Heavy Bomber **3VP**

He 177A-5 Greif

Altitude	Speed	Turn	Climb	Bomb
16+	3	3	S	–
0 - 15	4	4	2	26

Firepower 1
Protection 5
Bombsight G
Defence 1

Max Load 33

Germany Nov 43 v1.0

Light Bomber **2VP**

Hs 129B-2

Altitude	Speed	Turn	Climb	Bomb
9+	2	1	S	–
3 - 8	3	2	2	4
0 - 2	3	2	1	4

Firepower 2
Protection 5-6
Bombsight T

AT Gun 4
Low Drag

Germany Jan 43 v1.0

Fighter **1.5VP**

Me 210A-1

Altitude	Speed	Turn	Climb	Bomb
12+	4	3	3	–
3 - 11	5	4	2	9
0 - 2	5	4	1	9

Firepower 2
Protection 4-5
Bombsight T
Defence 0

Rear View

Germany Sep 42 v1.0

Fighter **1VP**

Me 163B-1 Komet

Throttle	Speed	Turn	Climb
Full	9	7	1 / 0.5
No	6	5	–

Firepower 3
Protection 3
Bombsight T

Rocket

Germany Jul 44 v1.0

Medium Bomber **2VP**

Tu-2

Altitude	Speed	Turn	Climb	Bomb
18+	4	4	S	–
3 - 17	5	5	2	16
0 - 2	5	5	1	16

Firepower 2/0
Protection 4-5
Bombsight T
Defence 0

Low Drag

Soviet Union Sep 42 v1.0

Fighter **1VP**

La-7

Altitude	Speed	Turn	Climb	Bomb
13+	5	6	3	–
5 - 12	6	7	2	6
0 - 4	7	7	1	6

Firepower 2
Protection 4
Bombsight T

ATGR 4
Rear View

Soviet Union Sep 44 v1.0

Fighter **1VP**

Yak-3

Altitude	Speed	Turn	Climb	Bomb
12+	5	6	3	–
7 - 11	6	7	2	–
0 - 6	7	7	1	–

Firepower 2
Protection 4
Bombsight T

Rear View

Soviet Union Jun 43 v1.0

Fighter **1VP**

Yak-9U

Altitude	Speed	Turn	Climb	Bomb
13+	5	6	3	–
5 - 12	6	7	2	6
0 - 4	6	7	1	6

Firepower 2
Protection 4
Bombsight T

ATGR 4
Rear View

Soviet Union Oct 44 v1.0

Me 163B-1 Komet

Little more than a manned rocket, the **Me 163 Komet** from Messerschmitt had astonishing climb rate and speed. However, its short range limited it serving as a point interceptor and it was unsafe to fly. Sent up in small numbers, **Me 163**s shot down a handful of Allied bombers. Overall, the **Komet** was ineffective, though it gave Allied airmen a scare.

Variants

Me 163B-1 (Early) Early-production model with a lighter gun battery
Reduce Firepower to 2

WING LEADER

Me 210A-1

Messerschmitt's successor to the **Bf 110** heavy fighter was a notorious failure. The **Me 210** was difficult to fly and hundreds entered service before the bugs were ironed out. Things got so bad that production was cancelled and manufacture of the **Bf 110** resumed. Eventually, the **Me 210**'s flaws were fixed and new engines installed, the resulting aircraft being redesignated the **Me 410 Hornisse**.

Variants

This card depicts all variants, including the **Me 210A-2**, **Me 210C** and the Hungarian-made **Me 210Ca-1**

WING LEADER

Hs 129B-2

Henschel built the **Hs 129** to a specification for a heavily armoured attack aircraft. The bomber's power was in its guns, and it was armoured to withstand small arms fire.

Only available in small numbers, the **Hs 129** proved an adequate tank killer, but was vulnerable to fighters.

