

# ***A & A GAME ENGINEERING PRODUCT SUPPORT***

Product Support sheets come in the following types:

- Clarifications – these are more general clarifications about game play in response to questions from players.
- Corrections and Amendments – these include corrections to errors in game data, typing errors, and mistakes in game play that have come to light. These may come in two alternatives:
  - applicable to the most recent edition.
  - applicable to previous editions. These items will all have been incorporated into the latest edition on sale.
- New Rules – These rules will have been developed in response to requests from players. They may also have been developed from House Rules (see below).
- House Rules and player suggestions. House rules that are tested and work well may be incorporated into the basic rules if the author(s) approve.

The content of the sheets follows the same order as the rules in the book and the first sheet shows a summary of these sections and indicates those that are affected by the current sheet.

## ***SCRAMBLE***

### **RULE AMENDMENTS UP TO AND INCLUDING**

### **EDITION 3.0**

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## Crew Skills (2.1)

The whole of the crew generation rules have been tidied up somewhat. The following is the text of a new rule concerning the generation of skill values. You will see it is slightly different from previous versions.

*This rule was adopted from Edition 3.0.*

### Determining Crew Skills

In a game, crew skills will normally be determined by the roll of a D6 plus a "Skill factor" for each skill. The Skill Factor used may range from 1 to 4, with a corresponding change in the points cost. See the table below for more detail. Crewmen should also be named, and it is recommended to give them names of people you know, to make it more personal!

Determine how many crew you need, paying the prices shown below in the Aircrew Skill Modifiers table. Roll the skills for Pilots, Gunners, Bomb Aimers, etc. The crew are assigned as desired to appropriate positions on the aircraft in use after all skills have been generated.

Pilots, at least in fighters require two skills, and these are generated randomly, so Pilot skill may be better or worse than Gunnery skill.

Bomb Aimers who will use guns also require two skills. In such cases roll for two and **assign the higher result to the primary skill**, so a bomb aimer skill must be higher (or equal to) a gunnery skill.

It is also possible to generate a Pilot with no Gunnery skill. Such a crewman is less flexible as he can only be used on craft where the pilot has no requirement to fire a weapon, and would also be unable to drop bombs **or spot an enemy aircraft (this is important).**

## Variable Pilot Skill Roll (2.2)

*This rule was adopted from Edition 3.0.*

"...

### B) Variable Pilot Skill Roll

To make a VPSR, take the pilot's skill, and modify it by adding or subtracting the current AB.

$$\text{Effective Skill} = \text{Pilot Skill} + \text{AB.}$$

The Variable Pilot Skill Roll (VPSR) is used for any test that involves movement. These are:

- Tight Turn.
- Zoom Climb.
- Climbing and Diving ½ Loop.
- Power and Vertical Dive.
- Avoiding Collision.

If you fail any VPSR during movement, the following sequence of events will occur in the order shown:

- If attempting a Climbing half loop, all accumulated Climb on the Climb Track is lost.
- The aircraft will immediately LOSE ALTITUDE equal to the number by which you failed the roll.

*For example, if you have a skill of 7, and roll 7, you have just passed the test. If you have a skill of 3 and roll 9, you will lose 6. If you have a skill of 10 and roll 10, you lose 0 ALT but must otherwise take the effects of failure.*

If you were making a Power Dive or Vertical Dive this loss of altitude is taken after any other reduction of altitude you made during the initial dive.

If you hit the ground (ALT = 0) at this time, the aircraft is totally destroyed.

- If you were attempting a 60° Tight Turn you will only make a normal turn of 30° in the required direction.
  - The aircraft will then move forwards a distance equal to its current MVR, regardless of its current airspeed, or of any movement already carried out. The aircraft is then stopped and does not move further UNLESS interaction with another aircraft at the same height band during this mandatory movement caused a further VPSR.
- Important Note:** when doing the mandatory movement of MVR forwards, this ignores the effect of moving less than the Stall speed. The use of MVR is simply a game effect, bearing in mind that the aircraft has (usually) just taken a dive so it will really have been moving faster than its Stall speed.
- If you clipped or collided with another aircraft, take any Crit. Rolls now and immediately apply the result.

Try to avoid that mountain...!

..."

