

# BAG THE HUN

Last Updated 24 January 2008

I have now played in 2 games of Bag the Hun and thoroughly enjoyed both despite being badly mauled in each. Congratulations to TFL for an excellent rule set. However, we had some queries about the rules on which I would welcome some guidance.

1) in each game, as luck would have it, the 2 RAF Hurricane sections were lead by a junior ace, while one German Me 109 schwarm had a Top Ace in command. Does this mean that each can move up to 3 times in a turn - once on the section/schwarm card, then again on the named leader/character card, and finally on the relevant Ace card?

***...He can move on his section/schwarm card only if he HASN'T moved on his character card. He alone can move on his Ace card regardless of whether he has moved on his character or section/schwarm card.***

2) in the situation in 1) above, we assume that the section leader can move on his own card even if he moved on the section card but no other planes in the formation can, thus he breaks the formation.

***...No. He can move on his section/schwarm card only if he HASN'T moved on his character card.***

3) if a section or schwarm leader is an Ace does he get one character card only as leader and ignore the Ace bonus card? Seems odd since it would reduce him to the same as a veteran or regular section leader for initiative purposes.

***...No, he still gets an Ace card.***

4) If an Ace uses the Ace Bonus move card to move his plane, can his wingman move with him assuming he passes a maintain formation test?

***...We play Yes.***

5) if an Ace card is drawn can all relevant Aces use it to make a bonus move or is it restricted to 1 such Ace? If only 1 can use it how do you decide which - player's choice or random?

***...Only one Ace. Players choice.***

6) finally can a Top Ace fire on the Junior Ace card or is he restricted to moving only. We think the latter.

***...Either Move or Fire, not both***

***The thing to keep in mind when Bagging The Hun is that aircraft MUST move on their section/schwarm chip UNLESS they have already moved on their character chip. Character chips do not have to be applied UNLESS he is NOT a section leader (The Polish and Czech pilots rule).***

***How we play it is this;***

***1) A character can move his section/schwarm on his own personal chip IF they are still in formation. If they are not then just his own plane.***

***2) Top Ace or Junior Ace cards are bonus moves OR chances to fire (not both) for individual pilots concerned. We do apply it to wingmen too though, so if an Ace moves his wingman moves too, but not the rest of his formation.***

***SO;***

***3) A non-character can move once (move card) and fire once (fire card).***

***4) A character can move once (move card OR character card) and fire a maximum of twice (fire card and character card).***

***5) An Ace who is not a character (it is recommended that Aces are characters) can move a maximum of twice (move card and Ace card) and fire a maximum of twice (fire card and Ace card).***

**6) An Ace, who is also a character, can move a maximum of twice (move card OR character card AND Ace card) and fire a maximum of three times (fire card AND character card AND Ace card) although you will soon run out of ammunition.**

**7) Finally you can add an extra movement IF 'Altitude Bonus' applies. This applies to the highest status pilot so Top Aces can be lethal moving a lot and firing a lot too, though their ammo won't last forever.**

However, it threw up a few new questions on which we would welcome your comments.

1) Can bombers benefit from the Altitude Bonus card?

In our latest game the Stukas are the only unit still in formation at altitude level 5, all the fighters have broken formation and are moving individually at the same level, so we allowed the Stukas the bonus move in preference to the British Top Ace.

**...We do allow bombers to use the altitude bonus. We also adhere strictly to units in formation getting the bonus over individual pilots. So in your example if the Stukas were the only formation they would indeed get the altitude bonus. If there were no formations then the best pilot would get the bonus. Bombers in formation can be really hard to get a bead on as we play that they can move on 'Bombers Move', 'Achtung Spitfire/Tally Ho' and 'Altitude Bonus' too if they are high enough, fortunate enough to be led by an Ace, and in formation. The key is to get in and split them up, whereby things really get nasty if you're in a bomber. Things slow down and the fighters can really pick you apart.**

2) Is a pilot always obliged to attempt a "staying on the tail test" when his opponent carries out a hard manoeuvre? Can he choose not to follow, in which case does he stay in his current position?

The German junior ace in his Me109 was on the tail of a veteran Hurricane pilot who decided he would carry out a loop to throw his opponent off. The German player was reluctant to take the test since he reckoned he was likely to fail and find himself forced to move straight ahead allowing the Hurricane to drop onto his rear. We ruled that he had to test. As luck would have it, he passed, stayed on the Hurricane's tail and promptly shot it down! "Fortune favours the Not so Brave!"

