

B-17: ERRATA AND RULES SUPPLEMENT

Rulebook - Part I

5.2 MISSION STEPS (clarification) When entering the Designated Target Zone roll for weather before determining Fighter Cover (Table G-5) or attacking enemy fighters waves (Table B-2).

7.1 MISSION VICTORY CONDITIONS (clarification) A B-17 can be irreparably damaged only by a flak BIP or crash landing.

8.0 ABORTING THE MISSION (addition) If a B-17 takes a fuel tank hit which doesn't leave it enough fuel to bomb the target and return, the B-17 may abort the mission and still count it towards the tour of duty.

9.3 TAIL GUNS (clarification) The 9.3 Ace bonus *does* apply to Tail Guns passing shots. The leading gunner ace of the 8th Air Force was a Tail Gunner proficient with this technique (12 credited kills).

9.5 AREA SPRAY FIRE (clarification). Spray fire is directed at a specific clock position (6 O'clock High) not at individual attacking fighters. If more than one fighter attacks from this position (during a successive attack) roll once on Table M-5 for each.

10.0 ENGINES OUT (clarification) A B-17 is never required to spend more than 2 Turns/Zone.

11.0 HEAT OUT/FROSTBITE (correction) Recovery from frostbite is correct as shown in Note (b) to Table BL-5, not as shown in the rules.

12.1 OXYGEN OUT EFFECTS (clarification) The altitude drop required by the loss of oxygen does not occur during the turn in which the damage takes place. Begin the next turn at 10,000 feet.

16.3 LANDING IN EUROPE (clarification) A B-17 which must make a mandatory crash landing its next turn must resolve fighter attacks normally before landing.

18.0 RANDOM EVENTS (correction) The Random Events Table is incorrectly listed as "G-11", when it should be "B-7".

Rulebook - Part II

6.4 (correction) Section 6.4 should read "3-1 = 2 = One Wave."

Mounted Mapboard

1. Table M-2, under Note (a), "FE 190" should read "FW 190", Also add notes: "c) 2 or more FCA = FBOA" "d) 2 or more FBOA = Destroyed" "e) FCA + FBOA = FBOA."
2. Table M-3. Fighter attack die roll modifiers are cumulative for additional FCA and FBOA hits, except that a roll of "6" always hits. Remember that a fighter destroyed (even by an accumulation of hits) does not get to attack.

Orange Card

1. On Table O-5, Area Affected by Flak Hits, for the results "6", "8", and "1 I", refer to Table BL-1, Wing: not BL-4 as shown.

Pink Card

1. Table P-1, Note (b) is trumped by the "Navigator" section of the "Theater Modification" rules.
2. Table P-1, Note (c). If this damage was done by flak the Bomb Run roll is now -4 (-3 for the damage and -1 for being hit by flak during the Bomb Run).
3. If the Pilot Compartment Windshield is knocked out (Table P-2, #11), the heat is out for this compartment (Pilot and Co-Pilot heat out).
4. Table P-3, Roll "5" and "10", roll one die and apply the following:
 - "1-2" = Bay Doors Inoperable, jammed shut
 - "3-4" = Bay Doors Inoperable, jammed open

"5-6" = Superficial Damage, no effect

If Bomb Bay doors are inoperable, manual operation may be attempted. On a die roll of "1-2", the doors may be opened or closed, otherwise they remain inoperable. One manual operation may be attempted per zone entered. Note that if doors are jammed open, speed is reduced due to drag—two turns per zone, beginning immediately. (Bomb bay doors proved to be vulnerable to flak damage on the run in, as well as damage from fighters.)