Variants

Hs 129B-1 Early version, available May 42
*Remove **AT Gun** ability*

Hs 129B-3 Version armed with 75mm gun, in service Jun 44 in small numbers
*Increase **AT Gun** ability to **AT Gun 7***

WING LEADER

He 177A-5 Greif

Germany's only heavy bomber of the war was the troubled Heinkel **He 177 Greif** ('Griffin'). Conflicting requirements and a ill-conceived engine installation resulted in a delayed entry into service, as well as ongoing bugs. The Luftwaffe never assembled fleets of heavy bombers on the scale of the Allies, though as a night bomber the **He 177** proved a thorn in their sides on both the Eastern and Western fronts.

Variants

This card depicts all service variants, including the early-production **He 177A-1** and **A-3**, available Jul 42

WING LEADER

Yak-9U

The definitive **Yak-9** variant, the **Yak-9U** was the product of a major program of improvement by the Yakovlev bureau, addressing aerodynamics, engine and weight. Additional firepower was added to make a formidable fighter. The **Yak-9U** soon proved itself in combat against the **Fw 190**. In the final months of war it entered service in sufficient numbers to help complete the destruction of the Luftwaffe.

Variants

This card also depicts the post-war **Yak-9P**, in service 1946

WING LEADER

Yak-3

The Yakovlev fighter series diverged along parallel lines. The better-handling trainer version became the **Yak-7** and eventually the **Yak-9**. The original **Yak-1** went a separate route, evolving into the superior **Yak-3**, which entered service later than its stablemates. This incorporated all the lessons from its sisters, and was a lighter aircraft with improved aerodynamics. At low altitudes it stood toe-to-toe with the Germans, who soon issued a warning to their pilots to avoid it.

Variants

This card also depicts the post-war **Yak-3P**, in service late 45

WING LEADER

La-7

The Lavochkin bureau continued to refine the **La-5** airframe, replacing wooden parts with metal to lighten the aircraft and installing a more powerful engine. The resulting **La-7** fighter was faster by a modest amount, and more manoeuvrable than the **La-5FN**. Many Soviet pilots considered the aircraft to be the equal of its enemies, particularly at low altitude, and the **La-7** even scored victories against the new German **Me 262** jets.

Variants

La-7 (Late) Up-gunned variant, in service Jan 45
Increase Firepower to 3

WING LEADER

Tu-2

Tupolev designed his replacement for the **SB** bomber in an NKVD prison. When the **Tu-2** arrived at the front it proved to be fast, with great range and a good bomb load–arguably one of the best medium bombers of the war. Pilots and commanders praised the aircraft, but their reports arrived late, with the result that the **Tu-2** was cancelled in 1942 in favour of fighter production. Fortunately, the reports came to light and Stalin reinstated production. The **Tu-2** would constitute less than 10% of the Soviet medium bomber force, but performed a vital long-range role in the last years of the war.

WING LEADER

Fighter 1VP

Firefly F Mk.I

Altitude	Speed	Turn	Climb	Bomb
10+	3	3	3	–
3 - 9	4	4	2	13
0 - 2	4	4	1	13

Firepower 3
Protection 4
Bombsight T

ATGR 12
Drop Tanks
Edge ▸
Rear View

Great Britain Oct 43 v1.0

Torpedo Bomber 1VP

Barracuda Mk.II

Altitude	Speed	Turn	Climb	Bomb
10+	2	2	S	–
2 - 9	3	3	2	11
0 - 1	3	3	1	11

Firepower U/0
Protection 4
Bombsight T
Defence 0

Dive Brakes
Torpedo +1

Great Britain Jan 43 v1.0

Light Bomber 2VP

Mosquito FB Mk.VI

Altitude	Speed	Turn	Climb	Bomb
10+	5	4	S	–
3 - 9	6	5	2	13
0 - 2	6	5	1	13

Firepower 3
Protection 4-5
Bombsight T

ATGR 8
Drop Tanks

Great Britain May 43 v1.0

Medium Bomber 2VP

Ki-49-IIa Donryu (Helen)

Altitude	Speed	Turn	Climb	Bomb
18+	3	3	S	–
3 - 17	4	4	2	14
0 - 2	4	4	1	14

Firepower 1
Protection 5
Bombsight V
Defence 0

Japan 1942 v1.0

Fighter 1VP

Ki-44-IIa Shōki (Tojo)

