



Fighter

1VP

**P.11c**

Altitude Speed Turn Climb Bomb

11+	2	4	3	—
3 - 10	3	5	2	—
0 - 2	3	5	1	—

Firepower **0**
 Protection **3**
 Bombsight **T**

Poland 1934

v1.0



Light Bomber

1VP

**PZL.23B Karaś**

Altitude Speed Turn Climb Bomb

14+	1	1	S	—
3 - 13	2	2	2	10
0 - 2	2	2	1	10

Firepower **0**
 Protection **3**
 Bombsight **T**
 Defence **0**

Poland 1937

v1.0



Medium Bomber

2VP

**PZL.37B Łoś**

Altitude Speed Turn Climb Bomb

14+	2	2	S	—
2 - 13	3	3	2	15
0 - 1	3	3	1	15

Firepower **0** **Max Load 20**
 Protection **4-5 h**
 Bombsight **V**
 Defence **0**

Poland 1938

v1.0



Fighter

1VP

**B-534**

Altitude Speed Turn Climb Bomb

9+	2	4	3	—
4 - 8	3	5	2	4
0 - 3	3	5	1	4

Firepower **0**
 Protection **3**
 Bombsight **T**

Czechoslovakia 1937

v1.0



Fighter

1VP

**I-15 'Chaika'**

Altitude Speed Turn Climb Bomb

8+	1	4	3	—
3 - 7	2	4	2	4
0 - 2	2	4	1	4

Firepower **0** **ATGR 4**
 Protection **3-4** **Edge ▶**
 Bombsight **T**

Soviet Union 1935

v1.0



Light Bomber

1VP

**R-Z**

Altitude Speed Turn Climb Bomb

17+	1	2	S	—
3 - 16	2	3	2	8
0 - 2	2	3	1	8

Firepower **0**
 Protection **3**
 Bombsight **T**
 Defence **0**

Soviet Union 1935

v1.0



Fighter

1VP

**D.XXI**

Altitude Speed Turn Climb Bomb

10+	3	4	3	—
4 - 9	4	5	2	—
0 - 3	4	5	1	—

Firepower **0**
 Protection **3**
 Bombsight **T**

Netherlands Feb 36

v1.0



Fighter

1.5VP

**G.I**

Altitude Speed Turn Climb Bomb

10+	3	2	3	—
4 - 9	4	3	2	7
0 - 3	4	3	1	7

Firepower **1** **Rear View**
 Protection **3-4**
 Bombsight **T**
 Defence **0**

Netherlands Mar 37

v1.0

**B-534**

The Avia **B-534** was the primary Czechoslovak fighter at the time of the country's partition. Though advanced for the 1930s, by the end of the decade it was outclassed by modern monoplanes. Some **B-534s** were used by the Slovak air force in the invasion of Poland. A number were flown by the Bulgarians, though they saw limited combat.

Variants

This card depicts the **B-534-I**, **-II**, **-III**, **-IV**, the re-gunned **Bk-534** and the **B-534 Dogan** ('Hunting Falcon') in Bulgarian service

WING LEADER

**PZL.37B Łoś**

The **PZL.37 Łoś** ('Elk') was an advanced medium bomber from Poland's PZL state aviation works. It carried a large bomb load and could operate from rough airstrips.

When the Germans invaded, **PZL.37s** were dispersed to rough fields. This saved them from destruction, but severely limited operations and the bomb load they could carry. Despite losses, they succeeded in slowing the enemy advance in places.

The listed Bomb rating assumes the bomber is based at a rough field. If operating from a regular airfield, increase the Bomb rating to Max Load

WING LEADER

**PZL.23B Karaś**

Poland's primary reconnaissance aircraft and light bomber was the **PZL.23 Karaś** ('Carp') from the PZL state aviation works. By 1939 it was obsolescent, due to being seriously underpowered and lacking protection. In the invasion of Poland the **PZL.23** suffered heavy combat losses at the hands of enemy fighters and flak.

