

THE AIRWAR

Rules and Procedures

Welcome to the AirWar Campaign System!

These are the rules for the Air War, an attempt at a uniquely realistic and immersive Red Baron 3D MMP tournament. They were initially developed and hosted by the USAS 27th Pursuit Squadron.

Each campaign places the player within a major historical or hypothetical event of the Great War. Each turn of the campaign represents an two-hour period of an actual day of the war. Players are assigned to squadrons and live the day-to-day experience of a WWI aviator while trying to complete their missions and stay "alive." Players experience the limitations of early aerial combat with limited communications and information.

This is bare knuckles stuff, and it's not easy. These rules require you to adhere to principles that are otherwise unenforceable. You are asked to display a level of honor and trust that can be too much to bear for some. Adhering to these rules will provide an experience beyond what even the single player game can provide!

1. Participation

Players may come from established on-line squads or be independent players. All participants are considered to be independent flyers within the AirWar environment. Squad ranks and hierarchies do not apply within the AirWar. MMP Squads may stay and fly together within the AirWar structure, but they are not required to do so.

Player gender is not an issue, but the player's pilot character will always be referred to in the masculine.

2. Servers and Game Patches

The Air War is fought on a password-protected server. The password may change after each session and will be disclosed to participants in their mission orders by their squadron commander or headquarters.

There are required patches that must be used during participation in the AirWar. These patches contain the Flight Model (FM), Damage Models (DM), aircraft paint schemes, and other files unique to the AirWar and the campaign portrayed. All required files will be available from the AirWar website downloads page, and occasionally updates may also be made available via the AirWar forum on Delphi or direct email to players. The campaign's manager will help players having difficulties with the patches.

Only those files distributed by the game manager are official AirWar files. Players should not accept files from anyone else for use in an AirWar campaign.

3. Schedule

Each session will last for two hours and there will be one, two, or three sessions per week. Each campaign will have a posted schedule. No sorties may begin, no bombs may be dropped, and no photographs may be taken before the official start time or end time.

4. Sides

There are two sides in every campaign. Each side is made up of one or more nationalities allied against the other side. Each side will consist of a Headquarters and a number of flying squadrons.

5. Headquarters & Administration

5.1. Duties

One player per side will serve as "Headquarters". Headquarters plan overall strategy, award medals, determine promotions, etc. Since the officers at Headquarters tend to have safe, cushy desk jobs, the same player will serve as Headquarters throughout the war. Should Headquarters be unable to carry out his duties for one or more sessions he may appoint another player to take his place either permanently or temporarily. In addition to the above duties, both players who serve as Headquarters work together and perform any tasks a dedicated referee might perform (e.g., resolving a dispute between players). Note: A player's position as Headquarters is completely separate from the life of his pilot. In other words, the player's status as Headquarters does not reflect his position in his squadron, and the death of his pilot does not affect his status as Headquarters.

5.2. Orders

It is HQ's responsibility to determine active missions for his team. HQ will communicate to the commanding officers and/or the squads the mission of that squad via orders for the session. Orders need only state patrol areas, escort assignments, recon target types, and bombing targets for the session. HQ may elect to elaborate and suggest areas to be careful of, suggested routes, and other information that will assist the pilots and squadron commanders be successful in their missions.

6. Pilots

The player is represented in the AirWar by his Pilot character. The pilot earns experience, score points, and is mortal.



6.1. Name

The player may assume any name for his pilot within the AirWar. He may use his RB MMP call-sign, or may choose another name just for the AirWar. It is highly recommended that the name chosen be a normal first/last name appropriate to the side and nationality he is flying for. The player's MMP call-sign will not be disclosed to anyone but the game manager. The player's email address will be made available only to the other players. If that would disclose his MMP identity he may take advantage of the several "free" email services to create an email to conduct his AirWar business with.

6.2. Identification

All players must fly using ID numbers (e.g., "1", "2", "3", etc.). HQ assigns these numbers in orders. If a squadron has chosen to place distinct markings on its aircraft, it is recommended that pilot ID numbers be chosen to correspond to these markings. This is to reflect the historical reality that pilots rarely knew who they were fighting unless their opponent's plane was painted in a recognizable way. This also blurs the meaning of in-game messages (e.g., "2 shot 4 down." could either mean that your team's "2" scored a victory or that you lost your team's "4"!). Note that the use of code names will require the server log to be deciphered before it can be used for scoring; for this reason it is absolutely essential that each player file an After Action Report after each session.