**...IMHO you played it correctly. How we play it is that once successfully 'on the tail' you are effectively 'locked' there until you decide to break off. This can ONLY occur on cards/chips which relate specifically to your aircraft. In other words you**

***can only break off on your turn and not choose to on your opponents turn when it suits you. Hard luck if the opponent you are tailing decides to loop on you. Incidentally, what we find is that often a significantly poorer pilot will attempt deflection shots only with a superior opponent incase he tries some of that tricky stuff.***

3) Can Blinds benefit from bonus cards, i.e. altitude or Tally Ho/Achtung Spitfeur? We played yes.

***...We play no as by being on blinds confers other advantages, namely being able to bounce formations, ascend or descend altitudes without penalties, change direction easier etc. We only apply such bonuses to spotted planes. It may sometimes seem to be a disadvantage in some situations to be an unspotted blind but the benefits outweigh the odd bonus in our opinion. The ability to 'Bounce' can be particularly nasty for example. If you move too close to an enemy blind and fail to spot it when its chip hasn't come up yet its curtains for you.***

***...However, the good thing about all Lardy rules is that if you decide you prefer it that way, so be it. Essentially most TFL rules are toolkits, so its up to you. Horses for courses. Others see it and may play it differently.***

It's never been defined what it is to be "in combat" but we play it that if any member of the formation;

- a) Fires.
- b) Is fired upon.
- c) Takes a tailing test.
- d) Is subject to a tailing attempt.

This counts as being 'in combat'. Others may see it another way or play it differently.

However, as most of our games involve 9+ planes per side we tend not to bother. You will find, as it states in the rules that in larger games this is really covered by the pilot control test (see 7.2), but implementing the test in smaller games may add to the flavor somewhat.

I've recently brought these rules and I have a few questions.

1. Can aircraft perform multiple manoeuvres in one turn?

**Yep.**

2. All of the Biplanes I've seen listed have really bad Maneuverability stats, why is this? Everything I've read states the reason some nations were still building new models of biplanes right up until the war, was due to their greatly superior agility over monoplanes. However they were failures due to their lack of speed, meaning they couldn't intercept faster bombers, and faster monoplane fighters could conduct fast attack runs on a biplane and withdraw, leaving the biplanes rather outmoded rather than outmanoevered.

***Manoeuverability in BTH is a little odd, as it's not applied when manoeuvring, but rather when being shot at; the lower than expected factors seem to reflect their relative vulnerability. I think....***

3. Looking at the deflection firing table it makes perfect sense from a fighter's point of view. However how do you handle fire from crew served weapons? In 8.4 it states that non turreted crew served weapons have a max burst of 4 seconds. Is this still reduced by the firing aspect? Or do they always have a 4 second max regardless of facing?

***It's still affected by the firing aspect. Also note that flash power operated turrets with great long belts of ammo can ignore the 4 second rule - it's mainly there for magazine-fed MGs.***

4. Also how are turreted weapons affected? For example the ball turret of a B-17 is firing at a tailing FW-190. And the next turn it fires at a Bf109 that is approaching from head on. 8.3 seems to state that in both cases it would be only a 2 second max burst from the ball gunner. However wouldn't the ball gunner have much more time to fire at the FW-190 which is tailing compared to the BF109 that would flash past in an instant?

***Yep. I always allow crew-served weapons the same number of seconds fire as the fighter they're shooting at will get at them - ie. 2 for your head on 109, and 8 for the tailing 190.***

The firing modifiers only apply to the attacker. The attacker gets +2 dice at short range (2 hexes) and -3 dice at long range.

The defender gets an extra dice for each hex of the range between the planes. So at a range of 4 hexes the defender gets 4 dice on top of his manoeuvrability and luck. So further away gives you more chances to save whilst the attacker loses dice.

## **MOVEMENT**

1) During a move, can one use more than one manoeuvre if one has enough movement?

***Yes, but you have to roll for each manoeuvre.***

2) If yes, it would seem that some manoeuvres are pointless. For example why do a barrel roll, when one could hard turn left or right, then hard turn the other way?

***See above; 2 hard turns = twice the chance of screwing it up....***

## **MAINTAINING FORMATION**

3) It would seem that this has problems as a sprog/regular pilot can follow his veteran/ace leader in doing really hard manoeuvres and only needs to dice for maintaining formation. For example if a veteran/ace flight leader pulls an Immelman, a regular pilot who would normally need a 5-6 to manage an Immelman, now only needs a 3 to maintain formation, by pulling an Immelman!!!!

***See the first line of section 6.2 - bottom of page 12; the formation test is as well as the control test, not instead of.***

4) If a German flight leader with a single wingman on his left, decides to pull a series of hard left turns to end up facing the opposite way to where he started, and his wingman passes the Maintain Formation test, his wingman has in effect turned on the proverbial sixpence!