## Dazed Crew (2.3)

*This rule was adopted from Edition 3.0.*

You will find a new type of effect in the revised Critical hit table, that of Dazed. Crew recover by testing against their primary skill at the start of the next movement phase. Dazed Pilots fly straight ahead ST and remain at the same ALT until they recover. Other dazed crew can do nothing until they recover.

## Effects of Damage on Turning (4.7)

*This rule was adopted from Edition 3.0.*

"...

As aircraft get damaged their MVR rates will increase and you may well end up with an aircraft with an MVR greater than the AS.

Aircraft where the MVR is greater than the AS but less than 1½ times the AS are permitted to make a single Turn or attempt to make a Tight Turn at the start of movement. Aircraft may be capable of normal manoeuvres if they enter a shallow dive, thereby gaining a ½ AS bonus in the normal manner.

Aircraft where the MVR exceeds 1½ times the AS cannot turn at all in game play unless you are using the optional Special Rule shown below.

### Special Rule

You could use the following Special Rule regarding the manoeuvre of aircraft whose manoeuvre has been severely degraded (such that MVR exceeds 1½ times the AS). With this Rule you can make a NORMAL turn at the start of a move, as long as you pass a PSR, which does not use an AB modifier. If you fail this test you just cannot turn. You may NOT use Tight Turns, and any sort of Aerobatic climb or dive manoeuvre is definitely out of the question.

..."

### **Climbing (4.8)**

*This rule was rewritten to make clearer what was shown in Edition 2 and earlier. It appears in Edition 3.0 onwards*

“... ”

When climbing to a higher altitude you must announce that the aircraft is climbing and the horizontal move is a maximum of ½ the Current AS (round up). This distance must be at least the current ST. Add 1 to the “climb track”, and when this has accrued a number of turns climbing equal to its CLIMB RATE, the altitude is increased by 1. This “climb track” can be written on the aircraft card or on a small counter placed next to the model. It is important that all the players are aware of what each aircraft is supposed to be doing, as this information would be available to the pilots and crew but is not readily apparent from the models.

“... ”

### **Diving Half Loop (4.12)**

When making a diving half loop the rules say that the dive is limited to 4 ALT. This value should be replaced by the Steep Dive value if using the Variable Dive Rates, and this should also be combined with the Pilot Skill Roll being modified by the Aerobatic Modifier.

### **Altitude loss following a failed VPSR (4.15)**

*This rule was adopted from Edition 3.1.*

“... ”

If a Pilot fails his VPSR and is forced to lose an amount altitude greater than the maximum dive rate for the aircraft, then the Pilot must make an additional VPSR in order to pull out. If he fails this roll, the aircraft will lose further altitude and, once again, if the new altitude loss is greater than the maximum dive rate, another VPSR will be required. Bad Planes with Bad Pilots will tend to become integral with the landscape.

If he passes the test then he has struggled to recover from the spin.

“... ”

### **Ammunition Supply (5.10)**

*This is a formalisation of suggested rules adopted from Edition 3.0 to prevent unbalanced games in later war eras. Ammunition supply is added for all guns and depletion is "tested" every time a gun is fired. The depletion number is 1 better than the normal depletion number, so a machine gun depletes on an 11 (i.e. never). Remember that depletion is based on the actual die score. In NORMAL shooting only the pair of guns fired depletes, not all the guns, so a gradual reduction in firepower is achieved.*

“... ”

All guns **except machine guns** deplete when fired normally if the **actual score** on a D10 is equal to or higher than the normal depletion number for the weapon being used. The depletion applies only to the mount for which the individual die score caused the effect (unlike Long Bursts, q.v.). If a mount depletes mark it as such as it cannot be fired until re-loaded.

*A Hellcat with 3 pairs of 0.5 cal heavy machine guns rolls 8, 10, and 6 to hit. The 10 means that **one pair** of 0.5's is depleted. the other two pairs will continue to fire.*

In reality this reflects the effect of ammunition running low gradually and the pilot conserving the supply, hence firing shorter

bursts with fewer hits.

“... ”

### **Optional Rule for Fighters with plentiful ammunition**

If you have an aircraft with plentiful ammunition such as the Me 109, and are not entirely happy with our depletion rules then you could use the following suggested rule.

