Heavy Bomber 3VP

B-17G Flying Fortress

Altitude	Speed	Turn	Climb	Bomb
20+	3	3	S	–
0 - 19	4	4	2	19

Firepower 0
Protection 5-6
Bombsight G
Defence 1

Max Load 26

United States Oct 43 v2.0

Heavy Bomber 3VP

B-24H Liberator

Altitude	Speed	Turn	Climb	Bomb
17+	3	3	S	–
0 - 16	4	4	2	20

Firepower 0
Protection 5-6 h
Bombsight G
Defence 1

Max Load 32

United States Sep 43 v2.0

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

Medium Bomber 2VP

B-26C Marauder

Altitude	Speed	Turn	Climb	Bomb
13+	3	3	S	–
3 - 12	4	4	2	18
0 - 2	4	4	1	18

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

Low Drag
42 to summer 44:
Torpedo -1 Slow
From autumn 44:
Torpedo +1

United States Aug 42 v2.0

Fighter 1VP

P-47C Thunderbolt

Altitude	Speed	Turn	Climb	Bomb
19+	6	5	3	–
4 - 18	7	6	2	7
0 - 3	7	6	1	7

Firepower 2
Protection 4-5
Bombsight T

Drop Tanks

United States Mar 43 v2.0

Fighter 1VP

P-47D-25 Thunderbolt

Altitude	Speed	Turn	Climb	Bomb
20+	6	5	3	–
5 - 19	7	6	2	13
0 - 4	7	6	1	13

Firepower 2
Protection 4-5
Bombsight T

ATGR 8
Drop Tanks
Gyro
Rear View

United States May 44 v2.0

Fighter 1.5VP

P-38F Lightning

Altitude	Speed	Turn	Climb	Bomb
17+	5	4	3	–
4 - 16	6	5	2	13
0 - 3	6	5	1	13

Firepower 2
Protection 4-5
Bombsight T

Drop Tanks
Rear View

United States Nov 42 v2.0

Fighter 1.5VP

P-38J Lightning

Altitude	Speed	Turn	Climb	Bomb
20+	6	5	3	–
6 - 19	7	6	2	13
0 - 5	7	6	1	13

Firepower 2
Protection 4-5
Bombsight T

ATGR 6
Drop Tanks
Rear View

United States Oct 43 v2.0

B-26C Marauder

Martin's sleek **B-26** was a fast, modern bomber with a reputation for being a 'widow maker' due to its tricky handling. However, its speed kept combat casualties low.

The Torpedo value depends on the scenario date

Variants

This card depicts the **B-26B** and **C**, named **Marauder Mk.IA** and **Mk.II** in British service, as well as the improved **B-26F** and **G**, named **Marauder Mk.III** in British service

B-26A Early variant, in service Oct 41, named **Marauder Mk.I** in British service
Reduce Firepower to 0

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*

B-24H Liberator

The Consolidated **B-24** possessed a good bomb load and long range, but was more demanding to fly than its heavy bombing partner, the **B-17**. That did not stop it becoming a USAAF mainstay, produced in greater numbers than any other bomber.

Variants

This card depicts all mid- and late-war variants including the **B-24G**, **H**, **J**, **L**, and **M** named **Liberator Mk.IV** in British service

B-24D The first combat-capable version, in service Jun 42, named **PB4Y-1** in the USN and **Liberator Mk.III** in British service
Reduce Defence to 0 in head-on combats

B-17G Flying Fortress

Boeing's iconic **B-17** was notable for its defensive armament, which was thought sufficient to protect it from fighters. Combat proved otherwise, and though the **Flying Fortress** downed more fighters than any other USAAF type, it still needed escorts to make it to its targets. Its ultimate form was the **B-17G** which introduced improvements such as armour against frontal attack.

Variants

B-17E Early version, in service Nov 41
Reduce Protection to 5-6 h; reduce Defence to 0 in head-on combats

B-17F Production version, available Aug 42
Reduce Protection to 5-6 h

P-38J Lightning

The **P-38J** resolved many of the engine problems that affected earlier versions of Lockheed's long-range fighter, giving it superlative performance at altitude and the ability to mix it up with almost any opposition.

Variants

P-38L Development of the **P-38J** and numerically the most important of all **Lightning** versions, in service Jun 44
*Increase **ATGR** ability to **ATGR 8**; add **Max Load 18** ability*

P-38F Lightning

Lockheed's **P-38** was conceived as a high-altitude interceptor. The twin booms, each bearing a turbo-supercharged engine, made for a distinctive layout. With drop tanks the **Lightning** had the range to escort heavy bombers, but its engines were temperamental and over Europe the German **Bf 109** and **Fw 190** proved to be tough opponents. However, the **Lightning** was well suited to the Pacific, where it easily outpaced most Japanese fighters.

Variants

P-38G, P-38H Improved variants
*Add **ATGR 6** ability*

P-47D-25 Thunderbolt

The late-production **P-47D**, with its bubble canopy and improved air-to-ground capability, was the iconic model of the famously rugged Republic fighter. As the **P-51 Mustang** replaced it as an escort the 'Jug' was increasingly pressed into service as a fighter-bomber, where after D-Day it developed a ferocious reputation.

Variants

This card depicts the bubble-canopy **P-47D-25** to **D-40**, named **Thunderbolt Mk.II** in British service

P-47C Thunderbolt

Republic's legendary **P-47 Thunderbolt** was a juggernaut of a fighter, its size resulting in the nickname 'Jug'. The Jug was built around a turbo-supercharged radial engine that gave it superb performance at high altitude, though at the cost of climb rate. With drop tanks it could accompany heavy bombers much of the way into Germany.

