



Blood Red Skies FAQ December 2018

This document has been compiled as an official FAQ for Blood Red Skies from various questions and answers within the gaming community. All answers on this document been edited by BRS' designer, Andy Chambers, and can be considered to be from an Official Source.

Action Deck and Trait Cards.

Q: Is the action deck built as the player wishes or shuffled before play begins?

A: The deck is built with all the relevant cards. Any Theatre (e.g. Bad Weather, Clear Skies, Numbers, Radar Support) or Ace (e.g. Tactical Wizard) cards effecting deployment are removed and played during the deployment phase then the remaining cards in the action deck are shuffled before the first draw.

Q: Does the vulnerable trait for the Zero apply every time someone shoots at them or is it a card that I can choose to play to get a new card into my hand?

A: All Negative Trait cards (Red Cards) are in play all the time.

Q: Is the Agile Positive Trait card for multi engine aircraft placed into the Action deck like other trait cards?

A: No, just like Negative Trait cards (Red Cards) Positive trait cards like Agile are in play all the time.

Q: If you have a card like Bad Weather, does it mean every squadron starts with a boom chit, or is it player's choice?

A: The card states that all squadrons start with a boom chit.

Q: Deep Pockets card. My plane is hit. Do I play the card as soon as it's hit? Or do I wait until after the dodge roll?

A: Deep Pockets is played when the squadron receives the boom chit. You get hit, squadron takes boom then you play DP. Your dodge is different as the dodge avoids the result of the hit on the target plane not the squadron.

If a plane is hit while Disadvantaged and fails it's Dodge, you'll have 2 boom chits. One for being hit, another for being shot down. If Deep Pockets is played when hit and you still fail the Dodge, you'll have only taken one chit from losing the airplane.

The wording makes it clear it is applied when the Squadron takes a Boom Chit so the restriction of one card per plane per turn does NOT apply.

Q: How does the Robust trait card work?

A: Robust is played as reaction to a robust plane being attacked. It means you subtract 1 FP dice when shooting at the plane. No dice are lost from any Pilot Skill.

Q: How does the Rapid Roll trait card work?

A: Rapid Roll means you can make your 45 degree turn at the start of your move instead of the end (a bit like a more limited version of Tight Turn).

Q: When building an action deck, you include a trait card for each plane, but how many others can you include?

A: Page 5 of the Expanded rules booklet details this - for a basic game of 1-6 planes a side 1 Doctrine and 2 Theatre cards plus 1 Trait card each for the actual planes, split evenly if multi trait, larger games include another Doctrine card per 6 aircraft. 'Always-on' Positive and Negative Traits like Agile and Vulnerable don't count towards the action deck as they're always in play.

Q: What activates first, Heavy Flak Presence Theatre card or the low Altitude Performance Doctrine card?

A: Flak first - the Flak card can be played as a reaction when the plane activates. LAP moved the plane from disadvantaged to neutral, but at the point of activation it is disadvantaged, so the Flak can shoot first because it's a reaction.

Q: 1) Can you shoot through friendly planes?
2) Can you shoot through enemy planes?
3) Does the "Wingman Effect" work if there's another plane between the attacker and the Wingman?

A: 1. Yes 2. Yes. 3. Yes.

Remember that the wingman has to have its front arc facing the attacker to have the wingman effect come into effect.

Q: Does a critical hit affect a deflection shot? A critical reduces the plane's agility by 1, but a deflection shot uses speed instead of agility.

A: yes - a critical hit reduces the total number of dodge dice

Aircraft Data

Q: Is squadron synonymous with 'your entire force' or does it mean 'a part of your force'? (So, you could have a squadron of Spitfires and a squadron of Hurricanes.)

A: A sqn is representative of part of your Main Force, and while it might be all of it you could potentially field several squadrons on the table, current example is bomber escort mission you have bomber sqn and an Escort sqn. Each sqn is then further sub-divided into elements as dictated by the scenario for deployment. In smaller scenarios each side is likely to be represented by just a single squadron, but the rule of thumb is that any time different types of planes are being used (e.g. Hurricanes and Spitfires) they are treated for purpose of the rules as different squadrons.

Q: What represents a squadron?

A: As a rule of thumb groups of different aircraft types (i.e. bombers and fighters, or different types of fighters) are represented as different squadrons. It's also sensible to group together aircraft into squadrons of six or so aircraft. For organising your own scenarios, the number of aircraft will be governed by your points costs in your scenario and currently there is not a maximum number of aircraft per sqn. Historically speaking squadrons would have on average 12 aircraft but could have as many as 18 aircraft, although probably not all serviceable and some would be used for spare parts, availability of pilots was also a major factor.