You still roll for depletion as usual, but you discount the first time you fail. If you fail a second time then you have used up the ammunition.

We think that you must still take account of the fact that the German machine gun had a very high cyclic rate of fire (higher than the Browning) and this will eat up the ammunition, which is why they gave it 1000 rpg to start with. Nevertheless for a playable game with no bookkeeping you need to avoid working out how many bursts a given gun with a given rate of fire will produce.

### **Revised Critical Hit table**

*A new table with different effects was introduced in the 3rd Edition to incorporate damage to the AB modifier. It also made the table slightly less bloody. The table is shown elsewhere in this update.*

### **Effect of Formations on Shooting (5.13)**

*This rule was introduced on Edition 3.0*

“... ”

A formation is treated as if it were a single aircraft and all the members of the formation shoot at the same time, but within the following parameters.

#### **Arcs and Lines of Fire**

The arcs of fire of a formation are defined by the position of its members.

*For example a box of four B17s in a diamond formation will have the side arcs of the front and rear aircraft restricted by the aircraft to the left and right, and the nose and tail arcs of the left and right aircraft are restricted by the front and rear aircraft.*

Lines of fire are blocked by any member of the formation, so an aircraft on the right of the B17 box above cannot shoot at an aircraft approaching from the left.

#### **Target Priorities and Timing**

These are unchanged, but all targets must be declared before any aircraft in the formation shoot. You must shoot at the target aircraft nearest to the shooting aircraft in the arc of fire concerned.

If a target is destroyed by an aircraft in the formation this does not enable the other aircraft to shoot at any new target revealed.

#### **Ranges and Skills used**

The actual range from the shooting aircraft is taken. The skill of the Pilot or Gunner on the firing aircraft is always used.

#### **Formations as targets**

If a formation is a target of an attack, then its nearest single member aircraft to the shooting aircraft is attacked.

“... ”

<b>Critical Hit Table</b>		<b>D 6 roll for effect. 1 to 5 causes extra damage, 6 causes another CRIT</b>		
<b>D 10</b>	<b>Area hit</b>	<b>1,2,3</b>	<b>4,5</b>	<b>6</b>
1	Controls	AB -1	AB -2	AB -1
2	Wings	ST +1	ST +2	ST +3
3	Wings	MVR +1	MVR +2	MVR +3
4	Tail	Climb +1	Climb +2	Climb +3
5	Airframe	DV -1	DV -2	DV -3
6	Engine cooling & RPM	Radiator hit: DV -1 & AS -1	Oil line ruptured: DV -2 & AS -2	Engine Overheats: DV -3 & AS -3
7	Structure and fuel	1D6 extra damage Any 6s rolled cause CRITs (not damage) in the usual manner	2D6 extra damage	3D6 extra damage
8	Crew	1 (random) crewman dazed. Requires PSR or GSR to come round (roll when aircraft is activated next turn)		
9	Crew	1 (random) crewman wounded: deduct D6 from each skill	1 (random) crewman wounded: deduct D10 from each skill	1 (random) crewman killed
10	Smoke and Flames	A Smell of Burning ! Aircraft is ON FIRE. mark the model with a tuft of white smoke. Pilot must pass a PSR when aircraft is activated every turn. If you succeed the fire is extinguished. If you fail take 1 CRIT immediately.	Fire Raging ! Aircraft is ON FIRE. mark the model with TWO tufts of white smoke. Pilot must pass a PSR when aircraft is activated every turn. If you succeed ONE fire is extinguished. If a fire is still burning take 1 CRIT immediately.	BIG FIERY BOOM !: Direct hit on fuel/ordnance: The aircraft is destroyed and all crew killed.

### **Ground Attack with Guns and Rockets (6.3)**

In the example under rocket attacks this should read:

*The text is corrected in Edition 3.1.*

“...

*A Typhoon pilot with 8 60lb RPs can fire with one roll at -5 (-2 rockets and -3 weapon modifier), +3 (extra pairs), for a total of -2. If he hits this will do 5D6 damage. Alternatively he can roll 4 dice at -5 doing 5D6 plus 2D6 for each extra hit.*

...”

### **Kamikaze Attack (6.7)**

“...

This is a modified form of dive bombing attack relying on the skill of the pilot to hit the target.