WING LEADER

**P.11c**

The **P.11** was the product of Poland's PZL state aviation works. It was advanced for the mid-1930s—an all-metal monoplane with a high gull wing—but by 1939 it had fallen way behind the cutting edge. Though it put up a brave fight during the invasion of Poland it was overwhelmed by the Luftwaffe's modern fighters.

Variants

This card also depicts the Polish **P.11a** and the **P.11b** and **P.11f**, both in Romanian service

WING LEADER

**G.I**

Fokker's **G.I** was a revolutionary and influential twin-boom heavy fighter design. The twin engines allowed the fighter to carry an impressive battery of machineguns. When the May War began, a number of **G.Is** were caught on the ground in the Luftwaffe's surprise first strike. The remainder fought on in the fighter and ground-attack roles. Export versions were made for Spain and Finland but none were delivered before the German invasion.

WING LEADER

**D.XXI**

Fokker built the **D.XXI** as a lightweight fighter for the Dutch colonial army. Squadrons were also formed for the metropolitan *Luchtvaartafdeling*, and it was the Netherlands' primary fighter of the May War. Though underarmed and underpowered, the **D.XXI** was agile and performed well against opponents such as the **Bf 109**.

Variants

This card depicts all Dutch variants of the fighter, including the **D.XXI-2**, **-4** and **-5**

D.XXI-3 License-built Finnish variant with armour and self-sealing tanks
Increase Protection to 4

WING LEADER

**R-Z**

A development of the **R-5** light reconnaissance bomber, the modernised Polikarpov **R-Z** boasted a monocoque fuselage and an improved engine. The aircraft would go on to see service in Spain and Mongolia. By the time of the German invasion, the **R-Z** was being replaced in service with the **IL-2**, though some light bomber regiments continued to use the type.

Variants

R-ZSh *Sturmovik* variant
Increase Firepower to 1/0

WING LEADER

**I-15 'Chaika'**

The Polikarpov **I-15 'Chaika'** ('Seagull') was so called because of the gull shape of its upper wing. Pilots were divided on its virtues, some liking its manoeuvrability, while others found the wing configuration a problem, particularly during take-off and landing. **I-15** fighters were deployed to Spain and a later version, the **I-152**, with a more conventional biplane layout, saw combat in China and Mongolia. Some were still in service at the time of the German invasion, despite their obsolescence.

Variants

This card also depicts the **I-152** (or **I-15 bis**) with a conventional wing, in service late 37

WING LEADER



Medium Bomber

2VP



Wellington Mk.IC

Altitude	Speed	Turn	Climb	Bomb
13+	2	2	S	—
2 - 12	3	3	2	19
0 - 1	3	3	1	19

Firepower 0
Protection 4-5
Bombsight V
Defence 0

Great Britain Apr 40

v1.0



Heavy Bomber

3VP



Stirling Mk.I

Altitude	Speed	Turn	Climb	Bomb
10+	2	2	S	—
0 - 9	3	3	2	17

Firepower 0
Protection 5-6
Bombsight V
Defence 1

Max Load 34

Great Britain Jan 41

v1.0



Heavy Bomber

2VP



Manchester Mk.IA

Altitude	Speed	Turn	Climb	Bomb
9+	2	2	S	—
0 - 8	3	3	2	25

Firepower 0
Protection 5
Bombsight V
Defence 1

Max Load 29

Great Britain Dec 40

v1.0



Heavy Bomber

3VP



Halifax B Mk.I

Altitude	Speed	Turn	Climb	Bomb
11+	2	2	S	—
0 - 10	3	3	2	25

Firepower 0
Protection 5-6
Bombsight V
Defence 1

Max Load 32

Great Britain Mar 41

v1.0



Medium Bomber

2VP



Hampden Mk.I

Altitude	Speed	Turn	Climb	Bomb
12+	2	2	S	—
2 - 11	3	3	2	13
0 - 1	3	3	1	13

Firepower 0
Protection 4-5
Bombsight V
Defence 0

Max Load 18
Torpedo +1

Great Britain Sep 38

v1.0



Fighter

1VP



B-339D Buffalo

Altitude	Speed	Turn	Climb	Bomb
9+	3	4	3	—
4 - 8	4	5	2	—
0 - 3	4	5	1	—

Firepower 1
Protection 3-4
Bombsight T

United States Jun 41

v1.0



Fighter

1VP



CW-21B 'Interceptor'