Variants

This card depicts the 'razorback' **P-47C**, **D-1** to **D-23**, as well as the Curtiss-Wright-made **P-47G**, all named **Thunderbolt Mk.I** in British service

Fighter 1VP

P-40N Warhawk

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

Firepower 2
Protection 4
Bombsight T

Drop Tanks
Edge ▸

United States Mar 43 v2.0

Fighter 1VP

P-39Q Airacobra

Altitude	Speed	Turn	Climb	Bomb
11+	4	4	3	–
6 - 10	5	5	2	7
0 - 5	6	5	1	7

Firepower 2
Protection 4-5
Bombsight T

Drop Tanks
Edge ▸
Rear View

United States Jul 43 v2.0

Dive Bomber 1VP

SB2C-3 Helldiver

Altitude	Speed	Turn	Climb	Bomb
11+	3	3	S	–
3 - 10	4	4	2	13
0 - 2	4	4	1	13

Firepower 2
Protection 4
Bombsight T
Defence 0

Dive Brakes
Max Load 16

United States Aug 44 v2.0

Heavy Bomber 3VP

B-29 Superfortress

Altitude	Speed	Turn	Climb	Bomb
19+	4	4	S	–
0 - 18	5	5	2	20

Firepower 0
Protection 5-6 h
Bombsight G
Defence 1

Max Load 31

United States Jun 44 v2.0

Fighter 1VP

F6F-5 Hellcat

Altitude	Speed	Turn	Climb	Bomb
15+	5	5	3	–
5 - 14	6	6	2	13
0 - 4	6	6	1	13

Firepower 2
Protection 4-5
Bombsight T

ATGR 6
Drop Tanks
Gyro

United States Jan 44 v2.0

Fighter 1VP

F4U-1 Corsair

Altitude	Speed	Turn	Climb	Bomb
16+	5	5	3	–
5 - 15	6	6	2	13
0 - 4	6	6	1	13

Firepower 2
Protection 4-5
Bombsight T

ATGR 7
Drop Tanks
Gyro

United States Feb 43 v2.0

Fighter 1VP

P-51B Mustang

Altitude	Speed	Turn	Climb	Bomb
18+	6	6	3	–
5 - 17	7	7	2	9
0 - 4	7	7	1	9

Firepower 1
Protection 4
Bombsight T

Drop Tanks

United States Dec 43 v2.0

Fighter 1VP

P-51D Mustang

Altitude	Speed	Turn	Climb	Bomb
18+	6	6	3	–
5 - 17	7	7	2	9
0 - 4	7	7	1	9

Firepower 2
Protection 4
Bombsight T

ATGR 6
Drop Tanks
Gyro
Rear View

United States May 44 v2.0

B-29 Superfortress

Boeing's **B-29 Superfortress** was the most advanced bomber of the war and could carry a phenomenal bomb load at high altitude. The enormous range of the **B-29** saw it deployed to the Pacific, where it made devastating raids against mainland Japan, including the atomic attacks.

Variants

This card depicts all major wartime and post-war variants, including the **B-29A**, named **Washington B Mk.I** in British service

Tu-4 Reverse-engineered Soviet copy of the **B-29**, in service 1949
Increase Firepower to 1

SB2C-3 Helldiver

Intended as a replacement for the Navy's and Marine Corps' **SBD Dauntless**, the Curtiss **SB2C Helldiver** was underpowered and riddled with problems. Most of the flaws were resolved in the **SB2C-3**, but the aircraft handled poorly and was superceded in combat by fighter-bombers.

Variants

This card also depicts the early **SB2C-1C**, in service Mar 44

SB2C-1 Early variant, in service Nov 43
Reduce Firepower to 1

SB2C-4 Improved version
*Add **ATGR 7** ability*

P-39Q Airacobra

The Bell **P39Q** was the final version of the **Airacobra**, produced in greater numbers than any previous model. Up-engined from the **P-39D**, it was unpopular in the Western Allied air forces, but found a welcome home in the Soviet Union. The Soviet pilots appreciated the performance of the *'Kobra'* in the low-altitude realm where they duelled with the Luftwaffe, and racked up many victories with the type.

Variants

This card also depicts the **P-39K**, **L**, **M** and **N**, in service 1943

P-40N Warhawk

The final production model of the Curtiss **P-40** was built in greater numbers than any other. Stretched to counter the engine's torque, it was the best of the Allison-engined variants. Though outclassed in Europe by new generations of fighter, it was an effective workhorse in the Far East and Pacific. In British and Commonwealth air forces it served as a fighter-bomber.

Variants

The **P-40N** was named **Kittyhawk Mk.IV** in British and Commonwealth service

P-51D Mustang

North American added a bubble canopy to the **Mustang** to create the definitive wartime model, the **P-51D**. In addition, the fighter was up-gunned and carried air-to-ground rockets, which served it well in the fighter-bomber role. Near the end of the war **Mustangs** were even able to take on German jets and win.

Variants

This card also depicts the **P-51K** and the **Mustang Mk.IV** in British and Commonwealth service

P-51B Mustang

Adding a Packard-built Merlin engine to the exceptionally clean airframe of the **P-51A** transformed North American's product from a promising low-altitude fighter into a thoroughbred, capable of accompanying high-flying bombers to Berlin and back. The arrival of the **P-51B** changed the complexion of the air war in Europe, presenting the Axis with a capable foe they had no answer to.