5. Table P-3, Roll "11" should read "Fuel Transfer Pump." The crew may only attempt to use the hand transfer pump to transfer fuel from one tank to another or to the engines. In the event "Fuel Tank Leakage" occurs on Table B1-1, a functioning crewmember must spend at least one turn (performing no other duties) in the bomb bay to manually operate the pump. Only one manual attempt is permitted in and is successful on a roll of "1-4." If these activities cannot be successfully performed (either because of failed die roll, crewmember is unavailable, or flak BIP has occurred in the bomb bay thus damaging the manual controls), then roll one die to determine remaining fuel available (beginning with next turn): "1-2" = four turns; "3-4" = three turns; "5-6" = two turns (this supercedes any turns remaining indicated on Table B1-1). 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.

Buff Card

1. If the "No Attackers" result is rolled on Table B-3, then the additional fighters which attack the lead and tail position bombers do not appear.
2. The Luftwaffe did not begin using the Me110G against daylight missions until April 43. Accordingly, on missions prior to May 1943, substitute a Me-109 for each Me-110 rolled for on Table B-3.
3. Table B-5, 6 O'clock High, Roll "11", "Walking Hits/Fuselage" should be Type (a).
4. When a result of "2" is rolled on Table B-7 Random Events, roll for feathering the affected engine according to Note (c) Table B1-1. If prop is successfully feathered, engine will not restart on a future roll of the same event. However, if such a roll does occur *and* engine is later required for landing or continued flight, then roll one die: "1-3" = engine returned to full operation; "4-5" = engine running but not at full power (roll one die to determine how many turns, beginning with the next, engine will continue running available: "1-2" = three turns; "3-4" = two turns; "5-6" = one turn); "6" = engine out. If an engine successfully restarts after a plane has left formation, plane may not rejoin formation. Once an engine is out again, it remains out for the rest of the mission.
5. Any guns jammed by extreme cold (from a result of "10" rolled on Table B-7 Random Events) are automatically unjammed if the B-17 drops to 10,000 feet.

Blue Card

1. Table B1-1, Note (c). If electrical system is out, add "1" (+1) when rolling for feathering.
2. Table B1-1, Note (e) If an engine fire is put out by extinguishers, the engine is out and feathered.
3. Table B1-1, Roll "10." The B-17F and B-17G had extra fuel tanks installed in the wings, just outboard of the outer engines. These "Tokyo" tanks were susceptible to damage and fire. Accordingly, roll one die to determine which fuel tank is hit: "1-2" = Tokyo tank; "3-4" = outboard tank; "5-6" = inboard tank. Damage is then determined normally.
4. Table B1-1, Roll "10", Case (g). If a fuel tank which is already leaking is hit again, roll for damage normally (either fire, leak or self seal). The previous hit does not increase the odds of damage.
5. Table B1-1, Roll "10", Case (g) should say "4, 5, or 6 Turns" left, not Zones (beginning with the next turn).
6. Table B1-1, Roll "11" should read "Landing Gear", and is an identical result to Roll "12." Landing gear proved to be very vulnerable to damage.
7. Table B1-1, Roll "12" (and "11") for effect, roll one die and apply the following:
 - "1-2" = Brakes out ("-1" modifier applied to Table G-9, "-3" modifier if *both* port and starboard brakes out)
 - "3-5" = Landing Gear Inoperable (manned operation of gear may be attempted once: a functioning crewmember must spend at least one turn, performing no other duties, in the bomb bay to manually lower the landing gear unless a flak BIP has occurred in the applicable section thus damaging the manual controls; on a die roll of "1-2" the gear may be *lowered*; otherwise the gear is inoperable; if landing with inoperable gear, apply a "-3" modifier to the roll on Table G-9).
 - "6" = Landing Gear Drops Down (manned operation of gear may be attempted once per zone entered: on a die roll of "1-2" the gear may be *raised*; otherwise the gear is inoperable; as long as gear is inoperable, speed is reduced due to drag—the aircraft must spend 2 turns per zone, beginning immediately).
8. Table B1-2, Roll "2." If autopilot is out and bail out is required, pilot (or copilot, or whoever is considered to be last flying the plane) must roll on Table G-7 (Bailout from Uncontrolled Plane) if not already required.
9. Table B1-2, Roll "3". If "Landing Gear" is hit on the Instruments Table, manual lowering may be attempted. A functioning crewmember must spend at least one turn (performing no other duties) in the bomb bay to manually lower the landing gear on a die roll of "1-5" (one attempt only). If manual lowering cannot be performed (either because crewmember is unavailable or flak BIP has occurred in the bomb bay, thus damaging the manual crank), then apply the -3 landing modifier on Table G-9.

