

TARGET FOR TONIGHT

THE ITALIAN CAMPAIGN EXPANSION

GAME DESIGN BY
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Ownership of *Target for Tonight* is required.
(If using some of the optional rules,
then *Target for Today* will also be needed.)

RULES OF PLAY

1.0 INTRODUCTION

The RAF's planned campaign objectives for the night bombing campaign against Italy was laid out in this excerpt from the "Defeat of Italy by Air Attack Alone" report, issued by the Joint Intelligence Sub-Committee. 16 April 1943.

"The industrial life of Italy as a whole depends upon the North... If this weight of attack could be concentrated on the main centres of Italian industry such as Milan, Turin and Genoa, it would effectively paralyse activity at those centres, create widespread civil chaos and conditions such that it would be impossible to continue to plan the supply and maintenance of Italy's armed forces."

On 10 June 1940, Air-Vice Marshall Norman Bottomly issued "Operation Instruction No. 36". This document highlighted that Bomber Command's objectives in attacking Italy were:

"... to cripple the Italian aircraft industry, to destroy stocks of oil, and to cause widespread disturbance and demoralization amongst the Italian population, especially in the Northern Industrial Area."

The first bombing raid into Italy by RAF Bomber Command occurred on 11/12 June 1940. The results were rather poor as only a few of the 36 Whitley bombers dispatched made it to their targets. Following this abysmal start, RAF Bomber Command conducted a few additional night raids into Northern Italy into mid July 1940 when Bomber Command curtailed Italian missions to assist in bombing German naval targets gathering for the invasion of Britain along the French coastline.

Bomber Command resumed Italian night bombing missions beginning in mid-August 1940 that ran until August 1943. As the fortunes of Italy waned, Bomber Command gradually increased the strength of the raids with Milan, Genoa, and Turin bearing the brunt of the attacks. In August 1943 as word of a possible Italian surrender got around, the bombings ceased and soon after the Italians **capitulated**.

From the start of the night raids in 1940 until the Spring of 1942, the Armstrong Whitworth Whitley was the aircraft of choice. The Whitley then filled the gap until enough of the four-engine bombers (Stirling, Halifax, and Lancaster) were available.

The Italians were not prepared for these night raids and could do little to stop them. They had no purpose built night fighters. Italy's performance in the Spanish Civil War led the Government to believe that Italian Aircraft were unbeatable on the offense and air defense measures were not necessary.

Italy's General Francesco, Chief of the Air Staff from 1939 to 1941 believed that Italy was protected by the Alps and with Germany's stunning conquests in Europe a strong night fighter air defense was not necessary anyway as Germany would soon sweep aside England as he had done with the other European countries.

Italy **started the war with no established night fighter early warning detection systems in place** and no dedicated night fighters. In June 1940, Italy's Regia Aeronautica boasted about 3000 aircraft. Most were antiquated designs like the Fiat CR-42, a biplane with open cockpit and light armament that comprised 1782 of the 3000 aircraft in Italy's air force. The Regia Aeronautica was mainly a day fighter force. There was little training in night fighter tactics and the Italian Air Force tended to use small sections of enthusiastic pilots attached to day fighter units in the night fighter role.

The Italian concept of night fighter operations was soon shown to be incorrect. Frantic pleas for assistance to Germany resulted in less than faithful help. A few Messerschmitt Me-110 C model day fighters were sent to the Italians. They had no electronic detection equipment installed to function as night fighters. Germany did eventually send their 2nd Nachtjagdeschwader to Italy in 1943, but it arrived too late to make a difference.

The Italian Air Defense System lacked a reliable radio system and had no ground-controlled electronic radar line like the German "Kammhuber Line" in Europe. The mountainous terrain of northern Italy effectively blocked radar and radio communications needed to direct night fighters to their airborne targets from ground control stations. Italy had to rely upon ground observers, sound detection equipment and search lights to detect bombers coming in over the Alps.