Variants

This card also depicts the **P-51C**

Mustang Mk.III The name for the **P-51B** in British service
*Add **Gyro** ability*

F4U-1 Corsair

Designed for carrier operation, the Vought **F4U** proved unsafe to handle during deck landings, so the **Corsair** was confined to land-based use with the Marine Corps until its safety issues were resolved. Finally accepted for carrier duty in Apr 44, this capable fighter found ready work defending against kamikazes.

Variants

This card depicts the **F4U-1**, **F4U-1A** and **FG-1A**, named **Corsair Mk.I** and **Mk.II** in British service

F4U-1C Cannon-armed strafer version, did not see combat until 1945
Increase Firepower to 3

F6F-5 Hellcat

The **F6F Hellcat**, Grumman's successor to the **F4F Wildcat**, filled the gap left by the late arrival of the **F4U Corsair**, becoming the US Navy's primary carrier fighter of the war. A tough aircraft with docile flying characteristics, it soon racked up kills, eventually being credited with 75% of all USN and USMC aerial victories in the war.

Variants

The **F6F-5** was named **Hellcat F Mk.II** in British service

F6F-3 Early variant, entered combat Aug 43. Named **Hellcat Mk.I** in British service
*Reduce Bombs to 9; remove **ATGR** ability*

Fighter 1VP

MC.205V Veltro

Altitude	Speed	Turn	Climb	Bomb
16+	5	6	3	–
7 - 15	6	7	2	8
0 - 6	6	7	1	8

Firepower 2
Protection 4
Bombsight T

Drop Tanks

Italy Apr 43 v2.0

Medium Bomber 2VP

Ki-67-Ia Hiryu (Peggy)

Altitude	Speed	Turn	Climb	Bomb
13+	4	4	S	–
3 - 12	5	5	2	14
0 - 2	5	5	1	14

Firepower 1
Protection 4-5
Bombsight V
Defence 0

Low Drag
Torpedo +1

Japan Aug 42 v2.0

Fighter 1VP

Seafire LF Mk.III

Altitude	Speed	Turn	Climb	Bomb
10+	4	5	3	–
6 - 9	5	6	2	7
0 - 5	6	6	1	7

Firepower 2
Protection 4
Bombsight T

ATGR 6
Drop Tanks

Great Britain May 44 v2.0

Fighter 1VP

Tempest Mk.V

Altitude	Speed	Turn	Climb	Bomb
14+	6	5	3	–
6 - 13	7	6	2	9
0 - 5	7	6	1	9

Firepower 3
Protection 4
Bombsight T

Drop Tanks
Rear View

Great Britain Apr 44 v2.0

Fighter 1VP

Spitfire F Mk.IX

Altitude	Speed	Turn	Climb	Bomb
18+	5	6	3	–
6 - 17	6	7	2	9
0 - 5	6	7	1	9

Firepower 2
Protection 4
Bombsight T

Drop Tanks
Gyro

Great Britain Jul 42 v2.0

Fighter 1VP

Spitfire F Mk.XIV

Altitude	Speed	Turn	Climb	Bomb
18+	6	6	3	–
8 - 17	7	7	2	9
0 - 7	7	7	1	9

Firepower 2
Protection 4
Bombsight T

Drop Tanks
Gyro

Great Britain Jan 44 v2.0

Fighter 1VP

Typhoon Mk.IB

Altitude	Speed	Turn	Climb	Bomb
14+	5	4	3	–
5 - 13	6	5	2	13
0 - 4	7	6	1	13

Firepower 3
Protection 4
Bombsight T

ATGR 8
Drop Tanks
Rear View

Great Britain Nov 43 v2.0

Torpedo Bomber 2VP

Beaufighter TF Mk.X

Altitude	Speed	Turn	Climb	Bomb
12+	3	3	S	–
3 - 11	4	4	2	7
0 - 2	4	4	1	7

Firepower 3
Protection 4-5
Bombsight V
Defence 0

ATGR 8
Torpedo +1

Great Britain May 43 v2.0

Tempest Mk.V

Hawker's attempt to improve upon the **Typhoon Mk.IB** revolved around reducing the drag of the wing. The resulting **Tempest** was much faster at low and medium altitude. In Europe it was employed in fighter sweeps against the Luftwaffe, and scored a number of victories against German jets.

Variants

This card also depicts the post-war tropicalised **Tempest Mk.VI**, in service Dec 46

Tempest Mk.II, FB Mk.II Radial-engined variant tropicalised for the invasion of Japan, available Nov 45
*Add **Gyro** ability*

WING LEADER

Seafire LF Mk.III

Supermarine developed the **Seafire Mk.II** further by introducing folding wings. Because most naval interceptions took place below 10,000 ft, the engine was optimised for low-altitude dashes. Built in greater numbers than any other **Seafire**, the **LF Mk.III** was fragile for a carrier fighter. However, endurance was improved through the use of drop tanks.

Variants

This card also depicts the **Seafire LR Mk.III**; the early **F Mk.III**, in service Nov 43; and the precursor **LF Mk.IIC**, available Oct 42

WING LEADER

Ki-67-Ia Hiryu
Allied Codename: Peggy

The Mitsubishi **Ki-67 Hiryu** ('Flying Dragon'), or 'Army Type 4 Heavy Bomber', was designed to fight the Soviets and so unusually was given heavy defensive armament and protection. Speed and range were so remarkable that the aircraft was used as the basis for the **Ki-109** heavy fighter prototype. Though built for the Japanese Army and deployed as a torpedo bomber, the Imperial Navy also used the type in the anti-shipping role.