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

Firepower 0
Protection 3
Bombsight T

United States Mar 41

v1.0



Fighter

1VP



BF2C Goshawk

Altitude	Speed	Turn	Climb	Bomb
8+	1	3	3	—
3 - 7	2	4	2	4
0 - 2	2	4	1	4

Firepower 0
Protection 3
Bombsight T

United States Oct 34

v1.0



Halifax B Mk.I

The Handley Page **Halifax** emerged from the same heavy bomber requirement that resulted in the **Lancaster**. The **Mk.I** and **Mk.II** proved inferior to the **Lancaster** in speed, ceiling, bomb capacity and cost. However, the needs of Bomber Command's night bombing campaign meant the **Halifax** was built in great numbers, eventually evolving into the more capable **Mk.III**.

Variants

This card depicts early Merlin-engined variants, including the **Halifax B Mk.II** (Mar 42), and **B Mk.V** (Jun 43)

For the Hercules-engined variants see the **Halifax B Mk.III** card

WING LEADER



Manchester Mk.IA

Though often described as a twin-engined bomber, Avro's **Manchester** was fitted with four engines, driving two propellers. This system, similar to that of the **He 177**, suffered from a lack of reliability and power. With a full bomb load the aircraft struggled for altitude. However, the airframe had potential, and so four separate Merlin engines were fitted, and the wings lengthened, to evolve the inadequate **Manchester** into the iconic **Lancaster**.

Variants

This card also depicts the early-production **Manchester Mk.I**

WING LEADER



Stirling Mk.I

The first of the great RAF heavy bombers, the Short **Stirling** was also the least, lacking speed and ceiling when compared with the **Halifax** and **Lancaster**. Nevertheless, the **Stirling** pioneered many of the night bombing and pathfinding techniques that served Bomber Command so well in the late war, before finding a late lease of life as a glider tug.

Variants

This card also depicts the main-production **Stirling Mk.III**, in service Jan 43

WING LEADER



Wellington Mk.IC

A versatile Vickers design, the **Wellington** medium bomber, nicknamed 'Wimpy' after the *Popeye* character J. Wellington Wimpy, saw front-line service in every theatre. In Europe the threat from fighters forced the **Wellington** to bomb at night. But elsewhere it performed long-range daylight bombing right up to the end of the war.

For space reasons Wellington counters are labelled 'Wimpy'.

Variants

This card depicts all major bomber variants, including the **Wellington Mk.I** and **Mk.IA**, available Oct 38, as well as the **Mk.II**, **Mk.III**, **Mk.IV** and **Mk.X**

WING LEADER



BF2C Goshawk

The Curtiss **BF2C** was designed as a carrier fighter-bomber for the US Navy, but its career was short-lived, due to problems with the landing gear and metal wings. The export version, named the **Hawk III**, had less problematic wood-framed wings and saw action with both the Chinese and Thai air forces. However, the aircraft was outclassed when facing modern opponents. In China they were eventually relegated to night actions and the training role.

Variants

This card also depicts the export **Hawk III** in Chinese, Thai, Turkish and Argentine service

WING LEADER



CW-21B 'Interceptor'

The Curtiss-Wright **CW-21B** was designed as a lightweight interceptor with a blistering rate of climb, but tricky handling. The US Army Air Corps declined to buy it, but some were sold to the Chinese, and 24 aircraft were bought by the Dutch military. Lacking firepower and armour, these were mostly lost in the battles over Java.

Variants

This card depicts the **CW-21B** in Dutch service and the **CW-21** in Chinese service

Note: Some sources refer to the CW-21 as the 'Demon', but the Dutch called it the 'Interceptor'

WING LEADER



B-339D Buffalo

Exports of Brewster's **F2A Buffalo** were hamstrung by the additional weight of armour and a lack of high-powered motors. However, the Dutch were able to obtain 1,200-hp powerplants, and with less equipment, their **B-339D** fighters proved more nimble than those of their British allies. The similar **B-239** became a mainstay of the Finnish fighter force in the Continuation War.