Between September 1942 and the summer of 1943, with German help, a rudimentary **electronic night fighter detection system was in place. The Germans formed a "Kammhuber Line" across northern Italy** comprising 33 "Himmelbett" boxes, but it wasn't effective because of poor radar and radio communications.

Germany did train a few Italian night fighter pilots at their night fighter training school at Schleissheim beginning in 1942. Italian pilots who were trained in Germany and Italy did receive a few Do-217 night fighters. The Italians ended up converting the CR-42, Re-2001, and D520 into night fighters. Italian night fighter pilots were not aggressive and when they did have an opportunity to intercept, usually one pass was all that was done.

The defense of Italian cities against air attack was primarily left to Anti-Aircraft Artillery batteries and Searchlights. Like Italy's Air Force, Italy's Anti-Aircraft Artillery was World War

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One vintage. Due to a chronic lack of funding during the 1930s, new and more modern weapons and equipment were not purchased and training was minimal. In December 1942 after repeated requests from Mussolini, Hitler dispatched 100 batteries of 88mm Anti-Aircraft Artillery and 30 Search Light batteries with German crews to bolster Italy's sagging AAA defenses.

Most **RAF Bomber Command** losses from these missions were due to malfunctions, fuel starvation and attacks by German and Vichy French day and night fighters as the bombers travelled through France. **Bomber Command** made 55 attacks on Italy during the period of June, 1940 to August 1943 with 4,075 aircraft attacking their designated targets. Of those aircraft, 94 were lost—an overall 2.3% loss rate.

1.1 THE ITALIAN CAMPAIGN EXPANSION

Ownership of *Target for Tonight!* is required to use this expansion. Rules from *Target For Tonight!* are used unless otherwise stated in the expansion rules that follow.

Definition: Rules containing the “TTN” prefix (Example: “TTN Rule 2.0 Pre-Mission Steps”) refer to rules found in the *Target for Tonight!* core game rulebook, Tables or other material contained in that game.

Definition: Rules with no prefix to their number (Example: 1.2 Items Included in the Italian Campaign Expansion Kit:) are Italian Campaign Expansion rules.

1.2 GAME EQUIPMENT

Items Included in the Italian Campaign Expansion Kit:

- This **Italian Campaign Expansion Rules of Play Manual**
- **1 Italian Campaign Expansion Tables Manual**
- **3 Italian Campaign Target Lists (1940, 1941-42, 1943)**
- **1 Target Types by City List - The Italian Campaign (1940-1943)**
- **1 Italian Campaign Gazetteer**
- **1 Counter Sheet (75 Counters)**
- **1 Whitley Crew Placement Board**
- **1 Whitley Bomber Card**
- **1 Whitley Mission Log Sheet**
- **1 Whitley Pilot's Manual**
- **2 Strategic Zone Movement Sheets (50 miles per zone)**

(TTN Zones were 45-60 miles per zone)

1.3 COUNTERS

Counters Included in the Italian Campaign Expansion Kit:

• Night Fighters



Four new Italian night fighter counters are provided in this expansion, the CR-42CN, RE-2001CN, the D520 (a French import), and the German provided Me-110 C3. None of these **aircraft** were equipped with **electronic detection equipment** to function in any **way** as a night fighter. The three Italian aircraft were obsolete at the beginning of the war. Combined with a lack of fire power and pilots without an aggressive attitude, these planes were not effective against the British bombers. (See Rule 8.1)

• New RAF Bomber



This counter is used to track your bomber's progress on the Strategic Zone Movement Sheet. The Whitley Mk V was in full use by the RAF by the time the night raids to Italy began in 1940. Its armament consists of a single-machine gun nose turret and a four-machine gun rear turret. Both turrets were powered. In addition to the bomb bay, bombs were also carried in cells in each wing. It could not carry a full bomb load when flying missions to Italy. Carrying a partial bomb load allowed the bomber to extend its range in order to complete the mission as well as having a chance to make over the Alps.

