

"2-3"=Haze conditions; no modifications apply.

"4"=50% cloud cover; apply "-1" modifier to rolls on Tables B-1, B-2, M-4, O-2 and O-6.

"5"=1000% cloud cover; apply "-2" modifier to rolls on Tables B-1, B-2, M-4, O-2 and O-6.

"6"=Storm conditions; bomber may abort. Alternate target may be attacked if desired but no fighter protection possible; apply a "-3" to rolls on Tables B-1 and B-2.

Weather over England also needs to be handled more realistically. While it could be clear for takeoff, the weather there often deteriorated in a few short hours to an alarming degree. Upon your return to England, make another roll for weather over the base and apply the following: "1-4"=poor weather; "5-6"=bad weather.

At certain altitudes under certain conditions, the engine exhaust of a B-17's four engines become visible to the naked eye. "Contrails" (as these came to be called) tended to attract enemy fighters and helped flak crews determine the bombers' altitude quickly. Upon reach Zone 2, roll one die: "1-4"=no contrails; "5-6"=contrails form. If contrails form, apply a "+1" modifier to the die rolls of Tables B-1, B-2 and O-3.

MECHANICAL FAILURE

While the B-17 was a reliable aircraft, the English (or Mediterranean) weather often had a frustrating effect on the engines, turbo-chargers, and other systems of the aircraft. Upon reaching Zone 2, and every turn thereafter, roll two dice; a roll of "12" means a mechanical failure has occurred in your plane. Should such a failure occur, roll two dice and consult the table below, implementing the effects given:

2=Engine Failure. Roll two dice to determine which engine:

- "2", "3" or "7"—engine #1
- "4", "10" or "11"—engine #2
- "5", "6" or "12"—engine #3
- "8" or "9"—engine #4

Then roll one die: "1-3"=engine restarts; "4-5"=engine restarts but not at full power (may stay in formation only by jettisoning bomb load); "6"=no restart, must jettison bomb load and abort mission. If the engine restarts, but not at full power, the pilot may choose to abort the mission.

3=Turbo-Supercharger Failure. Roll two dice to determine engine as above. Aircraft cannot fly as far or as high, and must drop out of formation. Pilot may choose to abort the mission.

4=Heating System Failure. Heat fails throughout aircraft. May drop out of formation, or must risk frostbite. Pilot may choose to abort the mission.

5=Fuel Transfer System Failure. The crew is unable to transfer fuel from one tank to another, or to engines. Roll one die to determine remaining fuel available: "1-2"=four turns; "3-4"=three turns; "5-6"=two turns. Pilot may abort mission. Upon exhaustion of remaining fuel, the plane must either be landed (Table G-9 or G-10), or crew bailed out.

6=Oil Tank Failure. Roll two dice to determine engine as above. Aircraft must drop out of formation, and pilot may choose to abort the mission. Roll one die: "1-3"=fire, roll to extinguish; "4-6"=leak, engine feathered and plane's speed reduced to two turns per zone.

7=Intercom Failure. Bomb run automatically off-target; gunners may hit on Table M-1 only with a "6" (tail gunner with "5-6"). Pilot may choose to abort mission.

8=Oxygen System Failure. Plane must drop out of formation and pilot must abort the mission.

9=Electrical System Failure. Crew must bail out and abandon aircraft.

10=Top Turret Power Failure. Top turret gunner cannot traverse or elevate guns. Gunner may manually traverse and elevate guns (successful on a die roll of "1-2"). If manual attempt successful, the gunner hits on Table M-1 with a die roll of "6".

10=Ball Turret Power Failure. Ball turret gunner cannot traverse or raise/lower turret. Gunner may manually traverse and raise/lower turret (successful on a die roll of "1"). If manual attempt successful, the gunner hits on Table M-1 with a die roll of "6". If unable to raise turret, a "-1" modifier is applied to landing roll on Table G-9 or G-10; gunner is trapped inside. Pilot may choose to abort mission.

12=Bomb Release Mechanism Failure. Bombs fail to drop during bomb run. Bombadier may manually release bombs (successful on a die roll of "1-2"). If manual attempt successful, bomb run off-target. If unsuccessful in manual attempt, plane must leave formation and attempt to jettison (successful on die roll of "1-2"); may attempt one per zone. If bombs onboard upon reaching England, apply a "-4" to the landing roll on G-9 and pilot must remain aboard for landing attempt (remainder of crew may abandon craft). If bombs still aboard in ditching attempt, apply a "-4" to landing roll on G-10 but entire crew may bail out.

Figure 3: Three views of the April 1943 formation.