Altitude	Speed	Turn	Climb	Bomb
13+	5	4	3	–
7 - 12	6	5	2	–
0 - 6	6	5	1	–

Firepower 1
Protection 4
Bombsight T

Drop Tanks
Rear View

Japan Oct 42 v1.0

Fighter 1.5VP

Ki-45-KAIa Toryu (Nick)

Altitude	Speed	Turn	Climb	Bomb
16+	4	3	3	–
4 - 15	5	4	2	9
0 - 3	5	4	1	9

Firepower 1
Protection 4-5
Bombsight T
Defence 0

Drop Tanks
Rear View

Japan Aug 42 v1.0

Light Bomber 2VP

Ki-48-IIa (Lily)

Altitude	Speed	Turn	Climb	Bomb
11+	3	3	S	–
3 - 10	4	4	2	8
0 - 2	4	4	1	8

Firepower 0
Protection 4-5
Bombsight V
Defence 0

Japan Apr 42 v1.0

Fighter 1VP

Ki-100-Ia

Altitude	Speed	Turn	Climb	Bomb
13+	4	6	3	–
4 - 12	5	7	2	9
0 - 3	5	7	1	9

Firepower 2
Protection 4
Bombsight T

Drop Tanks

Japan Mar 45 v1.0

Ki-49-IIa Donryu
Allied Codename: Helen

The Nakajima **Ki-49 Donryu** ('Storm Dragon') or 'Army Type 100 Heavy Bomber' was not heavy by Western standards, but a replacement for the Army's **Ki-21**, with improved armour and weapons. Intended to operate without escorts, it struggled against powerful Allied fighters.

Variants

This card also depicts the late-production **Ki-49-IIb**

Ki-49-I Early variant, in service autumn 41
Reduce Protection to 4-5

WING LEADER

Mosquito FB Mk.VI

De Havilland's **Mosquito** was a fine light bomber, fitted with external bomb carriers and a gun battery in place of a bomb aimer's position. The **FB Mk.VI** was the most numerous **Mosquito** of the war and became famous for its use in daring low-level raids.

*Remove **ATGR** ability before Oct 44*

Variants

Mosquito FB Mk.XVIII 'Tsetse' Anti-submarine variant with 57mm tank gun, available Oct 43
*Reduce Firepower to 1; add **AT Gun 5** ability*

WING LEADER

Barracuda Mk.II

The ungainly-looking Fairey **Barracuda** was a replacement for the Royal Navy's obsolete **Swordfish** and **Albacore** torpedo bombers. The **Barracuda** proved more versatile and could double as a dive bomber, participating in the attacks that sunk the battleship *Tirpitz*. After performing well in European waters it fought in the Pacific, though a lack of power resulted in its gradual replacement by the American-built **TBF Avenger**.

Variants

This card also depicts the early **Barracuda Mk.I** and anti-submarine **Mk.III**

WING LEADER

Firefly F Mk.I

The Fairey **Firefly** carrier fighter looked superficially similar to the company's stopgap **Fulmar**, but was a brand-new design. Built to a specification for a larger and more powerful two-seat fighter, it lacked performance, but proved to be versatile as a naval fighter, scout, and fighter-bomber. A success on its own terms, versions of the **Firefly** would serve into the Korean War and beyond.

Variants

Firefly FR Mk.I Advanced radar-equipped model, in service mid-45
*Add **Gyro** ability*

WING LEADER

Ki-100-Ia

The supply of inline engines for the **Ki-61-II Hien** ceased due to bombing, leaving hundreds of airframes without powerplants. In response Kawasaki installed a radial engine that cost the aircraft speed but made it far lighter. The new **Ki-100**, or 'Army Type 5 Fighter' was not given a codename by the Allies. However, it proved a reliable, easy-to-handle and agile mount, and a dangerous foe in the final months of the war.