• Squadron Markers



If the player decides to fly his mission using the squadron optional rules in *Target for Tonight!*, 12 squadron markers are provided. (See TTN Optional Rule 10.4 in the core rulebook.)

• New Crewmembers



Two new crewmen are used for the Whitley in addition to the Pilot, Wireless Operator, and Rear Gunner from **the Target for Tonight!** core game. The 2ndPilot/Navigator functions as an additional pilot if needed and **also as** the navigator. The Bomb Aimer/Gunner is the bombardier and also operates the Nose Turret. (See Rule 1.4.5)

• Information Markers



Two information markers are included: Fire and Smoke. Many buildings in target cities were made of wood and other flammable materials, thus increasing the risk of fires spreading through the city and providing a visual cue for bombers in the 2nd and 3rd waves. The Italians made use of smoke generators to obscure the target area aiming points. These markers are placed in the target zone on the Strategic Zone Movement Sheet should these conditions arise during the bombing run over the target. (See Rule 10.3)

• Fighter Escort



The RAF Spitfire counter is included for use with the “returning in daylight” optional rules. (See Rule 3.5.3) and for Players who wish to experiment with a Design it Yourself daylight bombing scenario that includes the presence of friendly RAF fighter escorts.

• Swiss Government Protest



In order to cut the distance to Italian targets, the RAF repeatedly violated neutral Swiss airspace. After several protests, the RAF was forced to use the longer routes over France.

This marker is used to track successful protests. (See Rule 3.5.1)

• Italian Pilot Quality Status Counters



• Italian Ace Pilot Status Counter (See Optional Rule 8.8)



• Italian Day fighters



Eight day fighter types are included in the expansion kit. The types are: G-50, G-55, MC-200, MC-202, MC-205, Re2000, Re2001 and the Re2005.

• Whitley Bomber Card (Actual Size is 2.75” x 4”)



1.4 A New RAF Bomber Type: THE ARMSTRONG WHITWORTH 38 WHITLEY MARK V BOMBER

DESIGN NOTE: The Armstrong Whitworth 38 Whitley Bomber is a twin-engine bomber design similar to the twin-engine Vickers Wellington Bomber found in TTN Optional Rule Section 9.1. The Armstrong Whitworth 38 Whitley Mark V bomber is generally operated in a similar fashion to the Wellington bomber found in that rules section. The player is cautioned that there may be some compatibility issues in the regular game rules when using twin-engine bombers. If you want to fly the twin-engine AW38 Whitley Mk-V Bomber, you may find some references in *Target For Tonight!* that seem incompatible. We have tried to cover all the situations with the TTN optional rules and the rules contained in this supplement where the twin engine vs. the four engine bomber rules are different, or that may lead to confusion. The player may discover some others we have missed. If you do discover a conflict, try to resolve it in the truest to life manner that will enhance your game play. We think we have covered the major areas of conflict between twin engine bombers and four engine bombers in this optional rule, but please let us know if you discover any others.

The rules in this section supersede those in the regular four-engine bomber rules sections, otherwise use the regular game rules to fly your Whitley Mk-V Bomber Missions. The Pilot’s Flight Manual contains the Area Damage Tables and the Specific Damage Tables and includes a history of production for the Whitley Mk-V Bomber. The Mechanical Failure Table and the Defensive Fire Allocation Table for the Whitley MK V Bomber is found in The Italian Campaign’s Tables Booklet. (See Rules 1.4.1 and 1.4.2 below.)

Note: “Whitley Bomber” is added to the other bomber names listed for Hits in the “Results” column of TTN Table 5-13 when resolving German or Italian Night Fighter offensive combat.