When the aircraft starts its attack it must first choose a random target. It must then be flown to that target using the normal flight rules, and the attack must intersect with the target at Sea Level. If the attack is in a power or vertical dive then the pilot must pass a VPSR every turn to ensure that the aircraft stays on course.

If the pilot fails the VPSR remember that while it drops further it is also displaced forwards by the MVR. The combination of downwards and forwards movement is simultaneous, so it will probably miss.

#### **Damage**

If carrying bombs the pilot must roll a GSR to arm them (at some time during the attack). The defender should watch for this because lots of kamikaze flyers forget to arm their bombs ! If the bombs are armed then the damage caused is based on the bomb load carried plus 1 Bomb Point per engine on the aircraft, plus an automatic fire on the target.

The damage effect is always resolved as if a direct hit has been achieved. (there are no near misses etc.)

...”

### **Weapon Alignment (10.4)**

There is a slight mistake in the rules here, which allow a single gun to be converged. This is clearly not correct. The rules are changed as follows:

Add a new first bullet point:

- Single guns cannot be converged.

Current bullet points 4 and 5 should start with

...A pair of...

Current bullet points 6 and 7 should be deleted.

## Data Corrections

The following errors were corrected from Edition 3.0 of *Scramble and Angels 15*

There have been some glitches in the data input which have come to light. The aircraft marked with \* are included in *Angels 15* only. The data lines should read:

### Belgium

#### \*Renard R-38

MVL should be 3 and Points Value 33

### Great Britain

#### Handley Page Halifax B.Mk III

Points value: 319

1943/07	AS:	1	1
	St:	3	
	MvL:	8	
	MvC:	6	
	Cli:	4	
	Ceil:	1	6
	DVL:	8	
	DVC:	1	0
	Dam	115	

Dive:	Sh:	2
	StP:	3
	Pwr:	5
	Vert:	6

AB mod:	ABL:	-
	ABC:	-3

### Japan

#### \*Kyushu J7W1 Shinden

This aircraft should also have 1 BP operated by the pilot.

#### \*Mitsubishi A5M2 "Claude"

DVL should be 16

#### Nakajima Ki.27b "Nate"

DVL should be 18

#### \*Nakajima Ki.43-Ia "Oscar"

DVL should be 18 and Points Value 26

#### \*Nakajima Ki.43-Ib "Oscar"

DVL should be 18 and Points Value 28

#### Nakajima Ki.43-Ic "Oscar"

DVL should be 18 and Points Value 27

#### \*Nakajima Ki.44-IIb Shoki "Tojo"

DVL should be 21 and Points Value 43

#### Nakajima Ki.44-IIc Shoki "Tojo"

DVL should be 21 and Points Value 45

### Russia

There is a typo in the name of one producer which should read Yakovlev.

## United States

#### \*Boeing P-26A (MG & MG/HMG)

The DVL should be 14 (for both versions) and Points Value 14 (15 for the MG/HMG version)

#### \*North American Mitchell B-25 H & J

Reduce the waist guns port and starboard to single 0.5 cal.

#### Curtiss P-40C

Points Value: 39

1941/02	AS:	1	4
	St:	4	
	MvL:	3	
	MvC:	3	
	Cli:	1	
	Ceil:	2	0
	DVL:	1	2
	DVC:	1	2
	Dam:	17	
Dive:	Sh:	2	
	Stp:	4	
	Pwr:	6	
	Vert:	7	
AB Mod:	ABL:	+	1
	ABC:	+1	

Of course some errors still come to light. This one has slipped through the net. This has been corrected in *Angels 15 Edition 3.1*.

### Great Britain

#### \*Bristol Beaufighter TF X (Bo and Ro)

The Ceiling should be 18 (The error was due to a data input mistake (metres instead of feet) in the database).

## New Aircraft

In response to popular demand we have added the *Supermarine Walrus* to the aircraft data in *Scramble from Edition 3.1*.

<b>Supermarine Walrus</b>	<b>23</b>
1936	5 2 1 1 5 16 8 9 15
Dive:	1 2 2 3 AB Mod: +0 +0
Pilot	Unarmed
Bombardier	Nose 2 BPs (D6 x 1-3 damage/hit)
Gunner 1	Front 1 .303" Vickers K
Gunner 2	Rear 1 .303" Vickers K