6.3. Experience

Experience points indicate a pilot's personal growth in his abilities and skills as an aviator. Since we can't force novice pilots to fly like novice pilots, we reflect a pilot's value to his squadron by classifying him on his experience. Experience Points (EPs) are used to determine rank, usable targeting keys, and to modify results of fires and possible capture.

6.3.1. Earning Experience

A player gains 1 (one) EP for surviving a session in which he participated for one hour or longer.

A player gains 1 (one) EP for engaging in combat. (see 11.1.2, 11.2.1, 11.3.2)

- If a player participates in at least half of a 2-hour session, survives the session, and engages in combat, he will earn a maximum of 2 EPs.
- If he participates in less than half a session, but engages in combat, he will earn 1 EP.
- If he participates in less than half a session, and does not engage in combat, he earns NO EPs.

6.3.2. Levels of Experience

Experience Points	Experience Level
0-9	Recruit
10-20	Novice
21-39	Veteran
40+	Elite

6.3.3. Carrying Experience

A surviving pilot may transfer experience points to a later AirWar campaign. Pilot incarnations that are prisoners of war may add ½ (rounded off) of their experience points to the transferred total. Dead incarnations contribute nothing to the transferred total.

Example: *Player A has 12 EPs, force lands in enemy territory and is captured. He continues the campaign as a "new" pilot with his victories and EPs reset. He is captured again while holding 5 EPs and again is reset. He finished the campaign with 8 EPs. If he joins another AirWar campaign, he will start with 17 Experience Points (½ of 12, ½ of 5 rounded up, and the 8 he finished with.)*

A player does not retain medals, kills, B/R scores, etc., from campaign to campaign—only EPs.

6.4. Mortality

If a plane crashes, either as the result of accident or enemy fire, and strikes a structure, explodes or loses all of its wings, its pilot is considered "dead" (KIA). If the plane impacts without exploding *and* retains any portion of its wings, the pilot is considered to have survived the crash and is wounded (WIA). If the crash takes place in enemy territory, the pilot may be captured.

When a pilot dies, his experience points and other statistics are reset to zero, and his rank is reset to the lowest rank. In other words, he becomes a green recruit again. Additionally, his team loses 2 score points. The pilot is placed in a "Bomber/Recon" squad unless HQ transfers him to a new assignment.

6.5. Wounding

Under following circumstances a pilot may be considered wounded:

- If the plane drops to the ground intact and the game has not removed the player from the plane, (the out-of-body circling view), the player may take off and continue. If the player cannot or will not fly, the player is considered wounded and the plane is damaged. In enemy territory the pilot may be captured and the plane is destroyed.
- Landing while on fire where the game does not remove the player from the plane. In this case the plane is destroyed. If the game removes the player from the plane, or if he restarts or exits before the plane comes to a stop, he is KIA.

Because of the "Flamer Bug" and the devastating effect it can have, it may be decided during the course of a campaign that players must exit immediately when their aircraft flames. If so, the following chart is used to determine the fate of the pilot:

Experience Level	10 sided die roll to survive
Recruit	1,2
Novice	1,2,3
Veteran	1,2,3,4
Elite	1,2,3,4,5

If the pilot is over enemy territory and survives, he may still be captured (see 6.6).

- In a crash landing where the plane does not strike a structure or explode, and retains any portion of its wings; the plane is damaged, and the pilot is WIA.

The wounded pilot loses 1 score point, but still gains any EP he normally would for the session thus far plus one for engaging the enemy if applicable.

A pilot landing under enemy fire anywhere but at an aerodrome is considered "forced down." The pilot who forced him down earns an aerial victory. See 10.2.2 & 10.2.5

Any time a pilot is wounded, his aircraft is considered damaged and in some cases destroyed as noted above.

A pilot that is fired on while landed (did not land under fire) is not wounded. His plane is only damaged if the server scores a kill to the strafing pilot, or the pilot "starts new life" or exits the session while being attacked.