The Whitley Bomber was used by Bomber Command from 1939 to 1943 when it was removed from Main Force Bomber Operations and relegated to secondary operations due to heavy losses. The Whitley bomber was the only RAF bomber built specifically for Night Bombing Operations. It was always intended for night operations alone and thus escaped the early heavy losses received during daylight raids carried out upon German shipping at the beginning of the war. As the oldest of the three twin engine bombers in RAF service, the Whitley was effectively obsolete by the start of the war, yet over 1,000 additional aircraft were produced before a suitable night bomber replacement was found in the four engine Heavy Bombers that entered service in 1942. The Whitley Bombers flew a total of 8,996 operations with Bomber Command. The Whitley’s dropped 9,845 tons



of bombs and 269 Whitley Bombers were lost in action. The A.W.38 Whitley Mk-V would be the most numerous version of the Whitley, with 1,466 built until production ended in June 1943.

The Whitley bomber was originally designed without flaps. The wing angle of attachment to the fuselage was such that it could fly without flaps. Lack of flaps was found to be unsatisfactory by the RAF and after 80 bombers were produced flaps were added to the wing design. The wing angle with the fuselage was not changed after the addition of flaps. This caused the Whitley bomber to fly with a pronounced “nose down” attitude which caused considerable drag while airborne. As a result of this extra drag the Whitley could not maintain altitude when flying fully loaded on one engine. (See Rules Section **1.4.4 Engines Out**)

In 1938 the Whitley Bomber model received an engine upgrade to the Rolls-Royce Merlin X engines, along with a series of other minor upgrades. This new version was designated the new Whitley Mk-V. The modifications included modified fins, leading edge de-icing, a new low profile D/F Loop antenna and a Nash & Thompson powered tail turret equipped with four .303 in (7.7 mm) Browning machine guns. The tail fuselage was extended by 15 inches to improve the tail turret’s field of fire. The manually operated nose turret was also replaced with a hydraulically powered Nash & Thomson turret mounting a single .303 inch Vickers ‘K’ Machinegun.

The bomb aimer’s position was in the nose with the gun turret located above the bomb sight. The pilot and 2nd pilot/navigator sat side by side in the Front Centre Section of the pilot cockpit. When performing navigation duties the 2nd pilot/navigator rotated his seat so he could use the chart table positioned to his rear. The Wireless Operator sat behind the pilot’s seat in the Front Centre Section. The fuselage area (Rear Centre Section) aft of the wireless operator’s position was divided horizontally by the bomb bay below and the Rear Centre Section crew area above the bomb bay. This section also contained a 14 gallon fuel tank fitted in the top of the compartment. Aft of the Rear Centre Section/Bomb Bay was the main entrance door and aft of that was the Tail section containing the tail turret.

The player can fly any of the missions found in the various campaigns in *Target for Tonight!* using the Whitley Bomber. The Whitley can also carry any of the Electronic Warfare devices of its bigger brothers. Later in the war, No. 100 Group RAF used Whitley bombers in a secondary role as an airborne platform to carry airborne radar and electronic countermeasures.

1.4.1 - Checking for Mechanical Failure with the Whitley Bomber (See TTN Rule 4.4)

The Whitley Bomber, while being a reliable aircraft, also suffered mechanical failures. Upon reaching Zone 2 and each zone thereafter, roll 2D10 (1D10+1D10) dice on Table 1-2 Whitley Bomber Mechanical Failure Table found in the Italian Campaign Tables booklet to check for Mechanical Failure.

A die roll result of “01-05” means the Whitley Bomber suffered a mechanical failure. Rolling “06-100” means there is no malfunction. As with other conditions affecting the bomber, mark the results on your Zone Work Sheet. (See TTN Rule 4.4 and TTN Table 9.1 for an example of the twin engine Wellington Bomber Mechanical Failure Table)

1.4.2 Whitley Bomber’s Defensive Fire

Use Table 1-3 to determine the fields of fire for the Whitley bomber’s guns and turrets. Table 1-3 The Whitley Bomber’s Defensive Fire Allocation Table is found in the Italian Campaign Tables booklet (Also see TTN Rule 5.5 and TTN Table 9.2 Wellington Bomber Defensive Fire Allocation Table for examples)