Variants

This card also depicts the late-production **Ki-67-Ib**

WING LEADER

MC.205V Veltro

Macchi sought to improve the performance of the **MC.202** by installing a development of the German engine used in the earlier fighter. The new aircraft, the **MC.205 Veltro** ('Greyhound'), had greater speed while retaining the **Folgore**'s agility. The **Veltro** entered service with the Regia Aeronautica, but when the Armistice came, most fell under the control of the Italian Social Republic.

Variants

MC.205V Veltro Series I The first 100 aircraft had a less powerful gun battery (the card depicts the better-armed **Series III**)
Reduce Firepower to 1

WING LEADER

Beaufighter TF Mk.X

Bristol's **Beaufighter** was adapted from the **Beaufort** torpedo bomber as a long-range fighter. After a career as a nightfighter, the **Beaufighter** diversified into the maritime strike role in Europe and the Pacific.

Variants

Beaufighter Mk.IC Early maritime variant
*Remove Bomb and Defence ratings; remove **ATGR** and **Torpedo** abilities*

Beaufighter Mk.VIC Coastal Command variant
*Remove **ATGR** and **Torpedo** abilities*

Beaufighter Mk.XIC Maritime variant
*Remove **Torpedo** ability*

WING LEADER

Typhoon Mk.IB

Hawker built the **Typhoon** as a replacement for its **Hurricane** fighter. However, early problems with the design hampered it as an interceptor and it was repurposed as a fighter-bomber. Its low-level performance, weapons load and formidable gun battery made it a fearsome strike aircraft.

Variants

Typhoon Mk.IB (Early) Early-production aircraft (in service Aug 42) had a primitive 'coffin-hood' canopy instead of the standard bubble canopy, fitted from Nov 43 onwards
*Remove **Rear View** ability*

WING LEADER

Spitfire F Mk.XIV

Adding a more powerful Griffon engine to Supermarine's **Spitfire** gave it a new lease of life. Many changes needed to be made to the **Mk.XIV**'s airframe to accommodate the powerplant, but the result was the ultimate wartime **Spitfire**.

Variants

This card also depicts the **Spitfire F Mk.XVIII**

Spitfire F Mk.XIV (Late) Late-production model with a bubble canopy, in service 1945
*Add **Rear View** ability*

Spitfire F.21, F.22, F.24 Post-war variants
*Increase Firepower to 3; add **ATGR 6** and **Rear View** abilities*

WING LEADER

Spitfire F Mk.IX

The superiority of the **Fw 190** over the **Spitfire Mk.VB** pressured Supermarine into fitting a high-altitude Merlin 60-series engine to the **Mk.VC** airframe. The result was a quantum leap in performance that gave the British aircraft dominance over the Luftwaffe at high altitudes. The **Mk.IX** remained in service to the end of the war.

Variants

This card also depicts the **Spitfire LF Mk.IX** and **HF Mk.IX**, as well as the **F Mk.VIII**, **LF Mk.VIII** and **HF Mk.VIII**

Spitfire F Mk.XVI Packard-engined variant with a bubble canopy
*Add **Rear View** ability*

WING LEADER

Fighter 1VP

Fw 190A-4

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

Firepower	2	*AAR*
Protection	4	*Drop Tanks*
Bombsight	T	*Rear View*

Germany Jul 42 v2.0

Fighter 1VP

Fw 190A-8

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

Firepower	3	*AAR*
Protection	4-5	*Drop Tanks*
Bombsight	T	*Gun Pod*
		Rear View

Germany Feb 44 v2.0

Fighter 1VP

Fw 190A-8/R8 'Sturmbock'

Altitude	Speed	Turn	Climb	Bomb
13+	4	4	3	–
4 - 12	5	5	2	14
0 - 3	5	5	1	14

Firepower	4	*Drop Tanks*
Protection	5	*Edge* ▸
Bombsight	T	*Rear View*

Germany Feb 44 v2.0

Fighter 1VP

Fw 190D-9 'Dora'

Altitude	Speed	Turn	Climb	Bomb
14+	6	5	3	–
5 - 13	7	6	2	9
0 - 4	7	6	1	9

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

Germany Sep 44 v2.0

Fighter 1VP

Bf 109G-6 'Gustav'

Altitude	Speed	Turn	Climb	Bomb
16+	5	5	3	–
9 - 15	6	6	2	7
0 - 8	6	6	1	7

Firepower	1	*AAR*
Protection	4	*Drop Tanks*
Bombsight	T	*Gun Pod*

Germany Feb 43 v2.0

Fighter 1VP

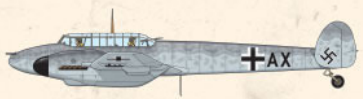
Bf 109K-4 'Kurfürst'

Altitude	Speed	Turn	Climb	Bomb
17+	6	5	3	–
9 - 16	7	6	2	–
0 - 8	7	6	1	–

Firepower	2	*AAR*
Protection	4	*Drop Tanks*
Bombsight	T	*Gun Pod*

Germany Oct 44 v2.0

Fighter 1.5VP



Bf 110G-2

Altitude	Speed	Turn	Climb	Bomb
13+	4	3	3	–
3 - 12	5	4	2	14
0 - 2	5	4	1	14

Firepower	2	*AAR*
Protection	4-5	*Drop Tanks*
Bombsight	T	*Gun Pod*
Defence	0	*Rear View*

Germany Jan 43 v2.0

Fighter 1.5VP

Me 410A-1 Hornisse

Altitude	Speed	Turn	Climb	Bomb
14+	5	4	3	–
3 - 13	6	5	2	14
0 - 2	6	5	1	14

Firepower	2	*AAR*
Protection	4-5	*Drop Tanks*
Bombsight	T	*Rear View*
Defence	0	

Germany Jun 43 v2.0

Fw 190D-9 'Dora'

The **Fw 190A**'s lack of performance at altitude prompted Focke-Wulf to develop a variant with a liquid-cooled engine for anti-bomber operations. To accommodate the powerplant, both nose and fuselage were stretched.