The pilot must leave the session if his plane is damaged or destroyed, otherwise, if in friendly territory he may take off again and continue the session.

6.6. Capture

A pilot landing in enemy territory may not take off again and must exit the session.

There is a chance that the pilot may elude capture.

Experience Level	10 sided die roll to escape
Recruit	1
Novice	1,2
Veteran	1,2,3
Elite	1,2,3,4

-1 from die roll if pilot landed in No-Mans-Land

A captured pilot is considered living for the purposes of scoring but is otherwise treated as if he were dead and his side loses 1 score point. A pilot who evades capture rejoins his squadron for the next session with no penalties. Note: No-Mans-Land is considered enemy territory for both sides; friendly territory begins behind the friendly trench lines. See 6.3.4

6.7. Assignment

Pilots are assigned to squadrons. The squadron type determines the type of pilot they are: Scout/Pursuit or Bomber/Reconnaissance. The pilot's EPs, kills, and other stats are retained regardless of squadron assignment.

6.7.1. Scout Pilots

Scout pilots are tasked with seeking out and destroying enemy aircraft and with protecting friendly bombers and reconnaissance aircraft.

Scouts may not use bombs or rockets for combat, nor may they fire on ground targets with the exception of anti-aircraft gun emplacements. Scouts do not score points for strafing AA guns.

6.7.2. Bomber/Reconnaissance

Reconnaissance pilots are tasked with photographing potential bombing targets, artillery spotting, and trench-line reconnaissance. Bomber pilots are tasked with bombing valid targets.

6.7.3. Transferring

A pilot remains with his squadron until he is killed, captured, transfers, or is reassigned. A pilot must score 3 or higher based on the following criteria to be eligible to request a transfer.

- For each session the pilot has flown with current squad +1
- Every 5 points scored +1
- Veteran or Elite status +1
- Eligible for promotion, but can't be within the current squad +1

HQ may permanently or temporarily transfer a pilot to fulfill the needs of his squadrons. HQ may not simply transfer pilots willy-nilly, this ability is meant to give HQ a way of responding to unexpected shortages and circumstances.

6.8. Rank

The pilot with the highest military rank in each squadron will serve as its commanding officer. The squadron commander is responsible for planning missions for his squadron in accordance with the overall strategic plan constructed by HQ and generally serves as flight leader. The squadron commander may delegate authority if he wishes, appointing flight commanders, deputies, etc., so long as such appointments are consistent with the squadron's command structure (e.g., a Lieutenant may never hold a position of authority over a Captain).

6.8.1. Available Commissions

Per Squad	Experience Points	American/British	French/Belgian	Italian	German/Austrian
1	30	Major	Capitaine	Maggiore	Hauptmann
1	20	Captain	Lieutenant	Capitano	Oberleutnant
2	10	1 st Lieutenant	Sous Lieutenant	Tenente	Leutnant
n/a	n/a	2 nd Lieutenant	Sergent	Sottotenente	Feldwebel

6.8.2. Promotions

Pilots are promoted in rank for every 10 experience points they earn, so long as the distribution of ranks never exceeds the number of this rank allowed in a squadron. If there are no available commissions within his squadron, the pilot must wait for a commission to become available before he may be promoted.

A pilot may only be promoted ONE rank per session regardless of the number of EPs he has earned.

7. Communications

7.1. Chat Restrictions

Once the session begins all players must use "Visual Teammates" at all times. Open or team chat may be used before session start but not after. The use of secondary communication systems (e.g., Roger Wilco, ICQ) is not permitted.

Airborne players are restricted to using "hand signals" as defined in the "Allowable Signals List". Airborne pilots may send no other form of chat message. This is to accurately model the fact that pilots in the First World War did not have radios and that they could only communicate with each other in flight in limited ways. At the discretion of the player, any six signals from the following list may be programmed to the six macro keys for convenience.

Logical combinations are allowed in a single message such as "Follow East." Chat is limited by the list, not by the macro keys.

