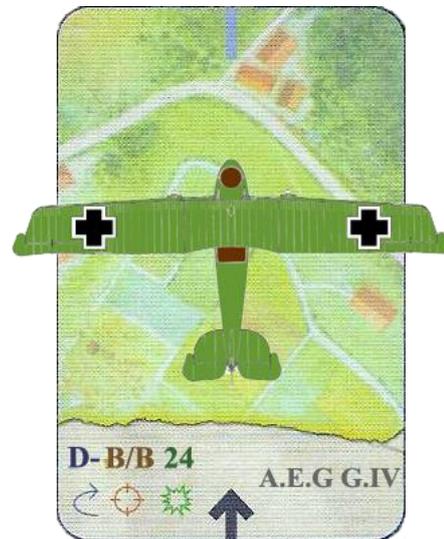


# A.E.G. G.IV Rules

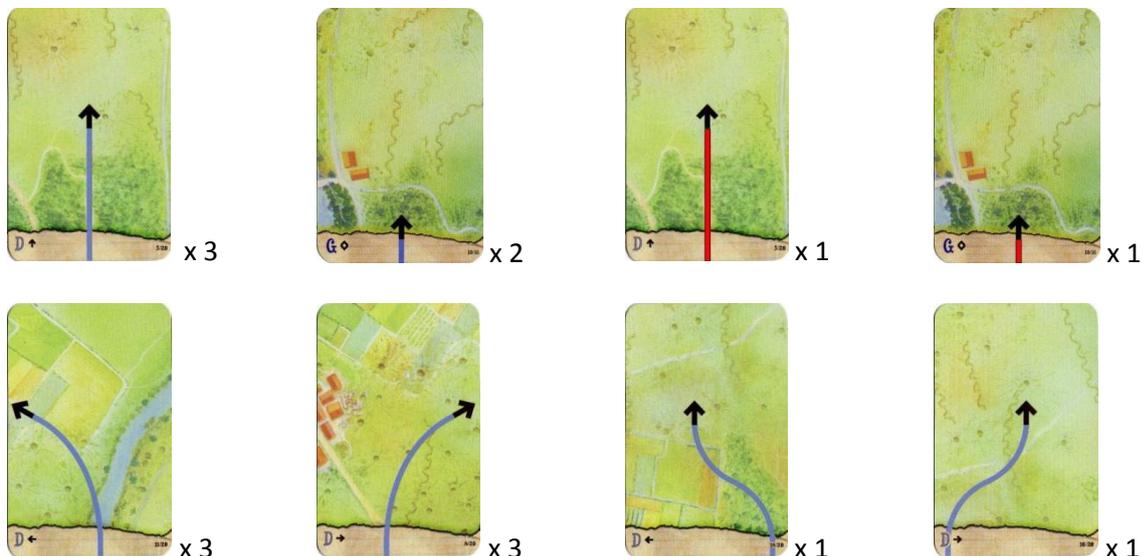
These rules are for using the Allgemeine Elektrizitäts-Gesellschaft AEG G.IV bomber with Wings Of War. While they may not be 100% historical, they do follow the spirit of the game.



The AEG G.IV uses a subset of the D manoeuvre deck, has a B machine-gun firing forward and a rear B machine-gun, and takes 24 damage points.

## Movement

The manoeuvre cards for the AEG G.IV are a subset of those available in the D (or J or I) manoeuvre deck. The AEG G.IV had the same max speed as the Fokker Dr.I - 165 km/h - so using the D manoeuvre deck is appropriate. However because it was much less manoeuvrable, only a subset of the available cards are used; extract the following cards and ignore the others such as Immelmann turn and steep slide slip.



## Altitude

The AEG G.IV has a ceiling of 10 and a climb rate of 5 when not carrying bombs. It had a ceiling of 4,500m and could climb to 1,000m in 5 minutes. It may not use the climb card while loaded with bombs.

## Manoeuvre Restrictions

The AEG G.IV may not “flip”, i.e. it may not use a right manoeuvre directly after a left manoeuvre or vice versa, it must instead use a straight card in between.

## Firing

The AEG G.IV has two gunners equipped with single machine-guns (B Damage Deck). The forward machine-gunner may fire in a 180° forward arc and the rear machine-gunner may fire in a 180° rearward arc.

## Restriction for Rear Gunner

Rear machine gunners normally had a blind spot at and below the tail. The AEG G.IV had a special feature to alleviate this problem so that a scout could not attack safely from below and behind. In the floor of the bay to the rear of the gunner’s cockpit there was a trap door hinged along its rear edge. When held open by its catch, the fire of the gun could be directed downward as well as in a rearward direction. To do this, the machine gun was lifted from the turntable and set on a small gun pivot mounted on the floor of the body.

### When using altitude rules:

Use the ruler to connect the centre of firing airplane’s base with the centre of the target’s base. Firing is not possible if the following three apply:

- the ruler crosses the flat part of the rear of the firer’s base.
- the ruler touches any point of the target’s base with its first half.
- both planes are at the same altitude level.