Movement and manoeuvring

Q: How do I outmanoeuvre an enemy aircraft?

A: You compare the Pilot Skill of both pilots - if the attacker is better, the target AUTOMATICALLY loses an advantage level, if they are even or the target is better the target makes a Manoeuvre Test and if it fails loses an advantage level.

Q: Minimum move? Rules basically say a plane must move its minimum move. Does that mean if it can't it simply crashes?

A: If it can't for some reason then it immediately becomes disadvantaged and if a disadvantaged plane cannot move its minimum then it crashes and count as shot down awarding a boom chit in the process.

Q: What happens when two bases overlap? If bases overlap can one or either planes fire if in arc?

A: In this case if a planes base would end its move overlapping another and cannot legally avoid this by slowing down or speeding up (for instance) the plane is moved directly forward the minimum needed until it clears the obstructing base. I'd justify this as a pilot error leading to an overshoot. This does not affect either planes advantage situation. In theory this could involve planes exceeding their move distance in this case. To prevent someone using this to their advantage (it happens!) a plane that overshoots cannot use a Pilot Action that turn.

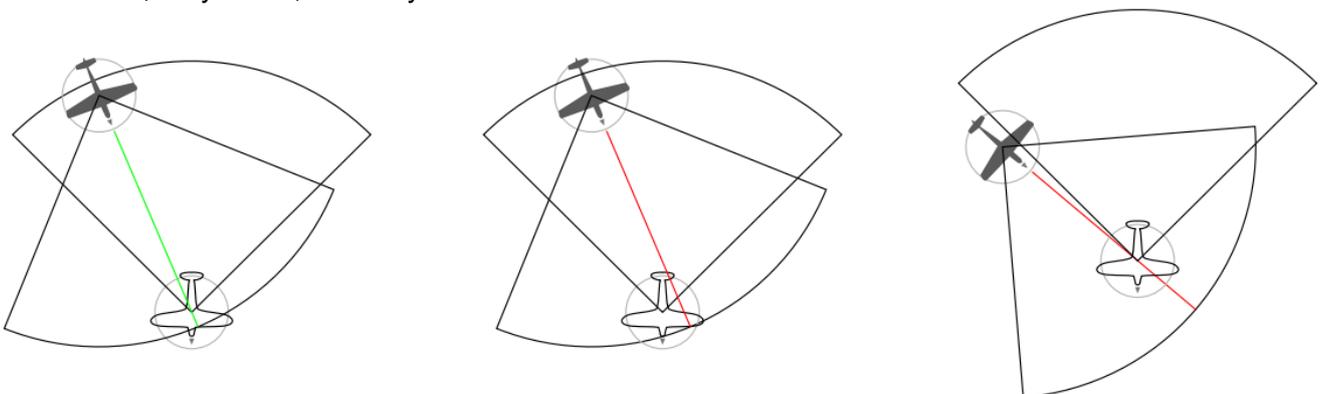
Clouds, Tailing and Wingmen

Q: When are you classed as Tailing?

A: To tail you must be in the rear arc of the target with your direction arrow pointing at the stem within 6" range and you must NOT be disadvantaged. You must NOT also be in the front arc of an enemy plane within 6" that is also not disadvantaged and none of you can be in clouds!

Q: Could someone in the community come up with some better diagrams that explain tailing?

A: Yes, they could, courtesy of Koin-Koin on the BRS forum:



Q: Does a Wingman in a cloud still act as a Wingman?

A: No - once in a cloud the aircraft cannot affect or be affected by other aircraft such as outmanoeuvring, wingman effect, cards that affect nearest aircraft etc.

Q: When it comes to tailing, are we measuring a straight line from the front arrow to the target's flight peg?

A: Yes - the tailing aircraft arrow must point towards the flight peg of the target and the tailing planes peg **MUST** be within the Rear Arc of the enemy aircraft.

Q: If you end up tailing two or more planes do they all become disadvantaged?

A: NO only one, it is the tailing planes choice which one.

Q: Are bombers (Multi Engine Aircraft) susceptible to tailing?

A: Scenario 4 for bombers (page 14) under the special rules states they are unaffected by tailing, however this only applies to bombers until they have dropped their bombs then they act as multi engine aircraft and ignore the special rules. Multi engine aircraft can be tailed (as a general rule) but when acting as laden bombers they can't.

Q: One thing that seemed odd is the rules don't prevent planes in the clouds from being wingmen and preventing tailing. Are you all playing it that way too

A: being in a cloud prevents a plane from shooting, being targeted, or otherwise interacting with another plane in any way. This includes the wingman effect and also being 'closest plane' for outmanoeuvring purposes. Basically, planes in clouds stop existing as long as they're in there.