10. Table B1-2, Roll “5”. If “Oxygen System” is hit on the Instruments Table, roll two dice. On a roll of “2-3”, entire crew is incapacitated as a result of anoxia before problem is discovered/repared; B-17 crashes and all crewmembers are KIA.

Table B1-2, Roll “6”. If “Flaps” are hit on the Instruments Table, manual lowering may be attempted. A functioning crewmember must spend at least one turn (performing no other duties) in the radio compartment to manually lower the flaps on a die roll of “1-5” (one attempt only). If manual lowering cannot be performed (either because crewmember is unavailable or flak BIP has occurred in the radio compartment, thus damaging the manual control), then apply the -1 landing modifier.

11. Table B1-2, Roll “10” should read “Hydraulic System. System takes 1 hit. With 2 hits, hydraulic system is knocked out, wheel brakes are subject to failure. When landing (Table G-9), roll one die and halve the result (round down), and subtract this number on the landing roll (cumulative with any other modifiers).”

12. Table B1-2, Roll “11” should read “Propeller Feathering. Crew must immediately bailout Table G-6 in case of subsequent runaway engine result from Table B1-1.”

13. Table B1-2, Roll “12”. If “Electrical System” is hit on the Instruments Table, bail out is not automatically necessary. See Roll #12 on “Mechanical Failure” chart of Theater Modification Rules for effect of this hit.

14. Table B1-3 should read "Roll 1 D per attempt to extinguish fire."

15. Although there are six fire extinguisher counters provided, only five should be in play.

16. After rolling on Table B1-4 "Wounds", roll on the following to determine location of the wound if desired:

	Wound Type (roll 2D)		
	LW	SW	KIA
Upper Head	11	11-14	11-21
Lower Head	12	15	22-23
Neck	X	16-23	24-32
Shoulder	13-15	24-25	X
Upper Arm	16-23	26-31	33-34
Lower Arm	24-32	32-33	X
Hand	33-42	34	X
Chest	X	35-43	35-44
Lower Torso	X	44-51	45-53
Abdomen	X	52-55	54-63
Hip	X	56-61	64-65
Thighs	43-44	62	66
Knee	45-51	63-64	X
Calf	52-56	65	X
Foot	61-66	66	X

Green Card

- On Table G-3, both Brest and St. Nazaire should be marked with an asterisk for increased flak occurrence.
- The notes to Table G-7 apply to Tables G-6 and G-8 as well.
- On Table G-8, Bailout Over Water, Note (b) applies only if the B-17 is out of formation when bailout occurs.
- On Chart G-11, Flight Log Gazetteer, Note (a) applies to Table B-2 also.
- Add this note to Tables G-7 and G-8: "Slightly wounded crewmen, die roll -1".
- Rouen is in Zone 4, not in Zone 5 as shown on Chart G-11, Flight Log Gazetteer.
- Crewmembers may voluntarily bail out over England (Table G-6) before attempting a dangerous landing.
- When a B-17 lands in England with no landing gear, an additional roll is made for irreparable damage. If the plane does not crash, roll 1 D: 1-3 = B-17 is repairable; 4-6 = B-17 irreparably damaged.
- Table G-9 & G-10. There are no landing dice roll modifiers for having 1 or 2 engines out.
- Table G-10. The Radio Operator must be in the Radio Room to consider the radio operational and avoid the negative modifier for landing.