***Yep.***

So does the movement of a flight leader have to be done in such a way that the wingman's move be legitimate?

***- Nope; we live with the anomaly. If it makes you feel better have the wingman end up on his right instead; I would in that instance to be honest, but yes wingmen can end up performing "illegal" moves. (They need very hot dice though, as you're generally looking at a formation test and a tricky manoeuvre, for a pilot who's likely to be pretty average....)***

I have a question about the Easy Manoeuvre Turning. The text states "the aircraft moves one ahead and turns, then one again and turns and so on." This is a good description for the Tricky turn. The confusion is arising because the picture example of Easy turning doesn't match the text. I gather that in Easy Turns, the aircraft is making a nice gentle turn, not taxing the limits of the aircraft. My take on Easy turning is this:

'The aircraft must move ahead at least two pips, and then turn one facing to the left or right.'

***Spot on; the paragraphs on turning aren't Skinner's finest prose, and you have indeed captured what they should say.... ;-)***

Question; What if I am 4 hexes behind my target and within the getting on the tail test area and I would like to close the distance? Can I take the getting on the tail test and close the distance when my card is turned?

***No; you move when the target moves; if you choose to move on your own card you're no longer classed as on his tail.***

If so, how do I determine how much distance I can close? How do I determine if I overshoot the target and thus become the target?

***Difference in speeds; if, say, you're both speed 6, when tailing you won't close or gain, but you could choose to add the optional d4 to your movement. Of course, if you were closer and rolled a 4, you could end up overshooting and becoming the target.***

If I take the getting on the tail test and succeed am I stuck at the 4 hex range?

***See above; when tailing you follow the other guy's maneuvers, but not his speed, so may well gain or lose ground on him.***

Do I not take the getting on the tail test until I am at the range I want to be from the target, risking being out-maneuvered?

***On occasion that can be a better option, but see above.***

1) Section 4.1 states: The turn sequence in BTH is determined by cards, and as such each bound is of variable duration. This reflects the chaotic uncertainty of aerial combat. But, nowhere can I find which card triggers the bound to end. IIRC, when I played IABSM, there was a specific card that signaled the end of a turn. Yet in the BTH rule book I can find no reference to such a card.

***'Cos there isn't one; everyone moves and fires every turn (since a plane doesn't the infantryman's optioned of hitting the dirt and doing nothing this turn....) On the other hand the cards make life a lot more unpredictable, especially they mean you frequently have to settle for less than optimal shots as the cards don't come out exactly how you'd like them to.***

2) Section 7 Maneuvers: The specific maneuvers have associated movement pip costs to perform them. For instance, the Loop costs 6 pips of movement. So a plane with a movement of 6 would need to "juice" the throttle and roll the 1d4 to get enough movement to pull off the maneuver. The note on the Loop maneuver states the aircraft moves forward one hex.

***Yes - the 6 pips expended result in that one hex of movement, so a plane with move 6 wouldn't need to take the d4, but one with speed 5 would.***

What happens if you roll a 4 on the 1d4? Would you be required to move three hexes forward since the 4 result is compulsory? Or does the maneuver cost 6 pips of movement and that includes the one hex of forward movement?

***The 6 includes the hex of movement, but yes, if you have any extra pips left you have to use them.***

What happens if you have a movement of 6 and perform an Immelmann? Would you move forward one hex, then another hex and then reverse the aircraft?

***You can choose whether to do the extra straight line movement before or after (or even both if you have a couple of pips left) the Immelmann, but you have to use it.***

3) Section 8.1 Range states: Maximum firing range is 8 hexes. Section 8.4 in the dice adjustment firing factors has a modifier for the range being over 8 hexes of -3. Why is there a range modifier for the range being over 8 hexes if the maximum range for all weapons is 8 hexes?

***I believe the official answer is "cos Nick's an idiot".... ;-) Longer ranges were tried in playtesting, and somehow the modifier got overlooked; maximum is 8 hexes, so ignore it....***

4) Section 9 Effects of Damage states: The number of hits is modified for the luck of the target pilot and then cross referenced with the targets's robustness. So the luck of the target modifies the number of save dice he rolls AND the number of hits on the Hit Effect Table? Also, the target luck modifying the number of hits is not reflected in the example given in the text. Is this correct? Does the target luck modify the attack twice?

***I'll pass on that one as I don't have my book handy, I think that should be a no, but not entirely sure....***

When making a hard turn the rules state the plane drops 1 level but the diagrams of the movement schedules doesn't list any altitude loss. We played that in any turn a plane made any number of changes of hex face through hard turning it dropped a single level, is this right?

