Blue Max Sequence of Play Summary Sheet

1. Tailing Step: An aircraft may tail another aircraft if:

- The aircraft being tailed is in the front arc of the tailing aircraft
- *And* the tailing aircraft is in the rear arc of the aircraft being tailed
- *And* the two aircraft are within 3 hexes of each other.

Restrictions:

- A plane cannot tail if it is on fire or smoking.
- A plane can only tail one *enemy* aircraft in a turn. A plane may tail all eligible friendly planes.
- Novice pilots may not tail *enemy* planes.

Effects:

- An aircraft being tailed must reveal the type of their maneuver (L, R, S) and whether they are climbing or diving to all pilots tailing the aircraft during the Maneuver Selection step.

2. Maneuver Selection: Each aircraft must select a maneuver from their own planes Maneuver Schedule.

Restrictions:

- **Restricted Maneuvers** (numbered 27-36) may only be selected if the previous turn's maneuver was a simple straight flight (numbers 2, 3, 4, or 5). An aircraft may perform the same restricted maneuver the following turn provided the maneuver is repeatable (max 2). *Aircraft which are on fire may not perform restricted maneuvers. Novice pilots may not perform restricted maneuvers.*
- **Nonrepeatable Maneuvers** are enclosed in brackets (numbered 1, 28, 31, or 36) and may not be chosen if the previous turn's maneuver was Nonrepeatable.
- **Acceleration/Deceleration:** The maneuver selected may not have a speed number which differs from the previous turn's maneuver speed number by more than <u>one</u>.
- **Diving:** An aircraft may dive by specifying "Dive" after any maneuver.
- **Climbing:** An aircraft may ascend one altitude by specifying "Climb" after any straight (S) maneuver. An aircraft may not climb at its maximum speed. Aircraft may not climb back to their maximum height during the game except where noted.

3. Fuel Expenditure: Players cross off fuel boxes equal to the speed number of their maneuver. Players climbing cross off one more than normal, players diving cross off one less.

Gliding: Planes out of fuel or with destroyed engines may only select maneuvers 2, 3, or 8 and lose one altitude every other turn. Must lose an altitude every turn if maneuver 3 is selected.

4. Movement: Players each move their own aircraft through the maneuver they have recorded for it.

- Any number of aircraft can occupy or pass through the same hex without colliding.
- All aircraft changing altitude do so at the end of their movement and spinning aircraft lose altitude per the spinning aircraft rules.

5. Combat: Each aircraft may attack one aircraft in its line of fire (the three hexes directly to the front). *Aircraft which are on fire or spinning may not shoot.*

Same hex combat: An aircraft may attack a target aircraft if:

- Both aircraft are facing the same direction
- And the speed number of the attacker's maneuver was lower than the speed number of the target's maneuver.

Recording: All players secretly record the target of their attack and the burst length (short, medium, or long).

Resolution: Resolve all attacks. All attacks are considered simultaneous.

- Calculate the Combat Value from the Combat Value chart, roll a 6-sided die, and consult the Combat Resolution chart.
- If more than one attacker is firing at a single target, all attacks against the target should be resolved, and the target plane's player should draw all resulting damage chits at one time, after the last attack has taken place.
- All aircraft which fire a long or medium burst at a target at a higher altitude must climb next turn. All aircraft firing a long or medium burst at a target at a lower altitude must dive next turn.

Damage Chits: Each chit has a red (R) and a blue (B) side. Players whose aircraft was damaged now draw damage chits <u>one at a time</u>.

- All blue damage chits are drawn first, then all red damage chits. None of the chits should be returned to the cup until all chits have been drawn.

Same-Altitude Directional Hits: If target and attacker are both at the same altitude:

- If the target is being attacked directly from the front, all tail hits become engine hits.
- If the target is being attacked directly form the rear, all engine hits become tail hits.
- Special damage chits (those with a letter) are not affected by this rule.

6. Damage: Any damage received in step 5 now takes effect.

Total Wing, Tail or Fuselage Damage: When all of an aircraft's wing, fuselage or tail boxes are marked off, the plane is destroyed.

Total Engine Damage: When all of an aircraft's engine or fuel boxes are marked off, it no longer has power and must glide from now on . See step 3 for more details about gliding.

Secrecy: most damage results are secret and are not revealed when they happen. Other players should not know how much damage a plane has taken.

Open results: Some results are obvious and should be announced when they happen:

- Smoke, Fire, and Observer Killed results.
- Destruction of an aircraft (from damage it has received).
- NOTE: The Pilot Killed result is not an open result. Simply plot OS2 for the following movement step. The plane goes into a spin and crashes when it reaches the ground.

7. Recovery: A pilot may perform one of the following each turn. Guns may not be reloaded nor jams cleared while the aircraft is spinning or if the aircraft made an attack during the Combat step.

Unjamming Guns: The plane must perform an unrestricted straight (S) maneuver (no stalls). Guns are unjammed on a roll of 4, 5, or 6.

Spin Recovery: Pilots recover on a roll of 3, 4, 5, or 6. Novice pilots recover on a roll of 4, 5, or 6. Roll a 6-sided die to determine the direction the plane is facing. On the next turn, the pilot must do a maneuver with a speed number equal to the highest speed number on his maneuver chart. Pilots who fail to recover must mark 0S2 for their next maneuver.

Reloading: To reload a Lewis Gun, the aircraft must perform maneuver 2S, 3S, or 4S. The gun may not fire during the turn it is reloading; it may fire the next turn using the next row of ammunition boxes. It is not possible to Reload and Unjam guns during the same turn.

8. Problems:

Gun Jamming: Guns are jammed on a long burst on a roll of 5 or 6.

Spin: Aircraft spin on a roll of 5 or 6. Novice pilots spin on a 4, 5, or 6. Only one roll is made regardless of the number of reasons to check.

- Aircraft which stalled (maneuver 1) must roll for spin.
- Aircraft which attempted to climb to an altitude it cannot reach must roll for spin. If the plane does not spin, it must stall (maneuver 1) the following turn. The plane does not have to check for spin in the next problem step unless forced to because of damage.
- Certain Critical Hits require the aircraft to check for spin.

9. Fire Damage: Each player whose aircraft is on fire draws one blue damage chit and records the damage it calls for immediately.

10. Fire/Smoke Extinguishing:

Extinguishing a fire: The fire is out on a roll of 5 or 6. If the pilot performed a slideslip (maneuver 8, 16, or 17), the fire is out on a roll of 4, 5, or 6. Extinguished fire becomes smoke.

Extinguishing Smoke: Smoke is out on a roll of 6. On a roll of 1 it turns into a fire.