Though power still fell away at high altitude, the new fighter was fast. However, by the time it was available in numbers, it was diverted away from anti-bomber duties to other operations.

Variants

Fw 190D-11 Up-gunned version, only a handful produced from Dec 44
Increase Firepower to 3

WING LEADER

Fw 190A-8/R8 'Sturmbock'

The ultimate expression of Focke-Wulf's bomber-killing **Fw 190** was the 'Sturmbock' ('Battering Ram'). The R8 field modification kit increased firepower and added extra armour to the aircraft. This came at the cost of performance against Allied fighters.

Variants

Fw 190A-8/R8 'Sturmbock' This card depicts the bomber-killer variant
Remove Bomb rating

Fw 190F-8 Up-armoured fighter-bomber variant, in service Mar 44
*Reduce Firepower to 3; add **ATGR 6** ability*

WING LEADER

Fw 190A-8

As bomber protection improved and escorts neutralised the heavily armed **Bf 110** and **Me 410**, Allied heavy bombers presented a puzzle to the Germans.

Focke-Wulf's solution was the **Fw 190A-8** 'heavy' fighter, with added armour and guns, capable of taking on the 'heavies' while lighter **Bf 109Gs** provided cover.

Variants

Fw 190F-1, F-2, F-3 Armoured fighter-bombers, in service Dec 42
Increase Bombs to 14; reduce Firepower to 2

For the **'Sturmbock'** variant see the **Fw 190A-8/R8** card

WING LEADER

Fw 190A-4

The **Fw 190A-4** was a progressive evolution of the early Focke-Wulf fighter with an improved engine and equipment.

Variants

This card also depicts the **Fw 190A-3** (in service Apr 42) and **A-5**

Fw 190A-6, A-7 Up-gunned variants, in service Jun 43
*Increase Firepower to 3; add **Gun Pod** ability*

Fw 190G-1, G-2, G-3 Long-range fighter-bomber variants, available Jun 43
*Reduce Firepower to 1; add **Max Load 17** ability*

WING LEADER

Me 410A-1 Hornisse

The **Me 410** was born out of Messerschmitt's failure to find a successor to the **Me 110** heavy fighter. The new aircraft fixed many problems of the progenitor **Me 210**. It saw some success against unaccompanied American heavy bombers before the Allies neutralised it with long-range escorts.

Variants

This card also depicts the improved **Me 410B-1**, in service Apr 44

Me 410A-1/U2 Up-gunned version
Increase Firepower to 3

Me 410A-1/U4 Version with 50mm gun
*Reduce Firepower to 1; add **Heavy Gun 5** ability*

WING LEADER

Bf 110G-2

The failure of Messerschmitt's **Me 210** kept the **Bf 110** in service far longer than anticipated. To stay competitive it was upgraded with more powerful engines. *Rüstsätze* (field modification kits) made the **Bf 110G** a versatile platform that could turn its hand to tank busting or bomber killing.

Variants

Bf 110G-2/R1 The R1 field modification kit allowed the carriage of a heavy gun
*Reduce Firepower to 0; add **Heavy Gun 4** ability*

Bf 110G-2/R3 The R3 field modification kit added more powerful guns
Increase Firepower to 4

WING LEADER

Bf 109K-4 'Kurfürst'

Messerschmitt's final production version of the **Bf 109** was the K-series. This was an attempt to streamline the bewildering array of 'Gustav' subvariants into a standard model by picking the best features of the **G-10** and adding a heavy cannon. The result was the fastest and hardest-hitting **Bf 109** of the war.

Variants

This card also depicts the up-gunned late-production **Bf 109G-10/U4**

Bf 109G-10 The 'master' variant on which the **Bf 109K-4** was based, in service Oct 44
Reduce Firepower to 1

WING LEADER

Bf 109G-6 'Gustav'

Messerschmitt upgraded the **Bf 109F** airframe with the more powerful DB 605A engine to create the **Bf 109G**. A variety of subvariants were built, each with mission-specific equipment and armament. From mid-1942 until almost the war's end, the 'Gustav', in its various forms, was Germany's primary lightweight fighter.

Variants

This card depicts the G-series from the **Bf 109G-1** (in service Jun 42) to **G-6**, and the **G-14** (available Jul 44), as well as the post-war Czech-built **S-99**

For the **Bf 109G-10** see the **Bf 109K-4** card

WING LEADER

Fighter 1.5VP

Me 262A-1 'Schwalbe'

Altitude	Speed	Turn	Climb	Bomb
19+	8	6	3	–
7 - 18	9	7	2	9
0 - 6	9	7	1	9

Firepower	4	*AAR*
Protection	4	*Jet*
Bombsight	T	*Rear View*

Germany Jul 44 v2.0

Dive Bomber 1VP

Ju 87D-3 'Stuka'