1.4.3 Turbo-Supercharger Failure on the Whitley Bomber - Flying thru the Alps (See TTN Rule 4.2.1)

If the Whitley bomber has one turbo-supercharger working **and** has dropped or jettisoned its bomb load it can fly over the Alps in the High-Altitude Level. If the Whitley is in the Low Altitude Level for any reason and wants to pass thru the Alps, it must follow the procedure outlined in TTN Rule 4.2.1 and spend one additional movement turn in the Alps zone to simulate the search the bomber must make to find a low passage thru the mountains. Roll per TTN Rule 4.2.1 and TTN Table 4-1A Table Note e) to determine the results of the attempt.

1.4.4 Engines Out (See TTN Rule 5.10)

The Whitley carried the burden of bombing Italy until 1942. It was underpowered and if it lost an engine while carrying its bomb load, it could not maintain altitude.

One Engine Out - When it loses an engine, **the Whitley Bomber must jettison its bomb load to continue flying.** With one engine out, the Whitley bomber may only fly in the Low Altitude Level if it jettisons its bomb load. (It can either bomb from the Low Altitude Level if this is the target zone or it can jettison its bomb load in the current zone) and continue flying in either the Low Altitude Level or “On the Deck” altitude level. It cannot fly in the high altitude level on one engine. The bomber must spend 2 turns in each zone due to slowing down. The bomber must therefore roll for German and Italian AAA gun attacks and German night fighter attacks **twice** per zone. If this occurs in the Italian zones only roll **one time** for detection by the Italian Night Fighter Defense System sites. Complete the full combat procedure for the **first turn** in the zone and then complete the full combat procedure for the **second**

turn in that same zone before moving to the next zone. Do **not** check for weather, contrails, mission recall, mechanical failure, or discovery by the Italian Night Fighter Defense System sites (See TTN Rule 4.7.1) again for this second turn in the same zone. The Whitley Bomber must also drop to the low altitude level for the remainder of the mission.

Whitley Movement - If the Whitley cannot jettison its bomb load, use Table 1-4 Whitley Bomber Flying on one engine with an unjettisoned Bomb Load in the Italian Campaign Tables Booklet to determine how many zones the Whitley can fly before it crash-lands or ditches. If the Whitley is “On the Deck” and loses an engine, it crash-lands or ditches in the current zone depending on the Zone code.

Example: If the Whitley is carrying bombs and cannot jettison them when it loses an engine in the high altitude zone, it drops to the low altitude level in the next zone. In the next zone it will drop to “On the Deck” and in the next zone after that, the aircraft crash lands or ditches depending on the zone code (land or water) where he goes down. See Table 1-4 for all altitude occurrences.

Whitley Combat - When a Whitley Bomber has one engine out:

1. Attacking German fighters add (+1) to their respective Offensive Fire die rolls when attacking on the TTN Table 5-13 German Offensive Fire (Fighter to hit Bomber) Table.
2. Attacking Italian fighters add (+1) to their respective Offensive Fire die rolls on The Italian Campaign Table 10-4.

Whitley Evasive Action - The Whitley Bomber may not take Evasive Action with one engine out.

The Whitley Bomber may abort the mission with one engine out.

No Engines Operating - The Bomber must either crash land in its present zone on either TTN Tables 7-1 and 7-2 (find this zone in the Flight Log Gazetteer to determine if the Bomber is over land or water, or if you have a choice), or the crew must bail out on TTN Table 7-3 or 7-4. Once the second engine is out, the player must immediately choose either to attempt the crash landing or bail out. If crash landing with both engines out, landing die roll is -7 on TTN Tables 7-1 and 7-2. If forced to land in water, -1 modifier on Table 7-2. All modifiers are cumulative.