Variants

This card depicts the uprated Buffaloes in service with the Dutch, as well as the **B-239** variant in Finnish service, available Feb 40

For the 'heavy' Buffalo variant see the **F2A-3** card

WING LEADER



Hampden Mk.I

Responding to a pre-war requirement for a high-performance bomber, Handley Page built the **Hampden**, a slim-looking aircraft. Along with the **Whitley** and **Wellington**, the **Hampden** formed the backbone of Bomber Command for the first few years of the war. However, as a new generation of heavy bombers entered service in 1942, it was withdrawn from the front line, though it would continue to serve in the anti-shipping role with Coastal Command and the Soviets through 1943.

Variants

This card also depicts the anti-shipping **Hampden TB Mk.I**

WING LEADER



Light Bomber

2VP

**T.V**

Altitude	Speed	Turn	Climb	Bomb
16+	2	2	S	—
3 - 15	3	3	2	14
0 - 2	3	3	1	14

Altitude	Speed	Turn	Climb	Bomb
16+	2	2	S	—
3 - 15	3	3	2	14
0 - 2	3	3	1	14

Firepower 0
 Protection 3-4
 Bombsight T
 Defence 0

Netherlands Oct 37

v1.0



Fighter

1VP

**He 112B**

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

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

Firepower 2
 Protection 3
 Bombsight T

Germany 1938

v1.0



Fighter

1VP

**Bf 109D-1 'Dora'**

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

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

Firepower 0
 Protection 3
 Bombsight T

Germany June 38

v1.0



Fighter

1VP

**He 51B-1**

Altitude	Speed	Turn	Climb	Bomb
9+	1	2	3	—
3 - 8	2	3	2	3
0 - 2	2	3	1	3

Altitude	Speed	Turn	Climb	Bomb
9+	1	2	3	—
3 - 8	2	3	2	3
0 - 2	2	3	1	3

Firepower 0
 Protection 3
 Bombsight T

Germany July 33

v1.0



Medium Bomber

2VP

**SM.81 Pipistrello**

Altitude	Speed	Turn	Climb	Bomb
14+	1	1	S	—
2 - 13	2	2	2	13
0 - 1	2	2	1	13

Altitude	Speed	Turn	Climb	Bomb
14+	1	1	S	—
2 - 13	2	2	2	13
0 - 1	2	2	1	13

Firepower 0 **Max Load 19**
 Protection 4
 Bombsight V
 Defence 0

Italy 1935

v1.0



Light Bomber

1VP

**He 46C-1**

Altitude	Speed	Turn	Climb	Bomb
12+	0	0	S	—
3 - 11	1	1	2	6
0 - 2	1	1	1	6

Altitude	Speed	Turn	Climb	Bomb
12+	0	0	S	—
3 - 11	1	1	2	6
0 - 2	1	1	1	6

Firepower U/O
 Protection 3
 Bombsight T
 Defence 0

Germany 1933

v1.0



Medium Bomber

2VP

**He 111E-1**

Altitude	Speed	Turn	Climb	Bomb
13+	1	1	S	—
2 - 12	2	2	2	13
0 - 1	2	2	1	13

Altitude	Speed	Turn	Climb	Bomb
13+	1	1	S	—
2 - 12	2	2	2	13
0 - 1	2	2	1	13

Firepower 0
 Protection 4
 Bombsight V
 Defence 0

Germany Feb 38

v1.0



Light Bomber

2VP

**Do 17E-1**

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

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

Firepower 0
 Protection 4
 Bombsight V
 Defence 0

Germany Jun 37

v1.0

**He 51B-1**

Designed before the Luftwaffe's existence was publicly revealed, Heinkel's **He 51** was one of the primary fighters of the fledgling air force. A number were sent to Spain, only to find themselves outclassed as fighters and relegated to the close-support role. A number of **He 51s** participated in the invasion of Poland as close-support aircraft before being retired from the front line.