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

Firepower	0	*AT Pod*
Protection	4	*Dive Brakes*
Bombsight	T	*Gun Pod*
Defence	0	

Germany Apr 42 v2.0

Fighter 1VP

IAR.81C

Altitude	Speed	Turn	Climb	Bomb
14+	3	4	3	–
4 - 13	4	5	2	7
0 - 3	4	5	1	7

Firepower	2	*Drop Tanks*
Protection	4	*Edge* ▸
Bombsight	T	

Romania May 42 v2.0

Light Bomber 2VP

Pe-2 'Peshka'

Altitude	Speed	Turn	Climb	Bomb
13+	4	4	S	–
3 - 12	5	5	2	10
0 - 2	5	5	1	10

Firepower	0	*ATGR 6*
Protection	4-5	*Low Drag*
Bombsight	T	*Speed Brakes*
Defence	0	

Soviet Union May 41 v2.0

Fighter 1VP

La-5FN

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

Firepower	2	*ATGR 4*
Protection	4	*Rear View*
Bombsight	T	

Soviet Union Apr 43 v2.0

Fighter 1VP

Yak-9

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

Firepower	1	*ATGR 4*
Protection	4	*Edge* ▸
Bombsight	T	*Rear View*

Soviet Union Oct 42 v2.0

Fighter 1VP

Yak-7

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

Firepower	1	*ATGR 4*
Protection	4	
Bombsight	T	

Soviet Union Oct 41 v2.0

Light Bomber 1VP

IL-2M 'Ilyusha'

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

Firepower	2	*ATGR 5*
Protection	5	
Bombsight	T	
Defence	0	

Soviet Union Oct 42 v2.0

Pe-2 'Peshka'

The requirement for a steep-diving bomber similar to the **Ju 88** led the designer Petlyakov to adapt a high-altitude fighter design into an attack aircraft. The new **Pe-2** was fast enough to create difficulties for enemy fighters and could attack from steep angles. Its main deficiency was its slight bomb load. However, the bomber served in great numbers and was a mainstay of Frontal Aviation until the war's end.

Variants

This card represents most **Pe-2** variants that served in the war, including the **Pe-2FT** (designated **B-32** by the Czechs) and **Pe-2B**

IAR.81C

Industria Aeronautică Română's **IAR.80** all-metal monoplane was a solid design, but it did not reach service until 1941, by which time its lack of power and armament meant it began to fall behind the opposition. Up-gunned and equipped with bombs as the **IAR.81**, the aircraft served through the war.

Variants

This card also depicts the **IAR.81A** and **81B**

IAR.80, 80A, 80B, 80C Early-production versions, in service Feb 41

Remove Bomb rating; reduce Firepower to 1

Ju 87D-3 'Stuka'

With no replacement for the 'Stuka' in sight, Junkers continued to develop the **Ju 87**, improving its armour and bomb capacity.

Variants

Ju 87D-1 Early version without the full armour package of the later D-series

Reduce Protection to 3-4

Ju 87D-5, D-7, D-8 Late variants with improved gun battery

Increase Firepower to 2

Ju 87G-1, G-2 Anti-tank variants, available Mar 43

*Increase Protection to 4-5; remove **Dive Brakes** ability; carries **AT Pod** load instead of bombs*

Me 262A-1 'Schwalbe'

The Messerschmitt **Me 262 'Schwalbe'** ('Swallow') was the world's first operational jet fighter. In the air it proved hard to catch and the Allies were forced to focus on destroying jets on the ground, or when taking off or landing. The **Me 262** arrived too late to have a decisive impact on the war, but left a deep impression on all who encountered it.

Variants

This card also depicts the **Me 262A-2a 'Sturmvogel'** fighter-bomber, in service Sep 44, and the post-war Czech-built **S-92**

IL-2M 'Ilyusha'

Its lack of defensive protection prompted Ilyushin to add a rear-facing gunner to its **IL-2** *Sturmovik* attack aircraft. This new version, the **IL-2M**, was the definitive form of the aircraft, deployed in vast numbers as the spearhead of Soviet Frontal Aviation.

Variants

IL-2M-3 Improved version

*Add **Torpedo +1** ability*

IL-2-37 Anti-tank variant, in service Jul 43 in small numbers

*Reduce Bombs to 6; increase Firepower to 3; add **AT Gun 5** ability*

For the single-seat variant see the **IL-2** card

Yak-7

Starting life as Yakovlev's two-seat trainer adaptation of the **Yak-1**, weapons and armour were added to convert the aircraft into a fighter. The new aeroplane proved to have better handling qualities than the **Yak-1**, and so was accepted for service, becoming an important type on the Eastern Front. It was to gradually evolve into the numerous **Yak-9** fighter.

Variants

This card also depicts the **Yak-7A**

Yak-7B Late-production variant with an improved canopy

*Add **Rear View** ability*

Yak-9

Yakovlev continued to improve the **Yak-7** fighter, lightening it with more metal components. The result was the sprightly **Yak-9**, which excelled as a dogfighter and proved effective at low altitudes. The **Yak-9** would go on to become one of the most numerous fighters in Soviet service.

Variants

This card also depicts the **Yak-9B**, **Yak-9M** and the long-range **Yak-9D**

Yak-9T Anti-tank variant, in service Jun 43 (also depicts the big-gun **Yak-9K**)

*Increase Firepower to 2; add **AT Gun 5** ability*

La-5FN

Lavochkin worked to refine the **La-5** fighter, boosting the engine and lightening the airframe to create a fighter that was the match of its German opponents at low altitudes. The Luftwaffe came to regard it as the most dangerous threat on the Eastern Front in the summer and autumn of 1943.

Though not built in the same numbers as its slower predecessors, the **La-5** and **La-5F**, the **La-5FN** played an important part in establishing Soviet air superiority in the latter years of the war.