***That's certainly what was intended. Multiple turns would otherwise see the plane hurtling towards the ground.***

Can a plane climb at the start of a move but then lose altitude through hard turns bringing it back to the same level it started the move at? I thought yes but my opponent thinks not!

***Yes it can, but of course this is restricted by its movement limit.***

To get on the tail do you have to be directly behind the target within three hexes? The rules mention the shaded boxes ie three behind the target but then mention moving in from the outer columns. Are all the boxes shown in the diagram positions in which you can take the get-on-tail test and the shaded boxes the positions you move to if successful?

***Yes, only from directly behind. It looks like a bit of Bag the Hun (on which Algy is based) has got stuck in the document.***

We had one instance where a tailing plane had a ceiling of 10 so the target climbed up to its permissible ceiling of 12, we assumed the tailing plane automatically flies straight on having lost contact.

***Yup.***

If you roll more 1s than 5s or 6s in firing and the guns jam do you still count the hits you may scored?

***Yes you do.***

When you get a bonus move say for the highest ace is this bonus move the standard basic speed or do you still add a dice roll?

***You still add the dice roll.***

If a plane climbs at the start of the move and then the highest aces card comes up presumably it can take advantage of this having climbed in that same turn?

***Yup.***

The firing modifiers only apply to the attacker. The attacker gets +2 dice at short range (2 hexes) and -3 dice at long range.

The defender gets an extra dice for each hex of the range between the planes. So at a range of 4 hexes the defender gets 4 dice on top of his manoeuvrability and luck.

So further away gives you more chances to save whilst the attacker loses dice.

The Spitfire and Me109 may test for a tricky manoeuvre as easy "Hard dive and Hard turn". My question is does the manoeuvre remain tricky for movement? EX you are allowed to descend a band and do an easy manoeuvre.

***It remains tricky; the test is easier to pass, but other prohibitions are still in force, so you can't hard dive and Immelmann or anything equally ambitious....***

We are preparing to play with bombers shortly. I am able to comprehend all hit dice together in a roll for greater effect.

A) Forward and turrett fire at target. If they fire indepently they do get a d10 for critical damage? or

B) are the factors combine with one d10 for damage?

***They are completely separate shots; treat them as if it's two different planes shooting. (Actually I don't normally allow more than one gun position to fire at the same target anyway; camera gun footage from fighters rarely shows them taking concentrated fire, especially as pilots usually had an idea where the bomber's guns were mounted, and would approach accordingly.)***

## **Finest Hour**

How do you get any replacement aircraft?

Is there a table missing..... or do you just do your own research to work out how many aircraft you can get?

***...In all honesty I've no idea. I haven't actually used FH to run a Squadron myself but would probably do some research on replacement aircraft.***

Air gunners firing....do you

- a) add all the dice up firing from a formation?
- b) fire some with a wingman bonus (but firing in pairs?)
- c) just fire individually?

**...We just fire individually. Hadn't even considered b) and certainly not a) either.**

SO , does anyone else give a wingman bonus to a pair of tail gunners in formation?

**No.**

I am wondering what bonus being in formation gives to gunners otherwise?

**Well, it means lots of 'em shooting.... Multiple gunners couldn't really co-ordinate their fire, so the wingman bonus doesn't seem appropriate, but a tight formation means an attacking fighter is going to get shot up by multiple gunners rather than just the one, which seems (a) historical, and (b) bonus enough, to be honest.**

And a Question about Diving. How far down is a hard dive?

**...Two altitude bands mate.**

If an aircraft can climb 2 levels, can it dive two levels without it being a "hard" dive?

**...No.**

Re: BTH firther questions

Yes, to a Flat/easy turn.

All bombers are allowed to do only easy manoeuvres so obviously no to hard turns etc.

My point was that as Stuka crews were trained to dive bomb maybe a Hard Dive should be considered 'easy' to them.

Do you let Stuka's (....and other dive bombers for that matter) do an easy turn? I found them to be surprisingly lumbering if you class them as manouverable as a heinkel.

So if you hard dive, Is it only the 2 hexes indicated on the diagram that are "straight ahead or is it the full move? Ie. No turns or other manouvres?

***...As per the diagram on page 15, 'Aircraft must move full move straight ahead but descends two altitude bands.' It's quite clear I think. Incidentally the only other manoeuvre which requires you to move straight ahead for full move is 'Jinking'.***

Actually, I suppose this is more to do with combinations. Could I do a dropping immelman then a hard dive to drop 3 levels at a cost of 10 hexes?