1.4.5 The Whitley’s Crew

The Whitley Mark V had a crew of five: a Pilot, a Wireless Radio Operator, a 2nd Pilot/Navigator, Bomb Aimer/Nose Gunner, and a Tail Gunner. Two additional Crew Counters have been added for the Whitley Bomber.

1.4.6 Enhanced Night Vision for the Whitley Bomber Crew

The Wireless Radio Operator, the Bomb Aimer/Nose Gunner, and the Tail Gunner are the only crew members eligible for the enhanced Night Vision die roll modifier. (See TTN Rule 2.8.1.2 and TTN Table 2-2)

1.4.7 Fire Extinguishers on the Whitley Bomber

The Whitley bomber carries 4 fire extinguishers. (See TTN Rule 5.13)

1.4.8 At the player’s option, the Whitley Bomber can also use the optional .50 caliber machine guns as explained in TTN Rule Sections 2.5.1 and 2.5.2. If the player uses the .50 caliber gun option, the single .303 nose gun is changed to a single .50 caliber gun and the Rear Quad .303 guns are changed out to a PAIR of .50 caliber guns. The player makes this decision prior to flying his mission. The rear guns have a reserve of five ammunition boxes for the .303 caliber machineguns. Because of the size difference between the .50 caliber and .303 caliber ammunition remove 3 of the Reserve Ammunition boxes to account for this difference in ammunition size. These may be used per TTN rule 5.5.1.

The nose gun cannot use the reserve Ammunition boxes, nor can it borrow ammo from the tail guns. The tail guns cannot borrow ammo from the nose guns, only the reserve box. The 2nd paragraph of TTN Rule 5.5.1 dealing with ammunition shifting does NOT apply to the Whitley Bomber.

1.4.9 Add the Whitley Bomber to any listing in the *Target For Tonight!* Core game rules and tables such as TTN Table 5-13 “Results” column and TTN Table 5-13 die roll modifiers. Example: “+1 if the bomber has two or more engines out. (For optional rule Wellington Bomber add +1 if **one** engine is out” (Add Whitley Bomber to this list).

1.4.10 (Optional Rule)

For the Whitley Bomber, In order to conserve fuel, missions were flown at low or on the deck altitude levels. High altitude was reserved to get over the Alps. Once over the Alps, it was back to low or on the deck altitude levels. For game purposes, High Altitude is only used to get over the Alps.

2.0 ITALIAN CAMPAIGN STRATEGIC MOVEMENT SHEET

The Strategic Movement Track located on the *Target For Tonight!* Battle Board is used to mark your bomber’s position as you move thru the various zones to bomb your target when playing the Italian Campaign. Alternately the player can use one of the Strategic Zone Movement Sheets included in the Italian Campaign Expansion to track the bomber’s movement and the target’s location.

The Strategy Movement Track runs from Zone 1 to Zone 17 with zone 1 being your airbase in England or in Algiers depending upon the mission and Strategic Movement Sheet you are using. You place your bomber counter in zone 1 unless instructed otherwise to start the game. You move your bomber as directed by the game rules along the Strategic Movement Track until you reach your Target (See Italian Campaign Gazetteer to determine where to place the target marker. (See Rule 3.1). You bomb your target and then return to your base (or alternate landing area) as directed by the rules and your bombing mission.

The Italian Campaign Gazetteer is used in lieu of the Target Gazetteer found in the core *Target For Tonight!* Game.

Design Note: For game purposes the Strategic Movement track your bomber flies on is always determined by drawing a straight line between your airbase and the target. The airbase to target “zones path” in the Gazetteer is determined by this straight line.

3.0 ITALIAN CAMPAIGN GAZETTEER

The Italian Campaign Gazetteer is provided for the Italian targets in the Campaign Expansion. Do NOT use the Gazetteer from the core *Target for Tonight!* game. Note: Unlike TTN, the scale used for the Italian Campaign Expansion zones is 50 miles. TTN range varied from 45 to 60 miles.