Variants

He 51A-1 Early fighter variant

Remove Bomb rating

He 51C-1 Fighter-bomber variant

Increase Bombs to 6

WING LEADER

**Bf 109D-1 'Dora'**

Messerschmitt lacked the Daimler-Benz engines that would turn its lightweight fighter airframe into a world-beater, so as an interim had to make do with Junkers engines. The resulting **Bf 109D** lacked speed, but in its short-lived career it served in Spain and in the Polish campaign before being replaced by the superlative **Bf 109E**.

Variants

This card depicts all early variants, including the **Bf 109A** and **B**, in service Mar 37, and the **Bf 109C**, produced in small numbers

WING LEADER

**He 112B**

A candidate to be the Luftwaffe's main fighter, Heinkel's **He 112** was beaten in competition by the **Bf 109**. It was underpowered and more expensive to build than the Messerschmitt machine. Around a hundred were built, mostly for export, and it saw limited combat in Spain, as well as service in the Japanese Navy and Romania.

WING LEADER

**T.V**

The Fokker **T.V** was designed around an 'aerial cruiser' requirement for a multi-role bomber and bomber-destroyer. The resulting five-man aircraft was equipped with a forward-firing cannon (albeit with a small ammo box). The **T.V** fought briefly as a fighter in the May War before reverting to a bombing role against the Maas bridges.

*When assigned an intercept, sweep or escort mission, add the **Heavy Gun 2** and **Rear View** abilities*

WING LEADER

**Do 17E-1**

Dornier's **Do 17** 'flying pencil' was a slim, high-winged bomber with good handling qualities. It also had the benefit of using existing engines at a time when a lack of powerplants was affecting the **He 111** and **Ju 86** programs. Though touted as a fast bomber, the early versions lacked pace when carrying combat loads.

Variants

This card also depicts the export **Do 17K** in Yugoslav service

Do 17F Reconnaissance variant

Remove Bomb rating

WING LEADER

**He 111E-1**

Based on an airliner, the **Heinkel He 111** would become ubiquitous in the Luftwaffe bomber arm, serving in numerous roles from bomber to transport. However, the early variants were underpowered and underwent many revisions.

Variants

This card depicts the **E-0** to **E-5**, as well as other early combat models, including the **He 111B-1** and **B-2**, in service early 1937, and the improved **He 111F**, available 1938

He 111A Underpowered variant that saw service in China from 1936

Reduce Bombs to 11

WING LEADER

**He 46C-1**

Designed as a short-range reconnaissance and army cooperation aircraft before the Nazis came to power, Heinkel's **He 46** monoplane saw service in Spain as an attack aircraft, but equipped just a couple of units by the time of the Polish invasion. It was brought back to front-line service in 1943 as a night harassment bomber.

Variants

This card depicts all service variants, including the export **He 46C-2**

WING LEADER

**SM.81 Pipistrello**

A militarised version of Savoia-Marchetti's **SM.73** airliner, the **SM.81 Pipistrello** ('Bat') was a tri-motor bomber rushed into service as a result of the Ethiopian crisis. A solid utility aircraft, it would go on to serve in Spain and was still in use by the opening of the Second World War, though mainly in a second-line role, often as a transport.