Pilots may pre-arrange any signal to mean something specific to them, or that mission; for instance "break" may be pre-arranged to mean "everyone break formation and go to your assigned targets, then rejoin at the rendezvous point." and all the flight leader signals is "break." In this spirit, flares and rockets may also be used as signaling devices. Note: any visible damage done by a signal rocket will deduct points from the team score, so look where you are signaling.

The HQ's and Game Administrator may need to use open or team chat to deal with a situation in the game. This is left to their judgment. But players are expected to land at an aerodrome or leave the session and consult the rules before asking for clarification in the game. Everything said in team or open chat divulges information to the other players.

7.2. Allowable Signals List

Signal	Meaning
VS [direction] [level (H,L)]	"VS 3H"="Contact 3 o'clock high" or "VS N L"="Contact North Low"
EA [direction] [level (H,L)]	Same as VS
Compass point or clock position alone	direct your attention, or we're going that way.
Attack	attack enemy/target
Break	break formation, scatter
Rgr/CC/Yes	yes, understood
Up	direct your attention up
Down	direct your attention down
Close	close up on me
Follow	follow me
RTB	return to base
Scan	look around
Neg/No	negative reply
Wounded	I'm wounded
Salute!/S!	Acknowledge another player. (Only signal allowed in open chat.)

On the ground, players may communicate normally in VS chat once their aircraft has come to a complete stop and the engine has been turned off (i.e., pilots may simply climb out of their airplanes and talk). Airborne pilots within VS chat of landed aircraft may only use the signals from the Allowable Signals List.

8. Targeting Keys

A pilot's experience level determines which targeting keys he is allowed to use.

8.1. Key Restriction for Scout Pilots

Experience Level	Targeting keys allowed
Recruit	Shift-d, d, l, o, t
Novice	Shift-d, d, l, o, t, f
Veteran	Shift-d, d, l, o, t, e, f
Elite	Shift-d, d, l, o, t, e, f, n

8.2. Key Restriction for Bomber/Reconnaissance Pilots

Experience Level	Targeting keys allowed
Recruit	Shift-d, d, l, o, t, f
Novice	Shift-d, d, l, o, t, e, f
Veteran	Shift-d, d, l, o, t, e, f, n
Elite	Shift-d, d, l, o, t, e, f, n

Bomber/reconnaissance pilots are better able to see and recognize other aircraft in the air than scout pilots because they have an additional "pair of eyes" (the observer riding in the back seat).

Note: pilots landed at a friendly drome with their engine off may use most targeting keys. This represents the fact that the aerodrome had telephones linking it to gun and observer sights that could report approaching aircraft. Players may not use the F8 (target view) key when landed.

9. Squadrons

Pilots are assigned to squadrons. They fly with that squadron until they are killed, captured, transferred, reassigned, or resign. The number, size, and types of squadrons may vary from campaign to campaign.



9.1. Size and Makeup

Scout squadrons typically consist of 6-10 pilots. Bomber/Reconnaissance squadrons typically consist of 4-8 pilots. A minimum of 1/3 of a side's roster must be assigned to the bomber/reconnaissance squadrons and there may never be fewer than 2 pilots assigned to a bomber/reconnaissance squadron.

9.2. Aerodromes and Moving the Squadron

At the beginning of the campaign the HQ will assign the squads to their aerodromes.

Only one scout squadron and/or one bomber/reconnaissance squadron may occupy a single aerodrome. Two scout squadrons or two bomber/reconnaissance squadrons may not occupy the same aerodrome. HQ's should note when assigning squadrons to aerodromes that basing a scout squadron with a B/R squadron at one aerodrome reduces the number of "active" aerodromes available. (see 10.2)



During the campaign HQ may move a squadron to another aerodrome. Only one squadron may be reassigned during a session, and that squadron may not have moved the session before.

When a squadron moves to another aerodrome all replacement and repaired aircraft that were due to arrive that session are delayed till the session after the one in which they were due. Delays are cumulative and are in addition to any delays imposed on the squadron by other events or effects. Bomber/reconnaissance squadrons cannot conduct heavy or medium bombing missions in the session of the move but photoreconnaissance and light bombing may be flown normally.

10. Planes

10.1. Re-Supply and Repairs

When an aircraft is lost a replacement is ordered. Replacement aircraft normally arrive in the session after the next one (that is, the replacement for a plane lost in session 1 would become available in session 3). The scenario may have a schedule of what planes are available and how replacements are handled.