Dive Bomber 1VP

D4Y1 Suisei (Judy)

Altitude	Speed	Turn	Climb	Bomb
18+	4	4	S	–
4 - 17	5	5	2	9
0 - 3	5	5	1	9

Firepower 0
Protection 3
Bombsight T
Defence 0

Dive Brakes
Low Drag

Japan Nov 43 v2.0

Torpedo Bomber 1VP

B6N2 Tenzan (Jill)

Altitude	Speed	Turn	Climb	Bomb
17+	3	3	S	–
3 - 16	4	4	2	10
0 - 2	4	4	1	10

Firepower 0
Protection 3-4
Bombsight T
Defence 0

Torpedo +1

Japan Aug 43 v2.0

Fighter 1VP

Ki-43-IIa Hayabusa (Oscar)

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

Firepower 1
Protection 3-4
Bombsight T

Drop Tanks
Rear View

Japan Oct 42 v2.0

Fighter 1VP

A6M5b 'Zero' (Zeke)

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

Firepower 1
Protection 3-4
Bombsight T

Drop Tanks
Rear View

Japan Jun 44 v2.0

Fighter 1VP

Ki-61-I-KAlc Hien (Tony)

Altitude	Speed	Turn	Climb	Bomb
12+	4	5	3	–
4 - 11	5	6	2	9
0 - 3	5	6	1	9

Firepower 2
Protection 4
Bombsight T

Drop Tanks

Japan Jan 44 v2.0

Fighter 1VP

Ki-84-Ia Hayate (Frank)

Altitude	Speed	Turn	Climb	Bomb
16+	5	5	3	–
7 - 15	6	6	2	9
0 - 6	6	6	1	9

Firepower 2
Protection 4
Bombsight T

Drop Tanks
Rear View

Japan Aug 44 v2.0

Fighter 1VP

J2M3 Raiden (Jack)

Altitude	Speed	Turn	Climb	Bomb
13+	5	5	3	–
8 - 12	6	6	2	–
0 - 7	6	6	1	–

Firepower 2
Protection 3-4
Bombsight T

Drop Tanks
Edge ▸

Japan Feb 44 v2.0

Fighter 1VP

N1K2-J Shiden (George)

Altitude	Speed	Turn	Climb	Bomb
14+	5	6	3	–
7 - 13	6	7	2	9
0 - 6	6	7	1	9

Firepower 2
Protection 4
Bombsight T

Drop Tanks
Rear View

Japan Aug 44 v2.0

A6M5b 'Zero'
Allied Codename: Zeke

Mitsubishi's evolution of the Navy **'Zero'** fighter improved power and protection to create the definitive **A6M5**. However, it still lacked performance compared with the new generation of US fighters, such as the **F6F**, and towards the end of the war it was pressed into service for kamikaze attacks.

Variants

A6M5, A6M5a Early variants, in service Aug 43
Reduce Protection to 3

A6M5c A development with a larger gun battery and self-sealing fuel tanks
Increase Firepower to 2 and Protection to 4

WING LEADER

Ki-43-IIa Hayabusa
Allied Codename: Oscar

With replacement aircraft slow in coming, Nakajima continued to develop the Army's **Ki-43 Hayabusa** ('Peregrine Falcon'), adding more power, protection, and punch. The resulting **Ki-43-II** series became the main production model, though it still lacked performance against the new Allied fighters.

Variants

This card depicts all late-model variants, from the **Ki-43-IIb** to the **Ki-43-II-KAI**, as well as the improved **Ki-43-IIIa**, available Dec 44

WING LEADER

B6N2 Tenzan
Allied Codename: Jill

Development of Nakajima's successor to the **B5N** torpedo bomber was held up by problems with the powerplant and it arrived too late to make a decisive impact on the war. The new **B6N Tenzan** ('Heavenly Mountain') sacrificed protection for range and could only be operated from the largest carriers. Against the Allies it was to suffer enormous casualties.

Variants

This card depicts all production aircraft, including the **B6N1** and **B6N2a**

WING LEADER

D4Y1 Suisei
Allied Codename: Judy

Yokosuka's **D4Y Suisei** ('Comet') dive bomber had great performance and range, though at the expense of protection. This made it fodder for Allied fighters, but it dealt out major damage to enemy ships.

Variants

This card depicts the inline **D4Y1** and **D4Y2**, and the radial-engined **D4Y3**

D4Y1-C Recce variant, in service Jun 42
Remove Bomb rating

D4Y4 Single-seat kamikaze attack version, in service 1945
Increase Bombs to 12; remove Defence rating

WING LEADER

N1K2-J Shiden
Allied Codename: George

The Imperial Navy's **N1K-J Shiden** ('Violet Lightning') was derived from the Kawanishi **N1K** floatplane. Though it lacked a reliable powerplant the **Shiden** was agile and fast and could hold its own against Allied fighters. The **N1K2-J** remodelled the wing and fuselage to create the definitive Navy dogfighter.

Variants

This card depicts the **N1K2** series, including the **N1K2-Ja** fighter-bomber, as well as the early-production **N1K1-J, -Ja, -Jb** and **-Jc**, in service Feb 44

WING LEADER

J2M3 Raiden
Allied Codename: Jack

Mitsubishi's design for a land-based Navy fighter ran counter to convention. Instead of a lightweight, agile fighter, the **J2M Raiden** ('Thunderbolt') was a heavily-armed, fast interceptor. It had been intended to take on the **B-29** bomber, but the lack of a supercharger limited its high-altitude performance and it arrived too late in the war to make much impact.