WING LEADER



Fighter

1VP

**Ki-27b (Nate)**

Altitude	Speed	Turn	Climb	Bomb
8+	3	5	3	—
5 - 7	4	6	2	4
0 - 4	4	6	1	4

Firepower 0 *Drop Tanks*
 Protection 3 *Rear View*
 Bombsight T

Japan 1939

v2.0



Light Bomber

1VP

**Ki-30 (Ann)**

Altitude	Speed	Turn	Climb	Bomb
17+	2	2	S	—
3 - 16	3	3	2	8
0 - 2	3	3	1	8

Firepower 0
 Protection 3
 Bombsight T
 Defence 0

Japan 1938

v1.0



Fighter

1VP

**A5M4 (Claude)**

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

Firepower 0 *Drop Tanks*
 Protection 3 *Edge ▶*
 Bombsight T

Japan 1937

v1.0



Medium Bomber

2VP

**G3M2 'Rikkō' (Nell)**

Altitude	Speed	Turn	Climb	Bomb
18+	2	2	S	—
2 - 17	3	3	2	12
0 - 1	3	3	1	12

Firepower 1 *Torpedo +1*
 Protection 3-4
 Bombsight V
 Defence 0

Japan Aug 37

v1.0



Light Bomber

1VP

**Ro.37 Lince**

Altitude	Speed	Turn	Climb	Bomb
14+	1	2	S	—
3 - 13	2	3	2	6
0 - 2	2	3	1	6

Firepower 0
 Protection 3
 Bombsight T
 Defence 0

Italy 1934

v1.0



Fighter

1VP

**CR.32**

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

Firepower 0 *Edge ▶*
 Protection 3
 Bombsight T

Italy 1934

v1.0



Fighter

1VP

**Re.2001 Falco II**

Altitude	Speed	Turn	Climb	Bomb
12+	4	5	3	—
4 - 11	5	6	2	7
0 - 3	5	6	1	7

Firepower 1
 Protection 4
 Bombsight T

Italy Feb 42

v2.0



Fighter

1VP

**P-39D Airacobra**

Altitude	Speed	Turn	Climb	Bomb
8+	4	4	3	—
3 - 7	5	5	2	6
0 - 2	6	5	1	6

Firepower 2 *Drop Tanks*
 Protection 4-5 *Rear View*
 Bombsight T

United States Feb 41

v2.0

**G3M2 'Rikkō'**Allied Codename: **Nell**

Mitsubishi's **G3M** (or 'Type 96 Land-based Attack Aircraft', abbreviated as 'Rikkō') was a naval bomber designed to defend against fleets approaching Japan. It required a great bomb load and range, which was achieved at the expense of protection. It performed numerous feats of arms in China and the early stages of the Pacific War, before being replaced by the **G4M**.

Variants

This card also depicts the long-range **G3M3**, in service summer 41

G3M1 Early variant, in service 1936
Reduce **Firepower** to 0

WING LEADER**A5M4**Allied Codename: **Claude**

The Mitsubishi **A5M** (or 'Type 96 Carrier Fighter') was the first all-metal monoplane to enter service with the Imperial Japanese Navy. Thrown into the fighting in China in 1937 it proved capable against American monoplanes in Chinese service, such as the **P-26**. But by the beginning of the Pacific War it was being phased out in favour of the **A6M 'Zero'**.

Variants

A5M1, A5M2, A5M3 Early variants without drop tanks

Remove **Drop Tanks** ability

WING LEADER**Ki-30**Allied Codename: **Ann**

Mitsubishi's **Ki-30** (or 'Type 97 Light Bomber') met the Imperial Army's mid-30s requirements for a modern light bomber. It proved effective against weak opposition in China, but when deployed against the Americans it was found to be vulnerable, particularly when flown without escort. After losses suffered in the Philippines, the type was retired from front-line service, though some survivors were later used for kamikaze attacks.

WING LEADER**Ki-27b**Allied Codename: **Nate**

The Nakajima **Ki-27** (or 'Type 97 Fighter') was the Japanese Army's primary fighter until 1940. Like all Japanese fighters of this era it was built for manoeuvrability and lacked protection. The **Ki-27** would see extensive service in China and against the Soviets at Khalkhin Gol before being replaced by the **Ki-43 Hayabusa**.

Variants

Ki-27a Initial production variant, in service Jul 38

Remove **Bomb** rating; remove **Drop Tanks** and **Rear View** abilities

WING LEADER**P-39D Airacobra**

Bell's **P-39** fighter was a novel design, built around a big 37mm gun, but the lack of a turbo-supercharger limited it to low altitude combat. The Soviets appreciated the firepower of the *Kobrushka* ('Little Cobra'). Meanwhile the USAAF pressed it into service in the Pacific as a ground-attack fighter.

