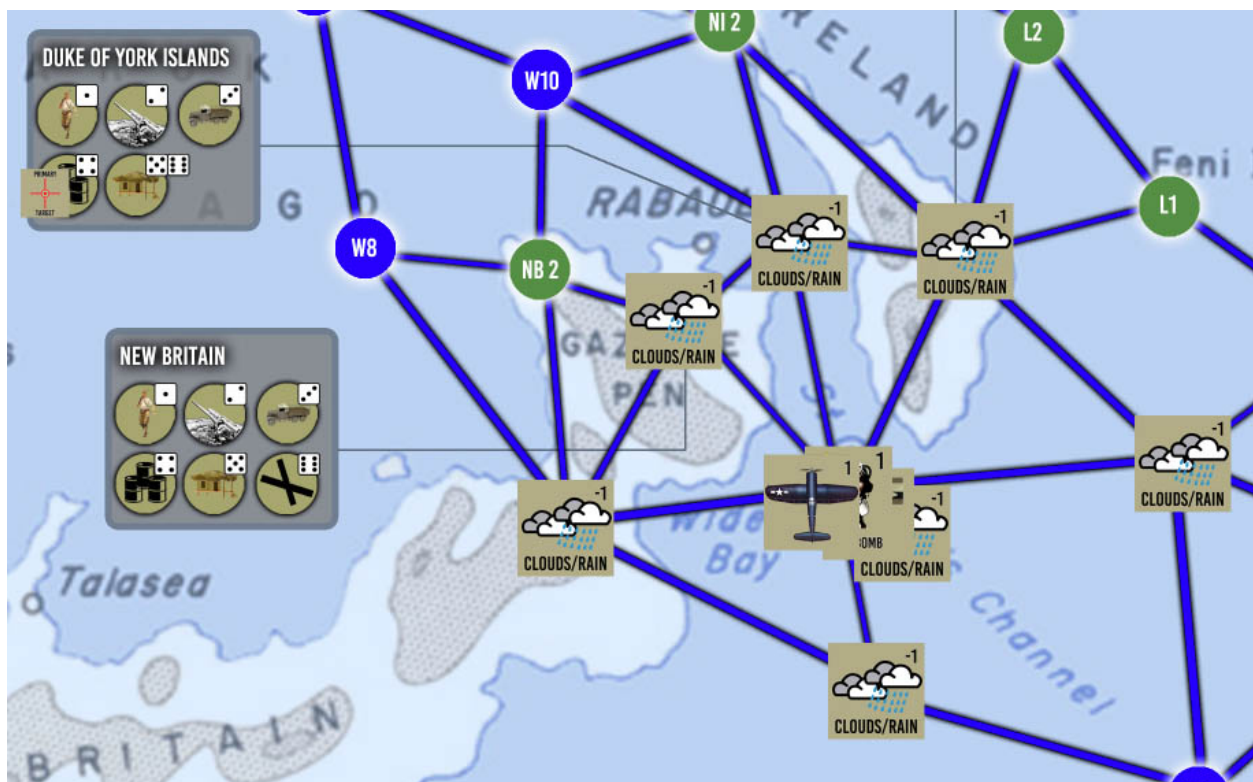
MEAGER

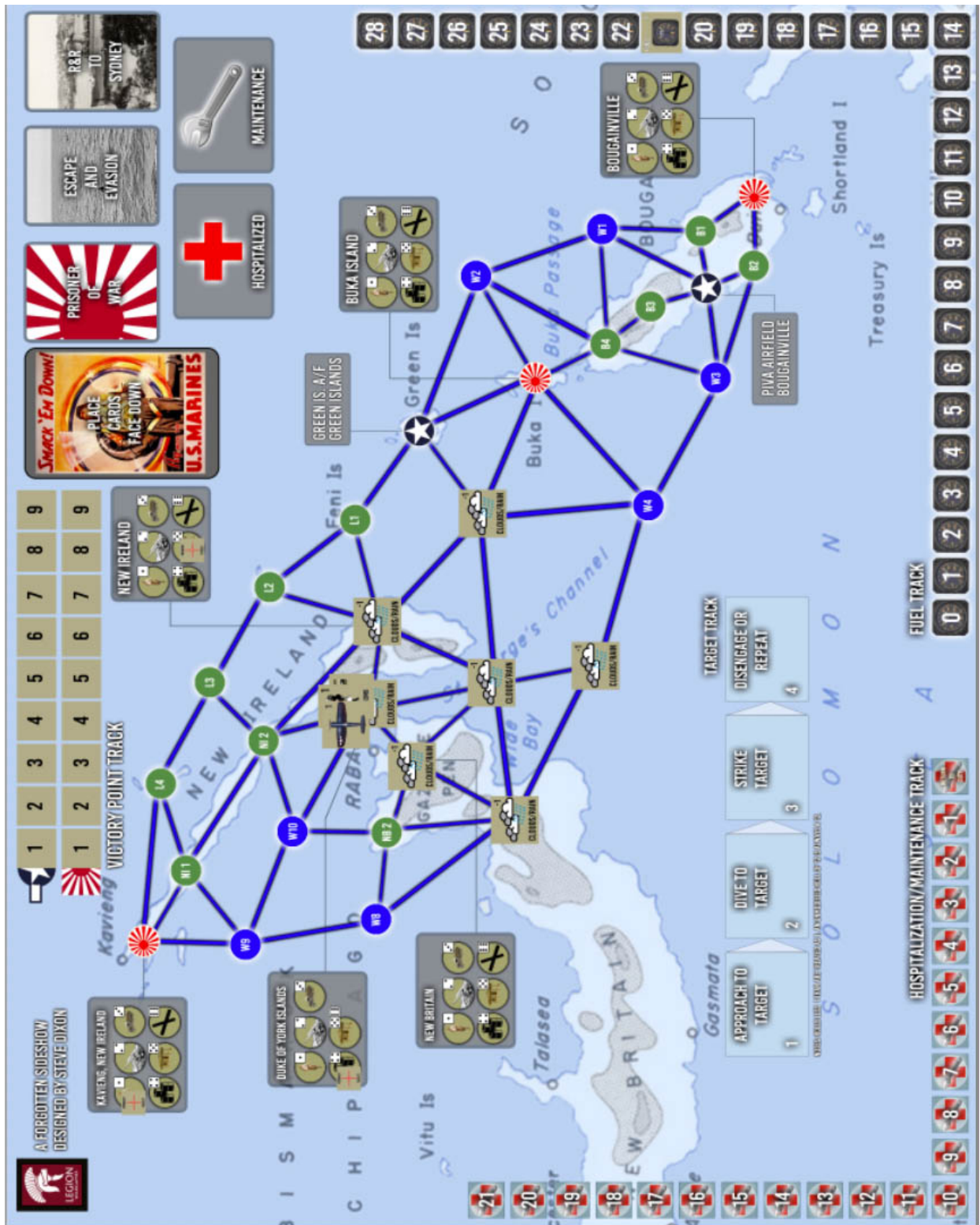


1-5 = MISS
6 = HIT

The player is now confronted with a decision he must make: abort or push through the weather. Aborting the weather may save your plane to fight another day, or you can try and push through the front and on toward the target.

Since my plane is in pretty decent shape, I decide to push through, consulting Table 2.1. There is a -1 modifier on the dice roll for the weather (it's also on the counter as a reminder). I roll 2d6 and end up with a 3. Subtract 1 and I have a 2. I failed in my attempt to push through. Each attempt consumes a fuel point so now my fuel is at 23. A player may make as many attempts to break through as fuel allows and he can abort to head home at any point during the process. So I will try again. My roll is a 6 with a -1 makes it a 5. I am successful. I consume another fuel point for the attempt, and move to the Duke of York Target Zone, consuming a fuel point for my move. My fuel gauge is now at 21.





Above is the current situation before attacking a supply depot on Duke of York Island.

Attacking a designated target zone

Since a weather marker is present, no card is drawn. The negative modifier will affect the player's ability to hit the target. Unlike land and water zones, the player does not attempt to push through the weather. My counters (Corsair, pilot and bomb) are temporarily placed on the space labeled 1 on the target track. See below:



Next I draw a card to determine Japanese AA fire as I move through the track to hit the target. I draw the following card:



I will be facing meager Japanese AA fire as I progress through the track. The dice icons are ignored since they are used during combat while conducting searches. I now roll 2d6 on Table 4.0 and cross reference the result under the meager column. I roll an 8, subtracting 1 for the weather for a total of 7. I suffer 1 hit. I now go to Table 4-1 to determine which section of the aircraft is hit. I roll 1d6, getting 2. My port wing is hit.

Next I roll on Table 4-3 with 2d6, rolling a 10. The result isn't good – my fuel tank is hit. I roll 1d6 to see just how bad the damage may be. I roll a 2 indicating that I use 2 extra fuel points per zone traveled. A quick calculation shows that I do not have enough fuel to make it home if I go through with the mission.

So, after I hit my target I will turn around and head home. I note the damage on the damage sheet. I now move my counters to the "Dive to Target" space on the track. No fuel is consumed as the track is a magnified view of the target zone. Fuel expenditure has been accounted for by moving into the zone.



I repeat the procedure for Japanese AA fire. I roll 2d6 on Table 4-0. I roll a 5, -1 one for weather for a total of 4. This results in a miss. I now move to the Strike Target space.



Before I attempt to hit the target, the Japanese fire once more. Rolling 2d6 on Table 4.0 I end up with a 5 again, -1 for the weather gives me a total of 4. It's a miss. I now can drop my bomb. For good measure, I will fire my machine guns. However before I do so, I must spot the target. I roll 2d6 on Table 3-2, getting an 8 less one for the weather for a total of 7. The target is spotted. I now roll 2d6 on Table 6-1 and cross reference the result under the supply column and along the 500 lb bomb row. I get an 11, plus one for my machine guns, less one for the weather so my total remains at 11. I get a direct hit on the supply dump! I note the result on my Mission Sheet. I Remove the bomb counter and move my remaining counters to the disengage space.