Variants

Ki-100-Ib Improved version
*Add **Rear View** ability*

WING LEADER

Ki-48-IIa
Allied Codename: Lily

The Kawasaki **Ki-48** (or 'Army Type 99 Twin-engined Light Bomber') proved to be a useful, if poorly protected, light bomber on its debut in the China War. Late-war variants added armour to cope with attacks from Allied aircraft, and served into 1945.

Variants

This card also depicts the late-production **Ki-48-IIc**

Ki-48-Ia, -Ib Early-war variants, in service late 40
Reduce Bombs to 7 and Protection to 4

Ki-48-IIb Late-production variant
*Add **Speed Brakes** ability*

WING LEADER

Ki-45-KAIa Toryu
Allied Codename: Nick

Observing that European air forces were developing two-seat 'destroyer' fighters, the Japanese Army ordered one of its own, which became Kawasaki's **Ki-45 Toryu** ('Dragon Slayer'). Like the German **Bf 110**, the aircraft would struggle against single-seat fighters, but came into its own as a bomber interceptor and attack aircraft.

Variants

Ki-45-KAIb Up-gunned variant
*Reduce Firepower to 0; add **Heavy Gun 3** ability*

WING LEADER

Ki-44-IIa Shōki
Allied Codename: Tojo

Nakajima designed the **Ki-44 Shōki** (named after a guardian spirit) as a fast bomber interceptor, to complement the Army's **Ki-43** dogfighter. It served in the defence of the Home Islands, China' and Sumatra before its partial replacement late in the war by the superior **Ki-84 Hayate**.

Variants

This card also depicts the late-production **Ki-44-IIc**

Ki-44-IIb Bomber-killer variant with short-range 40mm cannon
*Add **Heavy Gun 4** ability, which cannot be used for standoff attacks*

WING LEADER

Fighter 1VP

P-51A Mustang

Altitude	Speed	Turn	Climb	Bomb
11+	5	5	3	–
4 - 10	6	6	2	9
0 - 3	6	6	1	9

Firepower 1
Protection 4
Bombsight T

Drop Tanks

United States Apr 42 v1.0

Medium Bomber 2VP

B-25C Mitchell

Altitude	Speed	Turn	Climb	Bomb
14+	3	3	S	–
3 - 13	4	4	2	16
0 - 2	4	4	1	16

Firepower 0
Protection 4-5
Bombsight G
Defence 0

Max Load 21

United States Dec 41 v2.0

Transport 2VP

C-47 Skytrain

Altitude	Speed	Turn	Climb	Bomb
10+	1	1	S	–
2 - 9	2	2	2	–
0 - 1	2	2	1	–

Firepower U
Protection 3-4

United States 1940 v1.0

Light Bomber 2VP

B 18A

Altitude	Speed	Turn	Climb	Bomb
18+	3	3	S	–
3 - 17	4	4	2	16
0 - 2	4	4	1	16

Firepower 0
Protection 4-5
Bombsight S
Defence 0

Speed Brakes

Sweden Jun 44 v1.0

Fighter 1VP

P-47N Thunderbolt

Altitude	Speed	Turn	Climb	Bomb
21+	6	5	3	–
6 - 20	7	6	2	13
0 - 5	7	6	1	13

Firepower 2
Protection 4-5
Bombsight T

ATGR 12
Drop Tanks
Gyro
Rear View

United States Mar 45 v1.0

Fighter 1VP

FM-2 Wildcat

Altitude	Speed	Turn	Climb	Bomb
18+	3	4	3	–
5 - 17	4	5	2	7
0 - 4	4	5	1	7

Firepower 1
Protection 4
Bombsight T

ATGR 6
Drop Tanks
Edge ▸

United States Oct 43 v1.0

Fighter 1VP

J 22

Altitude	Speed	Turn	Climb	Bomb
12+	4	5	3	–
4 - 11	5	6	2	–
0 - 3	5	6	1	–

Firepower 1
Protection 4
Bombsight T

Sweden Oct 43 v1.0

Light Bomber 1VP

B 17A

Altitude	Speed	Turn	Climb	Bomb
18+	2	2	S	–
3 - 17	3	3	2	11
0 - 2	3	3	1	11

Firepower 0
Protection 4
Bombsight S
Defence 0

Speed Brakes

Sweden 1942 v1.0

B 18A

The design for SAAB's twin-engined bomber and reconnaissance aircraft went through so many changes that the **B 18** was delayed from entering service until 1944. A lack of modern engines resulted in a well-made but underpowered light bomber, a problem that was not rectified until after the war, with the installation of German motors in the follow-on **B 18B**.