Any situation that considers the pilot as "wounded" also considers his aircraft to be damaged or destroyed. A damaged aircraft is unavailable until it is repaired. Repairs normally take 1 full session, so a plane damaged in session 1 would be repaired and available for use in session 3. The scenario may have specific repair times or other changes to represent the strategic situations of the warring nations.

Squadrons will always have an ample supply of some sort of planes to fly in case of catastrophic losses.

10.2. Landing

A pilot may land anywhere he feels the need to.

If he lands at an aerodrome he must wait at least 5 minutes before taking off again. This represents the time it takes to refuel and rearm.

If he lands at an aerodrome while being fired on, he must wait 5 minutes before taking off again.

If he exits the game, the enemy gets credit for forcing him down, the plane is damaged, and he is WIA. He may not reenter the session.

If he does not exit, the enemy may strafe his aircraft, but only gets credit if the game removes the player from the plane and credits the enemy with the victory. The plane is then considered damaged and the strafed player must leave the session. He is not considered WIA.

He may not start his engine or move his aircraft unless it is to take off.

If he lands in enemy territory he must exit the session and may be captured; the plane is destroyed.

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If he lands in friendly territory he must exit the session or take off. If he was being fired on when he landed, he is "forced-down" and WIA and must leave the session.

If he was already landed at a drome when he came under fire he may take off or restart/exit. If he restarts he is "forced-down," his plane is damaged, but he is not wounded (he wasn't in the plane) the enemy gets the point, but his team doesn't loose one. No pilot that is attacked while landed can be killed though his plane may be damaged.

10.3. Refueling

A pilot may land and rearm/refuel/repair at any airdrome that allows him to do so. As per 10.2, he must wait 5 minutes before taking off again.

10.4. Server Ejections "Mechs"

"Mechs" represent engine trouble (a common occurrence in the war). We assume that all pilots with engine trouble manage to make it back to an airdrome and may reenter the game.

A pilot that mechs in the air may reenter the game at the aerodrome closest to the place where he meched.

Players that mech in the air, or that mech while under fire in the air or while landed at a drome, must wait 5 minutes after reentering before taking off.

A pilot that mechs while landed at a friendly aerodrome, not necessarily his home drome, may reenter the game at the drome he meched from.

Repeated mechs in combat will be looked upon suspiciously and may result in penalty

10.5. Restarts

Players may restart (Esc/"Start new life") when sitting on the ground at their home aerodrome with their engines stopped. This is to allow players to line up their aircraft without having to taxi, which is nearly impossible in RB3D.

Players must restart (Esc/"Start new life") when they are shot or forced down, they may then exit the game. This way the server will record the victory.

11. Missions

11.1. Ammunition

Aircraft machine guns may only be used against other aircraft and against anti-aircraft emplacements.

Tracer and Incendiary ammunition may not be used.

Only aircraft designated as bombers for that session may drop bombs.

Rockets may only be used as a signaling device, like flares.

11.2. Scout/Pursuit

11.2.1. Restrictions

Scout pilots may not use bombs or rockets for combat, nor may they fire on ground targets with the exception of anti-aircraft gun emplacements. Scouts may strafe AA guns, but do not score points for doing so. Scouts may only use regular ammunition, not tracer or incendiary.

11.2.2. Earning Experience

Scout pilots earn an EP for engaging in combat. Combat is defined as having fired on and/or having been fired on by an enemy aircraft and/or was assigned by HQ to and completed an escort of any number of friendly bomber/reconnaissance aircraft into enemy territory.

11.2.3. Scoring

All pilots earn 1 score point for each aerial victory. A maximum of 2 (two) pilots may share credit for downing an enemy aircraft.

Credit for downing an enemy aircraft will go to the pilot most responsible for that aircraft's demise. In most cases this will be obvious, headshots and instant flamers, for instance. In some cases it will be obvious that

two pilots contributed equally, or nearly so. Simply putting “a few rounds” into an enemy that subsequently goes down under another pilot’s fire does not merit sharing in the victory.