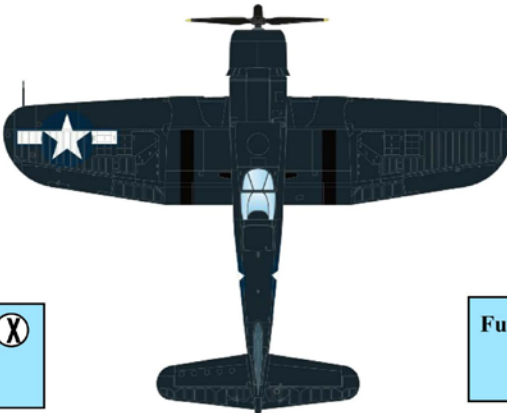
Once again, I determine the result of Japanese fire. I roll a 9 on Table 4-0, less 1 for the weather for an 8. I suffer another hit. I roll 1d6 on Table 4-1, getting a 3. My starboard wing takes a hit. Rolling on Table 4-3 I roll a 4, indicating my starboard wing flap has been hit. I note the damage on my Corsair damage

sheet (see next page). Had I missed, I could swing around for another run at the target (move to the 1 space on the track), consuming a fuel point and repeat the previous procedure. Since I am leaking fuel I decide to abort and move to Zone W6, consuming 3 fuel points. My fuel now stands at 18.

Corsair Damage Sheet

Engine <input type="radio"/> <input type="radio"/> <input type="radio"/>	Fuel/Lines <input type="radio"/>	Cowl Flaps <input type="radio"/>	Oil Tank/Lines <input type="radio"/>	Spark Plugs <input type="radio"/>	Cylinders <input type="radio"/>	Propeller <input type="radio"/>
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Port Wing



Stbd Wing

Flap <input type="radio"/>	Aileron <input type="radio"/>	Flap <input checked="" type="radio"/>	Aileron <input type="radio"/>
Hydraulics <input type="radio"/>	Fuel Tank <input checked="" type="radio"/>	Fuel Tank <input type="radio"/>	Hydraulics <input type="radio"/>
Ammo Pan <input type="radio"/> Ordnance <input type="radio"/> Landing Gear <input type="radio"/> <input type="radio"/>		Ammo Pan <input type="radio"/> Ordnance <input type="radio"/> Landing Gear <input type="radio"/> <input type="radio"/>	

Gunsight <input type="radio"/> Canopy <input type="radio"/> <input type="radio"/> Landing Gear <input type="radio"/> Compass <input type="radio"/> Arming System <input type="radio"/>	Port Spar <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/>	Rudder <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/>	Stbd Spar <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/>	Fuselage <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> Radio <input type="radio"/> CO2 Sys <input type="radio"/> Hydraulics <input type="radio"/> Fuel Tank <input type="radio"/>
Port Elev. <input type="radio"/>	Tail Wheel <input type="radio"/>	Stbd. Elev. <input type="radio"/>	<div style="border: 1px solid black; border-radius: 10px; padding: 5px; min-height: 50px;"> <p style="text-align: right; margin: 0;">Damage Notes</p> </div>	

Damage Notes

2 EXTRA FUEL POINTS
CONSUMED PER ZONE

I now try to get through the weather unscathed. I roll 2d6 on Table 2-1, less one for the weather. I get a 12 which is an automatic pass. I now move to W5, consuming 3 fuel points. My fuel is at 15. Rolling 2d6 on Table 2-1, less one for the weather, roll a 5, less 1 for the weather for a total of 4 which indicates a successful pass through the weather. I now move to W4, consuming 3 fuel points. My fuel is at 12.

The weather counters are removed, and I draw a new weather card.



The weather is good so I place the clear counters in my space and surrounding connected zones.

I now move to Zone W3, consuming 3 fuel points. My fuel stands at 9.

The weather is clear so I continue moving. I move to the Piva space, consuming 3 fuel points. My fuel stands at 6.

I remove the weather counters and draw a weather card to determine the weather for landing. I draw a card indicating a storm. Just my luck -- I will have to subtract 2 from the roll on table 7.1. I roll a 3, -2 leaves me a 1. My plane is damaged on landing but I am ok. I place the plane in the maintenance box.

It's now time for the end of turn maintenance phase. First I calculate my point total. I receive 2 points for the direct hit. I place the x1 marker on the 2 space of the US Victory Point

Track. The Japanese do not receive any points. The End of Turn Maintenance phase consists of several steps all of which are skipped except the aircraft maintenance phase.

For each plane in the maintenance box, I roll 1d10 on table A-8 under the +5 (or Landing Damage) column. I roll a 1 indicating my plane will be out for one full turn. I place the aircraft in the 1 space on the maintenance track. After the last mission of the 2nd day, the plane will become available to fly again.

Thus ends my first mission. Not exactly a perfect mission but I will take the points.

Stay tuned for the second mission.