Variants

J2M2 Early-production version with fewer cannon, in service Dec 43
Reduce Firepower to 1 and Protection to 3

WING LEADER

Ki-84-Ia Hayate
Allied Codename: Frank

Designed to replace the Army's **Ki-43** and **Ki-45**, the **Ki-84 Hayate** ('Gale') was faster, heavier and better armed. It was able to match Allied types in the air and had the high-altitude performance to catch the **B-29**. Problems with the landing gear and poor build quality did not stop the **Ki-84** from establishing a formidable reputation.

Variants

This card also depicts the **Ki-84-Ib** and **Ki-84-II**

Ki-84-Ic Bomber-killing variant, available in small numbers
Increase Firepower to 3

WING LEADER

Ki-61-I-KAIc Hien
Allied Codename: Tony

As the Italians had done with the **MC.202**, Kawasaki built a fighter around a German Daimler-Benz engine. The resulting **Ki-61 Hien** ('Swallow') was speedy and armoured, like Western fighters. The Japanese Army fighter caused consternation amongst the Allies because of its performance (and resemblance to the **Bf 109**). It fought well and formed the basis of further development into the **Ki-61-II** and **Ki-100**.

Variants

Ki-61-Ia, Ki-61-Ib First production variants, in service Apr 43
Reduce Firepower to 1

WING LEADER

Fighter 1VP

A-36A 'Apache'

Altitude	Speed	Turn	Climb	Bomb
9+	4	4	3	–
4 - 8	5	5	2	9
0 - 3	6	5	1	9

Firepower 2 *Dive Brakes*
Protection 4 *Drop Tanks*
Bombsight T

United States Apr 43 v1.0

Fighter 1VP

Ta 152H-1

Altitude	Speed	Turn	Climb	Bomb
24+	6	6	3	–
9 - 23	7	7	2	–
0 - 8	7	7	1	–

Firepower 3 *Edge ▸*
Protection 4 *Rear View*
Bombsight T

Germany Jan 45 v1.0

Heavy Bomber 3VP

Lancaster B Mk.III

Altitude	Speed	Turn	Climb	Bomb
13+	3	3	S	–
0 - 12	4	4	2	31

Firepower 0 *Max Load 34*
Protection 5-6
Bombsight G
Defence 1

Great Britain 1943 v1.0

Heavy Bomber 3VP

Halifax B Mk.III

Altitude	Speed	Turn	Climb	Bomb
11+	3	3	S	–
0 - 10	4	4	2	25

Firepower 0 *Max Load 32*
Protection 5-6
Bombsight G
Defence 1

Great Britain Nov 43 v1.0

Defence Modifier -1 | Defence Modifier -1
Defence Modifier -1 | Defence Modifier -1

Return To Base ×6

Hits 1 | Hits 3 | Hits 5 | Hits 7 | Hits 9
Hits 11 | Hits 13 | Hits 15 | Hits 17 | Hits 19

Rigid Doctrine ×10

Gun Pod +1 FP -1 Spd/Trn ×3 | Torpedo Load -1 Spd/Trn | ATGR Load -1 Spd/Trn
Gun Pod +1 FP -1 Spd/Trn ×3 | Torpedo Load -1 Spd/Trn | ATGR Load -1 Spd/Trn

Recce | Strafing ×4 | Transport ×4

Counter and Card Art by Lee Brimmicombe-Wood

Ta 152H-1

Focke-Wulf's **Fw 190** series of fighters struggled for performance at high altitude, where American bombers operated. The **Fw 190D-9** was an improvement, but designer Kurt Tank refined it further. In its ultimate form it was designated **Ta 152**.

Though multiple variants were planned, including an escort fighter, only the high-altitude H-variant, the *Höhenjäger*, was produced. With various forms of boosting, the aircraft was blindingly fast at high altitude, but arrived too late, in too few numbers. It participated in a handful of skirmishes before the war's end.

A-36A 'Apache'

The North American **P-51A Mustang** had been built to a British specification. The first US Army purchase of the type was the **A-36**, a variant configured for ground attack, with an engine optimised for low altitude as well as dive brakes for precision bombing.

An effective fighter-bomber, the **A-36** performed well in North Africa and the Mediterranean until it was replaced, by Jun 44, by the **P-47** and **P-40**. It soldiered on in the China-Burma theatre until 1945.

Note: There is doubt as to whether the 'Apache' nickname was used on anything other than brochures. It is believed the official name for the aircraft is ***Mustang****.*

Halifax B Mk.III

A lack of performance and payload meant Handley Page's **Halifax** was second to the **Lancaster** in importance to RAF Bomber Command. However, a change of engines and sundry other improvements brought the **Halifax** closer to its more famous rival. By the war's end some 6,100 **Halifaxes** had been built, compared to 7,300 **Lancasters**.

Variants

This card depicts all Hercules-engined variants, including the **Halifax B Mk.VI** (1945) and **B Mk.VII** (Jun 44)

For the Merlin-engined variants see the **Halifax B Mk.I** card

Lancaster B Mk.III

One of the iconic Allied bombers of the war, the Avro **Lancaster** was versatile, fast and carried twice the bomb load of a **B-17**. Through 1942-44 it operated primarily at night. But in autumn 44 it began to fly over Germany in daylight. These raids near the end were to help finish off the German Reich.

Variants

This card depicts all Packard-engined models, including the **Lancaster B Mk.VII** and **B Mk.X**, as well as the Rolls-Royce-engined **B Mk.I**, available Apr 42

Counter and Card Art by Lee Brimmicombe-Wood