### When not using altitude rules:

Rear machine gunners had a blind spot at the tail. Use the ruler to connect the centre of firing airplane’s base with the centre of the target’s base. If the ruler crosses the flat part of the rear of the firer’s base, then close range shots draw only one damage card.

## Damage

The AEG G.IV takes 24 damage. It was made with welded steel tubing and could take a lot of punishment, although its weight meant that it couldn't carry a large payload.

The rudder jammed special damage cards are kept secret, all other special damage cards are immediately declared and recorded on the aeroplane’s playsheet. The following special damage rules apply:

### Aircrew Wounded



The AEG G.IV has a crew of 3: a pilot, a forward-gunner/bomber and a rear-gunner. Actually it was possible for the AEG G.IV to have an additional crew member, a co-pilot/observer for whom there was a second seat on the starboard side of the pilot’s cockpit – however the possibility of a fourth crew member is ignored for game purposes.

This symbol means that the pilot, observer or gunner is wounded. The pilot is wounded if the card is a “3” damage, otherwise the gunner nearest to the firer is wounded (if unsure roll a dice to determine).

The AEG G.IV has engine housings which enclose small fuel tanks, supplied by means of a pump from the main fuel tank which is placed in the pilot's cockpit forming the support for the seats. If the airplane receives an aircrew wounded special damage which wounds the pilot (a "3" damage) then an additional damage card must be drawn immediately. If this card is an explosion or fire special damage then the main fuel tank has been hit and explodes causing the plane to crash immediately. Otherwise the card is returned to the bottom of the deck.

The following restrictions apply to wounded aircrew:

Wounds	Pilot	Forward-gunner/bomber or Rear-gunner
1	<ul style="list-style-type: none"> <li>May not tail.</li> </ul>	<ul style="list-style-type: none"> <li>May not use aimed fire.</li> <li>Jammed machineguns take an additional "jammed" counter.</li> </ul>
2	<ul style="list-style-type: none"> <li>Must immediately turn for home and leave the playing area by the nearest friendly edge using the shortest possible route.</li> <li>May not perform mission.</li> </ul>	<ul style="list-style-type: none"> <li>May not fire</li> <li>If forward-gunner/bomber: may not perform mission (bombing etc.).</li> </ul>
3	<ul style="list-style-type: none"> <li>Dead.</li> </ul> <p>Aircraft crashes and explodes</p>	<ul style="list-style-type: none"> <li>Dead</li> </ul>

### Engine Damage



This symbol means that the engine is damaged. The engine nearest to the firer is damaged (if unsure roll a dice to determine). After two engine damage cards on the same engine it stops working. Third or subsequent engine damage cards on the same engine are ignored.

- If it has two or more engine damage cards, the aircraft must play at least one Stall Manoeuvre each turn (one with a short arrow and the symbol) until the end of the game.
- If it has one engine stopped, the aircraft must immediately play a Straight Manoeuvre and jettison any remaining bombs
- If it has three engine damage cards, the aircraft must immediately turn for home and leave the playing area by the nearest friendly edge using the shortest possible route. If altitude rules are in use, it may replace the mandatory stall card with a dive.
- If both engines are stopped the airplane crashes.

### Smoke



This symbol means that the aircraft engine leaves a smoke trail. The engine nearest to the firer is damaged (if unsure roll a dice to determine). The player takes three "smoke" counters and puts them on the playsheet. Each turn, before revealing the first manoeuvre of the turn, the player discards one "smoke" counter per engine. If a smoking engine receives a second smoke special damage then treat as a fire special damage after first having removed all remaining smoke counters.

Note that the aircraft may perform tailing as smoke from the engine does not block the pilot's view – if any scout is so stupid as to place itself in such a position.

## Fire



This symbol means that the aircraft engine has caught fire. The engine nearest to the firer is damaged (if unsure roll a dice to determine). The player takes three “flame” counters and puts them on the playsheet. Each turn, before revealing the first manoeuvre of the turn, the player discards one “flame” counter per engine. For each counter discarded, take a damage card from the ‘A’ damage deck, however only damage points (and explosions if used) are taken into account, all other special damages are ignored. If a flaming engine receives subsequent fire special damage then additional counters are added to bring the total up to three.

## Bombing

The AEG G.IV carried heavy bombs under the centre of the body. Near the inner ends of the lower wings there were two racks are provided for carrying lighter bombs. Lighter bombs and grenades were also carried in racks in all three cockpits on the starboard side. A payload of 400 kg (882 lb) could be carried.

The bomber, sitting in the forward cockpit, views of the ground below through a circular opening in the floor. Should the forward-gunner/bomber become incapacitated then it is no longer possible to bomb. While bombing, it is not also possible to fire or unjam the forward machine-gun.

## Victory Points

Victory points are modified as follows when using the AEG G.IV.

- The AEG G.IV is a very expensive and prestigious aeroplane, therefore victory points for shooting one down are doubled.
- The AEG G.IV has a heavy payload compared to two-seaters, therefore victory points for bombing or for failing to do so are doubled.

# AEG G.IV Playsheet