Variants

This card also depicts the **P-39F** and the 20mm-armed **Airacobra Mk.IA** export variant in British service (the latter named **P-400** in US service)

WING LEADER**Re.2001 Falco II**

Reggiane upgraded the **Re.2000** for domestic use by installing a licence-built German engine. The resulting **Re.2001 Falco II** ('Falcon II') was competitive with Allied fighters. However, engine production was diverted to the manufacture of the **MC.202**, so just 250 **Re.2001s** were produced. Attrition meant that only a small number remained by the armistice.

Variants

This card also depicts the **Re.2001CB** fighter-bomber

Re.2001CN Improved night fighter and fighter-bomber

Increase **Bombs** to 11; add **Gun Pod** ability

WING LEADER**CR.32**

Fiat's **CR.32** was a mainstay of the Italian air force in the mid-30s. Robust and aerobatic, it was an outstanding fighter for its era and a major export success. It saw extensive service in Spain where it helped establish air superiority for the Nationalists. However, as faster monoplanes entered service, the **CR.32** began to look obsolescent. It would serve until May 41, though its late successes were mainly on the periphery of the World War, such as in East Africa.

Variants

This card depicts all major variants, including the **CR.32 bis**, **CR.32 ter** and **CR.32 quater**

WING LEADER**Ro.37 Lince**

Designed as a reconnaissance aircraft, the biplane **Ro.37 Lince** ('Lynx') was the product of the Meridionali company. Standard equipment in observation units, it saw action in Ethiopia and Spain, and was still flying into 1943. The **Ro.37** was to serve in many roles other than observation, including as an attack aircraft and even as a heavy fighter.

Variants

This card also depicts the improved **Ro.37 bis**

WING LEADER



Medium Bomber

2VP

**DB-3F (IL-4)**

Altitude	Speed	Turn	Climb	Bomb
17+	2	2	S	—
3 - 16	3	3	2	14
0 - 2	3	3	1	14

Firepower **0** **Max Load 21**
 Protection **4-5 h** **Torpedo +1**
 Bombsight **V**
 Defence **0**

Soviet Union Jan 40

v2.0



Medium Bomber

2VP

**SB**

Altitude	Speed	Turn	Climb	Bomb
18+	2	2	S	—
3 - 17	3	3	2	10
0 - 2	3	3	1	10

Firepower **0** **Max Load 14**
 Protection **3-4**
 Bombsight **V**
 Defence **0**

Soviet Union 1936

v2.0



Fighter

1VP

**I-153 'Chaika'**

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

Firepower **1** **ATGR 4**
 Protection **3-4**
 Bombsight **T**

Soviet Union Aug 39

v2.0



Fighter

1VP

**MiG-3**

Altitude	Speed	Turn	Climb	Bomb
15+	5	4	3	—
10 - 14	6	5	2	6
4 - 9	5	4	2	6
0 - 3	5	4	1	6

Firepower **1** **ATGR 4**
 Protection **4**
 Bombsight **T**

Soviet Union Feb 41

v2.0



Medium Bomber

2VP

**LeO 451**

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

Firepower **0/1**
 Protection **4-5**
 Bombsight **V**
 Defence **0**

France Jul 39

v2.0



Light Bomber

2VP

**Bre 693**

Altitude	Speed	Turn	Climb	Bomb
17+	3	3	S	—
3 - 16	4	4	2	9
0 - 2	4	4	1	9

Firepower **1**
 Protection **3-4**
 Bombsight **T**
 Defence **0**

France Mar 40

v2.0



Fighter

1VP

**I-16 Type 24 'Ishak'**

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

Firepower **1** **ATGR 4**
 Protection **4** **Drop Tanks**
 Bombsight **T**

Soviet Union Nov 39

v2.0



Fighter

1VP

**I-16 Type 5 'Ishak'**

Altitude	Speed	Turn	Climb	Bomb
8+	3	3	3	—
3 - 7	4	4	2	—
0 - 2	4	4	1	—

Firepower **0**
 Protection **3-4**
 Bombsight **T**

Soviet Union Nov 36

v2.0



MiG-3

The flaws of the **MiG-1** high-altitude fighter proved difficult for Mikoyan-Gurevich to fix. The resulting **MiG-3** was tricky to fly and had many bugs.