WING LEADER

C-47 Skytrain

The **C-47 Skytrain**, the militarised version of the Douglas **DC-3** airliner, had a remarkable career. It was ubiquitous in every theatre as a troop and cargo transport, and proved vital to the Allied war effort.

Variants

This card also depicts the **C-53 Skytrooper** troop transport; the licence-built Soviet **Li-2**; and the licence-built Imperial Japanese Navy **L2D (Allied codename: Tabby)**, or 'Navy Type 0 Transport'

The **C-47** was named **R4D** in US Navy service and **Dakota** in British and Commonwealth service

WING LEADER

B-25C Mitchell

North American's **B-25** was a major asset in the Mediterranean and Pacific, excelling at low-level attacks. Gunship variants mounted extra machineguns and even a tank gun!

Variants

This card depicts the **B-25C** and **D**, named **Mitchell Mk.II** in British service, as well as the early **B-25B**, in service Aug 41, named **Mitchell Mk.I** in British service

B-25 Gunship Many **B-25C** and **D** added guns to improve strafing, available Feb 43
Increase Firepower to 2/0

B-25G Gunship version armed with 75mm gun, available Jul 43
*Add **Heavy Gun 7** ability*

WING LEADER

P-51A Mustang

North American built the **P-51A** to a British specification, boasting they could make a better fighter than the **P-40** using the same Allison engine. The resulting **Mustang** was big but aerodynamically clean, its size permitting the fuel tankage for very long range. An immediate success in British service, its main failing was the powerplant, which limited its performance at altitude.

Variants

This card also depicts the British **Mustang Mk.I** and **Mk.II**

Mustang Mk.IA Cannon-armed variant
Increase Firepower to 3

WING LEADER

B 17A

The SAAB **B 17** was the Swedish air force's first homegrown modern aircraft design. It was a tidy light bomber with novel air brakes that doubled as undercarriage covers, and was equipped with Erik Wilkensson's automatic dive-bombing sight. A shortage of engines meant that each variant had a different powerplant. The aircraft would soldier on into the post-war era.

Variants

This card also depicts the re-engined **B 17C**

B 17B Variant with crutch for dive bombing
*Remove **Speed Brakes** ability; add **Dive Brakes** ability*

WING LEADER

J 22

The advent of war left Sweden with few fighters, all of which were obsolescent and foreign-made. An effort was launched to develop a domestic fighter and the company FFVS was set up to design and manage the project. Its product, the **J 22**, was kept simple and was built around a reverse-engineered American powerplant. The fighter was a solid, nimble aircraft, though one that, on entering service, was already two or three years behind the cutting edge.

Variants

This card depicts all of the armament variants

WING LEADER

FM-2 Wildcat

As Grumman switched its production lines from the **F4F** carrier fighter to the **F6F Hellcat**, General Motors was contracted to continue building **Wildcats**. GM's **FM-2** was a lightweight development of the aircraft with a more powerful engine and was perfect for operating from the Navy's small escort carriers supporting anti-submarine and amphibious operations.

Variants

Wildcat Mk.VI British variant, in service Jul 44
*Remove **ATGR** ability*

For the **FM-1 Wildcat** see the **F4F-4** card

WING LEADER

P-47N Thunderbolt

The final version of the Republic **P-47 Thunderbolt** was designed for very-long-range missions in the Pacific, escorting **B-29**s to the Japanese mainland from Saipan. To aid endurance it was given a 'wet' wing with additional fuel tanks. A more powerful engine helped with the extra weight and improved the climb rate.

Variants

P-47M High-speed 'sprint' interceptor, in service Jan 45
*Remove Bomb rating and **ATGR** ability; add **Edge** ▸ ability*

WING LEADER