3.1 Most Italian Campaign missions use the Table titled “Target Gazetteer Italian Campaign 1940-1943”.

There are also other sections included in the Gazetteer that are for use with special missions that are included in the Campaign. These special missions include: Shuttle Missions, The Transformer Raids, and missions to and from Algiers and are explained in their own Rules sections (See Rules 9.0)

The Italian Campaign Gazetteer is laid out as follows:

The last zone block in the row containing data is the “Designated Target Zone”. Place the Target Marker on the Strategic Movement Zone Sheet (or on the Strategic Movement Track on the Battle Board) in the zone determined for the target. Zones beyond the designated target zone will not be entered during a mission. Next, enter the information for each zone in the boxes on the Zone Worksheet. You can enter them all at once or get them from the Gazetteer as you move to each new zone box on the Zone Worksheet as you choose.

Zones shaded gray in the Gazetteer indicate the Alps. (See TTN Rule 4.2)

The letter(s) in each zone is a code identifying whether the zone is over water or land and its country affiliation: W = Water, E=England, F = France; I = Italy, and S=Switzerland. Some zones contain multiple letter entries (Such as W/E, W/F or W/I). This means that the zone contains both types of terrain. This information comes into play when your bomber is forced down in a zone or the crew must bail out. Where a zone shows two code letters, the player has a choice of where to come down IF the bomber is under control. If forced to land or bail out involuntarily in such a zone, roll 1D6: On a roll of “1-3” the first letter applies (i.e., water), on a roll of “4-6” **the second letter applies (i.e., land)**.

3.2 When flying from England, if your bomber is forced down, or your crew must bail out over water, crewmen rescued from the sea in Zones 2-4 are returned to England; those rescued in the sea in zones 13 thru 17 are captured.

3.3 When flying from Algiers, If your bomber is forced down, or your crew must bail out over water, crewmen rescued from the sea in Zones 2-5 are returned to Algeria; those rescued in the sea in zones 6 thru 14 are captured. (See TTN Rule 7.2)

3.4 THE FRENCH ZONES IN THE GAZETTEER

French Zones (Marked with an “F” in the Gazetteer) are considered “German occupied” beginning in June 1940 when France surrendered. The player’s bombers will face German Night Fighter’s, AAA and Searchlights when flying thru them.

French Zones 11 and 12 (Marked with an “F” in the Gazetteer) are considered Vichy France Territory. (Vichy France was the pro-German puppet government set up by the Germans when France surrendered in June 1940. It was considered neutral territory until the US invasion of North Africa in November 1942 when the Germans dissolved Vichy France and occupied the territory. Since Vichy France was considered a neutral area until the German occupation in November 1942, your bomber is not subject to spotlights, AAA, and night fighter attacks. After November 1942, your bomber is subject to German night fighter, AAA and Searchlight attacks in any “F” marked zones.

Crews bailing out over Vichy controlled French airspace and later captured are turned over to the Germans and placed in POW camps.

3.5 THE SWISS ZONES IN THE GAZETTEER

Zones in the Gazetteer that are marked with an “S” represent neutral Switzerland. Aircraft and crew that land in, or bail out over Switzerland are interned by Swiss authorities for the duration of the war. The player may divert to Switzerland if damage prevents them from making it home. If

the player lands in Switzerland they are interned for the rest of the war and the game is over. Start with a new bomber and crew.

3.5.1 Protests by Switzerland (This is a Campaign Game Rule. Use it when playing a full campaign.)

Switzerland was a neutral country, and its airspace was not to be violated; Bomber Command paid no attention to it. Flying over Swiss airspace provided a shorter distance to the target. After repeated violations by the RAF Bomber Command, the Swiss began vigorously protesting. Their protests finally forced the British government to direct Bomber Command to stop flying over their country and reroute its aircraft through France.

When playing a multi-mission campaign game, when the player initially enters a zone marked “S” during a mission, he rolls 1D6 on Table 3-1 - Swiss Protest Table. If the result is a “Protest”, place the Swiss Protest Marker on the space marked 1 on the Strategic Zone Movement Sheet. This can only occur once per mission.