A maximum of 2 pilots may share credit. If more than 2 are involved HQ will determine who will receive credit and who may share that credit based on witnesses and the ranking pilot present. HQ’s decision is final.

11.3. Reconnaissance

The goal of the reconnaissance pilot is to perform the three types of reconnaissance mission: Artillery-Spotting, Trench Line Reconnaissance, and Target Reconnaissance. Any available 2-seaters (or designated scouts if allowed by the campaign rules) may perform reconnaissance missions. Hypersnap is generally used to take snapshots in the game.



11.3.1. Earning Experience

Reconnaissance pilots earn an EP for engaging in combat. Combat is defined as having fired on and/or having been fired on by an enemy aircraft and/or conducting a valid reconnaissance mission regardless of whether it was successful or not.

11.3.2. Artillery-Spotting

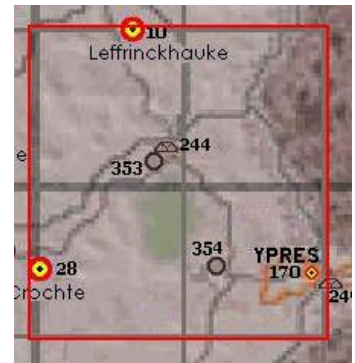
The pilot must provide HQ with 4 kneeboard snapshots. The 4 shots must be in a square pattern and 2 of them must display the pilot’s craft contained in a subsector that contains enemy territory and a portion of the front. The other 2 must be the 2 enemy subsectors directly behind the first 2.

A successful artillery-spotting recon earns 1 score point if the pilot returns to an active drome with the pictures. Only the kneeboard map pics are required.

No other recon missions may be performed in the same sortie.

A pilot may perform only one artillery-spotting mission in a session.

HQ does not order artillery-spotting missions. They are elective missions conducted by pilots entering the session late, have completed their assigned tasks early, or do not have a mission assigned for some other reason.



11.3.3. Trench-Line Reconnaissance

The pilot must provide HQ with 4 kneeboard snapshots. The 4 shots must be adjacent to each other in a line that follows the direction of the front, and all must display the pilot’s craft contained in a subsector that contains enemy territory and a portion of the front.

A successful trench-line recon earns 1 score point if the pilot returns to an active drome.

No other recon missions may be performed in the same sortie.

A pilot may perform only one trench-line recon mission in a session.

HQ does not order trench-line reconnaissance missions. They are elective missions conducted by pilots entering the session late, have completed their assigned tasks early, or do not have a mission assigned for some other reason.

11.3.4. Target Reconnaissance

The pilot photographs individual target sites for later bombing missions.

Only targets of the ‘types’ named in the orders may be photographed during the session. There are 5 target types:

- Depots (includes rail yards)
- Factories
- Bridges (road or rail)
- Towns (includes cities, and villages)
- Aerodromes

Each target must include a picture of the target (F3/F4 view from plane) and a kneeboard shot taken over the target to verify its location.

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A pilot may attempt any number of targets of the same types named in the orders in a single sortie, and may fly as many such sorties as game time allows.

Each target photographed earns .5 score points if the pilot returns with the pictures to an active aerodrome.

No other recon mission types may be performed in the same sortie.

Only the types of sites declared in orders may be photographed and HQ may declare any two types, maximum, per session.

HQ may not declare a target type that had been declared the session before.

11.4. Bombing

The goal of any bomber pilot is to damage enemy installations. Complete destruction of a target is not required. A target is considered "damaged" if and only if some form of damage is visible (i.e., damage graphic displayed, buildings collapsed, destroyed, etc).



11.4.1. Earning Experience

Bomber pilots may earn 1 EP for engaging in combat. Combat is defined as having fired on and/or having been fired on by an enemy aircraft and/or conducting a valid bombing mission regardless of whether it was successful or not.

11.4.2. Bombing Mission Types

There are 3 types of bombing mission; *Light Bombing*, *Medium Bombing*, and *Heavy Bombing*. A scenario may, or may not allow for each type of bomber/mission.