***...No, because (as above) a hard dive is a full move, straight ahead. You could do a dropping Immelman and a shallow dive of one altitude band.***

If the dive has to be straight, although I have no idea why that should be when banking was used to mush off excess height .....Shouldn't a steep climb involving 2 levels of increased height be straight ahead as well?

***...I can see your point.***

I found it a bit odd that I couldn't use the advantage of altitude to dive down 2 levels onto the tail of a stuka since I couldn't manouvre off the straight and narrow, but had no problem climbing 2 levels to acheive the same thing.

***...Again, this viewpoint has some merits. The thing is Kevan, as with all TFL rules, you are free to change things as suits your gaming group.***

If an aircraft that cannot do a certain manouvre is on the tail of an aircraft which can, does that automatically make the "on the tail" aircraft fail the staying on the tail test?

e.g. If a spit does a hard turn, is a me110 unable to follow as it cannot do a hard turn?.

Similarly, If a me109 does a hard turn, does a blenheim/ boulton Paul defiant fail.

***...How we, and I believe others, play it is that if the aircraft you are tailing makes a move that you can't keep up with then you roll with a -1 modifier on the 'Staying on the Tail Test'. A bit like the optional rule of a Spit staying with an Me 109 in a Hard Dive and a Me 109 staying with a Spit in a Hard Turn.***

**<Re: Whirlwind>** westland whirlwind

**Speed 7** (360 mph)

**Man. 5** (High for a twin engined aircraft, but the same as the P38J - based on pilot accounts that it could hold its own with a 109 at low level, I can't see 4 being right, and it needs to be borne in mind that it was a \*very\* compact design, which helped a lot.)

**Ceiling 6** (Just; was marginally over 30,000 feet, although it performed best at low level, hence its extensive use on Rhubarbs.)

**Climb 1** (Fairly unimpressive there; barely over 1500 feet per minute.)

**Robustness 3** (I briefly considered a mere 2, but for any twin- engine type with self-sealing tanks that seems overly harsh, so stuck to 3.)

**Size 2** (Surprisingly tiny; a mere 45 foot span, and a small fuselage to boot; it's all engines and guns....)

**Firepower 12** (On my ratings - obviously we all seem to use different values, so bear in mind that it has the same guns as a Hurricane IIc, but concentrated in the nose, so wants to be a point or two better than that. Only 6 seconds' ammo, though.)

How are sprogs handled in the maintaining formation rule? Sprogs are not listed in the Situation chart (BTH page 13) for maintaining formation in combat.

Are sprogs unable to fly in formations?

***How we play it is that Sprogs get no modifier, so +0, thereby making it difficult for them to stay in formation. A roll of 6, unmodified, will always ensure that any plane stays in formation whereas a 1 will always fail.***

My planes must go the complete number of Movement points. So if I do an easy turn right. At the end of movement the right wingman is in the lead, middleman or S/L is behind the right wingman and my left wingman is now flying on my right. On a hard turn I wind up with both wingmen ahead of the section leader. This is true with all the above formations.

Q: How do I maintain my formation?

***Have another read of the formation rules; if they pass their staying in formation check, the wingmen keep their position relative to their leader \*even if this means moving faster or slower than they normally could\*. Just move the leader the "correct" distance, and place the wingmen in position afterwards.***

Second question, If I am in level flight I am allowed use of the d4.

Q: If I am climbing or descending am I still able to use d4?

***Yep.***

Hi, we played our first BtH game today. I have two questions. The first is about the D10 in firing. When rolling your D6 for hits we roll a D10?

- A) Is the D10 only for critical damage or
- B) The D10 must equal the hits on D6 to go to the critical table or
- C) A is correct and I am mixing BtH and KmH.

***.....A)....the D6 scores a hit on 5 or 6***

The second question is about manoeuvres. I wish to do a loop. I am allowed 9 hexes of movement a loop cost 6 movement points. The extra three movement point may use them:

- A) Before doing the manoeuvre or
- B) After doing the manoeuvre or
- C) Both

***...C) Both***

Re: BTH Rules queries?

Hi chaps,

--- In Toofatlardies@yahoogroups.com, "Mike" <aristillus@...> wrote:

*The two that we do not allow with any other is the jinking and the hard diving. We play that both take up the whole "go" but others may view it differently.*

***...Same here. We have allowed the 'Jink' though as an aggressive method of slowing down, though Mike puts a good case for its use only on a tailed aircraft which may lead us to a rethink.***

Think your hard turn example sounds okay if I understand it correctly. The important thing with the failure I believe is not the amount of hexes moved forward but the fact you are not where you want to be so what you do sounds fine.

***...Again I concur.***