

## Luftkrieg

### by John Henry

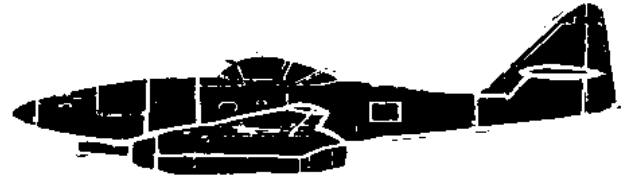
LUFTWAFFE, Avalon Hill's latest brainchild, is in many ways an improvement over other airpower games. It has its faults though: the majority of which show up in the basic version. The relatively small number of planes involved here result in the fact that a single roll of the die may determine an entire game. It's possible to eliminate the entire airforce in one attack. To bring a halt to this amazing slaughter, halve the results given on tile CRT in the Basic Game. In case of fractions, round down. If the result is one, leave it. Some may say that this makes the German's job harder but seeing as the whole game is a bit lop-sided in their favor who cares?

When we advance into the more complicated versions the odds smooth out, somewhat. One cannot but wonder what Adolf Galland would have said if he had known that in 1945 he had the best fighters of that time in the war- he would also have wondered if the fact that then quality were as good as was in 1943. At this time the German pilot schools were turning out pilots which were in many ways comparable to the Japanese Kamikaze pilots. For this and other reasons, when using the "Operation Custer", Tournament and Advanced games in 1945, lower all German aircraft's E rating by one (don't look like that, You're lucky I didn't ground halt your airforce for lack of fuel). Except from this ruling all Me262 squadrons and in the case of Me262 squadron JV44 add one to the E rating as it was composed of the elite of the Luftwaffe.

A note on tactics: The basic thing for the German to remember is 'Get the Bombers!' Although at times the American fighters are tempting targets, they are irrelevant since they cannot destroy ground targets. If you have a choice between attacking fighters and bombers, get the bombers. If necessary allow fighter units to be destroyed next turn. The American generally has a limited number of bombers and replacements and when these are gone he has had it.

For the American player, salvation lies in the proper use of his aircraft. P38s should be placed in close escort due to the fact that they have the range and aren't very fantastic in combat. These will help to soak up the first losses. The P47s and P51s should roam about and attempt to jump the German fighters at the earliest opportunity. Try to keep them out of position from which they may be jumped by large forces of German fighters. If necessary, small units of fighters may be used as bait to lure German fighters away from bomber formations. When allocating bombers to targets don't allocate too few factors to each, they might not get through. Don't allocate too many either or you may find out that you have a lot of cities that haven't been hit.

#### Me262A-1 by Messerschmidt

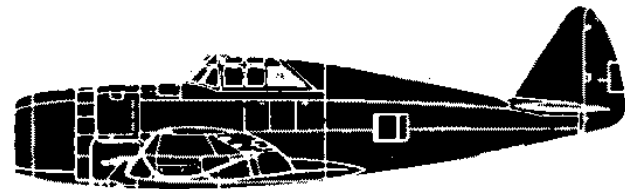


This fighter was the most successful example of German genius. I almost turned the tide of air to air combat.

- Crew: one
- Max speed: 540 mph at 19,684 ft.
- Cruising speed: 440 mph
- Service ceiling: 36,565 ft.
- Max range: 652 miles
- Armament: four 30 mm MK 108 cannons

when these are gone he has had it.

#### P47D Republic Thunderbolt



More commonly known as the Jug, this workhorse served well as a fighter and as a ground attack aircraft.

- Crew: one
- Max speed: 429 mph at 30,000
- Cruising speed: 350
- Service ceiling: 42,000
- Max range: 1800 with tanks, 590 without tanks
- Armament: eight 50 caliber

#### P51 North American Mustang



This was our best high altitude long-range fighter. It helped win the air war over Germany.

- Crew: one
- Max speed: 437 mph at 25,000 ft.
- Cruising speed: 362
- Service ceiling: 41,900 ft
- Max range: 2,300 with tanks, 950 without tanks
- Armament: six 50 caliber machine guns and up to 2,000 of bombs or 10 five inch rockets.