Q: How much of a plane's base has to touch a cloud to receive the benefit?

A: Even a limited part. Also valid for barrage balloons. When using the larger base sabots for bombers and such only the core original base part counts for being affected by clouds or barrage balloons.

Shooting

Q: If a plane starts within 6" in the front of another aircraft do they have to take the Snap Shot?

A: Rules as written are: Shoot: You **CAN** shoot an enemy plane that is in your front arc, within the range template distance and is at a **LOWER** advantage level. Advantaged to Neutral and Disadvantaged. Neutral to Disadvantaged only. You don't have to shoot if you don't want to.

Q: If a plane starts within 6" in the front of another aircraft and does not take the Snap Shot can the opposition fire instead?

A: No, the opposition cannot act when they are the inactive player unless shot at in a head to head confrontation.

Q: With multiple squadrons how do boom chits accumulate - is it per squadron, or for the whole force? Can you have a situation where boom chits knock out certain elements of one side while the others keep fighting?

A: Each squadron takes the boom chits separately, so if you have 6 Spitfires and 6 Hurricanes and the Spitfires get 7 chits they are off but the Hurricanes remain.

Q: when shooting at a target, does the target just have to be in your front 90 or does there have to be a straight line from your front arrow to the target?

A: It only needs to be in the arc for shooting. When tailing a line has to be drawn straight from your front arrow to the centre peg of the enemy aircraft.

Bombers and Multi-engine aircraft

Q: Can Bombers (Multi Engine Aircraft) gain advantage?

A: So far the answer is mostly scenario based but generally whilst they are acting as bombers and bomb laden then they cannot gain advantage and move 1" less and in a straight line. Once the payload has been dropped then they act like any Multi Engine Aircraft and can climb for advantage.

Q: When do Bombers (Multi Engine Aircraft) get damaged?

A: REMEMBER: A shooting attack can be conducted against a Multi Engine Aircraft regardless of its advantage level relative to the shooter (Para 2 Page 14 Expanded Rules).

A multi engine that is shot at, hit and fails to dodge loses advantage levels until they get to disadvantaged, but no Boom chits are generated. Un-dodged hits while disadvantaged start to place boom chits directly on the aircraft itself. Each boom chit reduces Speed and turret firepower by one, also damaged multi engine planes can no longer be Advantaged (i.e. they might climb back up to neutral but no further). Once the number of boom chits equals the number of engines it has, the multi engine plane crashes, generating another boom chit. (E.g. an Advantaged twin engine bomber would go through these stages - Advantaged – Neutral – Disadvantaged - 2 x Engines – Crash)

Q: How do boom chits work for multi-engine squadrons?

When a multi engine plane is shot down all of its boom chits are then transferred to the multi-engine's squadron. If the number of Boom chits on the squadron ever exceeds its number of remaining engines the squadron will break off and turn for home.

Example: A three strong squadron twin engine Do17s has one aircraft shot down placing three Boom chits on the squadron – it still has four engines remaining so they carry on. Later another Do17 takes damage but the squadron still carries on as it has three engines remaining and three Boom chits. The damaged Do17 is then shot down, placing three more Boom chits on the squadron so this forces the last Do17 in the squadron to give up and head home.

Q: When and how does a Bomber (Multi Engine Aircraft) lose firepower?

A: When a bomber starts to take boom chits on it directly it loses 1" of movement and loses 1 Firepower dice from turrets for each boom chit accumulated (Para 6 Page 14 Expanded Rules).

Q: Does a Bomber (Multi Engine Aircraft) that has crashed get another boom chit?

A: Yes.

Q: How does the Deep Pockets trait work with multi engine aircraft?

A: Deep Pockets is played as a reaction when the squadron receives a Boom chit so the same rules apply as usual. It cannot be played to prevent a Boom chit being placed on a multi-engine aircraft to denote damage. In effect Deep Pockets only kicks in for a multi-engine squadron when a member of the squadron is shot down and the Boom chits it's carrying (i.e. no. of engines + one for being shot down) is transferred onto the squadron.

Boulton Paul Defiant

Q: What is the "Sluggish" trait?

A: Sluggish is a Negative Aircraft Trait. A Sluggish plane may not use the outmanoeuvre action.

Q: The Defiant has a 0 firepower? How many dice does it roll?

A: Turret Firepower 2 360 degrees it always rolls 2 dice but does not add pilot skill. However, it can attack once in its own turn and return fire every time it is attacked.

Q: As it lacks forward firepower and only has the turret can a Defiant claim to be tailing? For that matter can a bomber or multi-engine aircraft with only turrets claim to be tailing?

A: No. Only aircraft with a forward Firepower (i.e. no 360° notation on their Firepower stat) can claim to be tailing.