When the Nazis invaded, many MiGs were destroyed on the ground or succumbed to aerial attrition. The **MiG-3**'s speed was exceptional at high altitude, but was mediocre low down, where most combats took place. In the right hands it was formidable, but defects and performance issues resulted in production being discontinued in 1941. The surviving MiGs were withdrawn from Frontal Aviation to air defence units. By 1943 it had been eclipsed by more reliable fighters.

WING LEADER



I-153 'Chaika'

The Polikarpov **I-153 'Chaika'** ('Seagull') evolved the **I-15** series by adopting retractable undercarriage and revising the wing of the **I-152** back to a gull shape. Performance improved, and the biplane had better agility than the **I-16**. Many 'Chaika' were in Soviet service when the Germans invaded, but by early 1942 attrition and modernisation meant that few remained.

Variants

This card depicts all major variants of the **I-153**

I-153P Cannon-armed variant built in small numbers, in service in Feb 40

Increase Firepower to 2

WING LEADER



SB

When the Germans invaded, the Soviet bomber force was largely equipped with the **SB** (*Skorostnoy Bombardirovshchik*, or high-speed bomber). Tupolev's bomber was impressive in the mid-30s and had been an export success, seeing combat in Spain. But by the time of Barbarossa it was obsolete. As losses mounted, it was replaced by more modern aircraft and by 1942 it was largely withdrawn from front-line combat.

Variants

This card depicts all major variants of the **SB** series, including the Czech-built Avia **B-71** and the **B-71 Zherav** ('Crane') in Bulgarian service

WING LEADER



DB-3F (IL-4)

The Ilyushin bureau built the **DB-3** as a fast long-range bomber. It was one of the best medium bombers in the world when it entered service in 1937 and served with distinction in the long-range air arm. Progressive improvements and a redesign in the run-up to war resulted in the definitive **DB-3F**, which was renamed **IL-4** in Mar 42.

Variants

This card depicts all major variants of the series, including the **DB-3** (in service 1937) and the **DB-3T** torpedo bomber

WING LEADER



I-16 Type 5 'Ishak'

The Polikarpov **I-16 'Ishak'** ('Donkey') was one of the most advanced monoplanes in the world when it debuted in 1935. In Spain and Mongolia it carved out a reputation as a simple but effective fighter.

Variants

Card also depicts the 1935 **I-16 Type 4**

I-16 Type 10 Improved 1937 variant
Increase Firepower to 1

I-16 'Chupete' High-altitude 1938 variant
Increase Speed and Turn by 1 at altitude 8-11; increase Firepower to 1

I-16 Type 12, 17 Cannon-armed variants, in service 1939
Increase Firepower to 2

WING LEADER



I-16 Type 24 'Ishak'

Polikarpov continued to develop the **I-16 'Ishak'** ('Donkey'), with new engines helping improve performance and offset the weight of extra equipment and armament. The **Type 24** was the primary mass-production version in service when the Germans invaded and in the early months of Barbarossa it was to shoulder the main burden of air combat against the Luftwaffe.

Variants

This card also depicts the improved **I-16 Type 28** and **29**

I-16 Type 27 Cannon-armed 'gunship' variant
Increase Firepower to 2

WING LEADER



Bre 693

Starting life as a twin-engined fighter, Breguet's **Bre 693** was a versatile platform and was adapted into an attack aircraft just in time for the war. French doctrine emphasised low-level attack, which cost the **Bre 693** and its sister, the **Bre 691**, dearly during the invasion of France. Severe losses meant that the type was cashiered as a combat aircraft soon after the Armistice.

Variants

This card also depicts the very similar **Bre 691**

WING LEADER



LeO 451

Lioré et Olivier built the **LeO 451** to be an advanced medium bomber that depended on speed for its protection. As France began to rearm for war the prototypes demonstrated excellent performance, so it was rushed into production. However, it was only available in modest numbers when Germany invaded in May 40. In combat the **LeO 451** was effective, particularly against the Italians, but German flak and fighters ultimately proved too strong and many were lost in action.

WING LEADER