- *Light Bombing* is conducted only by aircraft designated by the scenario as light bombers at altitudes below 1000 meters or 3000 feet. During a single sortie, each light bomber may make only one pass on a single target. Light bombers may only attack bridges, towns, villages, and depots (not rail yards).
- *Medium Bombing* is conducted only by aircraft designated by the scenario as medium bombers at, or above, 1000 meters or 3000 feet. During a single sortie, each medium bomber may make multiple passes against a single target. Passes are limited by the aircraft's bomb load. Any target may be attacked by medium bombers.
- *Heavy Bombing* is conducted only by aircraft designated by the scenario as heavy bombers at, or above, 1000 meters or 3000 feet. During a single sortie, each bomber aircraft may make multiple passes against multiple targets. Passes are limited by the aircraft's bomb load. Any target may be attacked by heavy bombers.

11.4.3. Number of Sorties

Bomber pilots may make as many sorties as they wish within the allowed session time.

11.4.4. Allowable Targets

In addition to restrictions based on mission type, all targets designated for bombing in any given session must have been photographed in the session immediately preceding. For the first session, a certain number of targets will have been considered to have been already photographed and available as bombing targets -the HQ will be informed of the details prior to game start.

No target may be bombed after the end of official session time.

Bombers may use F8 to verify target damage on the target just bombed only.

11.4.5. Scoring

Bombers score 2 points for each previously photographed target that they damage.

If more than one bomber participates in bombing a single target, only the first pilot to effect damage will score. HQ may elect to override this rule, and split points between a maximum of two bomber pilots based on witnesses and situation.

11.5. Any target may only be photographed **OR** bombed **ONCE** in a session. No target may be photographed or bombed in a session after it has been bombed. A target photographed session 1 may be bombed session 2, and must be left alone session 3. It can be photographed session 4, then bombed session 5, and so on.

12. Medals and Aces

12.1. There are five medals available to each nationality. They are awarded to pilots for performing feats deserving recognition and for achieving levels of notable performance in terms of gaining points for his team. Four of the medals reward the pilot with additional experience points helping to make him a greater asset to his side.



- **Level 1:** awarded to pilots for some notable act that the HQ feels should be recognized. There are no experience points attached to this medal, and a pilot may be awarded this medal more than once in his career.
- **Level 2:** awarded for achieving 5 victories, or ace status. It imparts 1 experience point to the pilot's total. A pilot can only be awarded this medal once in his career.
- **Level 3:** awarded for achieving 10 victories. It imparts 1 experience point to the pilot's total. A pilot can only be awarded this medal once in his career.
- **Level 4:** awarded for achieving 15 victories. It imparts 2 experience point to the pilot's total. A pilot can only be awarded this medal once in his career.
- **Level 5:** the highest honor that can be awarded. It is awarded for achieving 20 victories and imparts 2 experience points to the pilot's total. A pilot can only be awarded this medal once in his career.

12.2. A pilot that scores five victories gains "ace" status. In addition to fame and glory, aces are entitled to fly custom-painted aircraft. His paint scheme may be a variation of his squadron's or it may be completely original, but must retain some semblance to historical examples and colors – ie, no neon colors! It must be supplied by the player and incorporated into a patch update and distributed by the game manager.

13. Exiting the Game

Players must land before exiting the game session. Note: Exceptions will be made for emergencies. If you must leave immediately and unexpectedly, you may exit in midair. If you are currently in range of an enemy machine, however, he may claim you as a victory, and your pilot will be considered "forced down."

Players may go into Observer mode at any time (e.g., to verify bombing damage); however, once a player has gone into Observer mode, he may not come back into the session as a pilot, or communicate any information via chat.

14. Victory

At the end of the war, each team's final score is the sum of the score points earned by its pilots, both living and dead, plus any bonus points for achieving mission objectives, or penalties for the deaths of pilots or failing objectives.

14.1. The winner is the side with the higher score. Divide the larger score by the smaller and consult the table below to determine the level of victory the victors achieved.

- 6.0 or greater: Losing side surrenders unconditionally, Victors write history!
- 5.0 to 5.9: Resounding victory! Losing side sues for peace.
- 4.0 to 4.9: Strategic victory! Enemy is in retreat!
- 3.0 to 3.9: Tactical victory! A breakthrough has been achieved!
- 2.0 to 2.9: Minor gains made, war goes on.
- Below 2.0: No important gains, the war drags on.