On each future mission where the player’s bomber moves into a zone marked with an “S”, repeat the die roll procedure. If the result is a “Protest” then, move the Swiss protest marker one space towards “3”. After the Swiss successfully protest for the third time, the player must reroute bombing missions to fly through French zones in succeeding missions.

To detour around neutral Swiss territory adds time to the mission and puts the bomber over Vichy French or “German occupied” Vichy French territory depending upon the mission date. The “S” zones are now treated like Vichy French Zones for game purposes. Your bomber is considered to be flying over Vichy France. To simulate this time delay the bomber must spend an additional movement turn in each “S” marked zone.

Procedure: The bomber must spend 2 turns in each “S” marked zone due to the added distance it is flying. The bomber must therefore roll for German AAA gun attacks and German night fighter attacks twice per zone if the Germans have occupied the zone. If this occurs in the Italian zones only roll one time for detection by the Italian Night Fighter Defense System sites. (There is no ground AAA fire or searchlight rolls) Complete the full combat procedure for the first turn in the zone and then complete the full combat procedure for the second turn in that same zone before moving to the next zone. Do not check for weather, contrails, mission recall, mechanical failure or discovery by the Italian Night Fighter Defense System sites (See TTN Rule 4.7.1) again for this second turn in the same zone.

A player only makes one “Swiss protest” check per mission, and it occurs the first time he enters a “S” marked Zone.

3.5.2 Optional Rule

Encountering Daylight on an Individual Bombing Mission

Using this optional rule will require the player to track on and off course navigation results on the return leg of the bombing mission from the target to Zone 6.

Design Note: The player should use both Optional Rule 3.5.2 and 3.5.3 to get the full effect of Encountering Daylight on a bombing mission.

Because of the distances involved in the bombing missions, encountering daylight on a returning bombing mission can occur for the following reasons:

Bomber Navigation: To use this rule the player will have to modify TTN Rule 4.9 NAVIGATION by disregarding the last paragraph in the rule and perform navigation checks on the homeward bound leg of the bombing mission. Make a navigation check per TTN Rule 4.9 in each zone the bomber enters. Record the result on the Mission Log Sheet.

Upon reaching Zone 6, total up the number of on course results and off course results. If the off course results are the greater of the two then the bomber is off course and daylight has overtaken them. The Player’s bomber may not use the “Go Around” procedure outlined in TTN Rule 4.9.2 to negate the effects of being off course.

Swiss Protests: In a campaign game, if the Swiss Protest Marker is in the “3” space of the Swiss Protest Track, Bomber Command must avoid flying over Switzerland. Bombers returning from future missions that take them through “S” marked zones may encounter daylight on their return trip back to their airbase in England. If the mission date occurs between the months of March 1st and August 31st of any year sunrise occurs earlier in the day over Europe and bombers will be returning in daylight from zone 6 to zone 1. The bomber will be returning in darkness if the mission dates are flown in any other months.

If either one of these conditions occur, German Night Fighters will have an easier time finding the bombers as the sky lightens after sunrise. To simulate this, add the following Die Roll modifier to TTN Table 5-6 “Bomber Detection By the Night Fighter in the Zone” for each attacking night fighter.

TTN Table 5-6 Die Roll Modifier - Add: +1 if the date of the mission is between March 1st and August 31st of any year and the bomber spent two movement turns avoiding flying over Switzerland in any “S” marked zone.

TTN Table 5-6 Die Roll Modifier - Add: +1 if in Zone 6, and the sum of “off-course” navigation results from the target Zone to Zone 6 are greater than the sum of the “on-course” navigation results on the returning leg of the mission.

3.5.3 Optional Rule

RAF Daylight Fighter Escort on an Individual Bombing Mission

For missions occurring between March 1st and August 31st of any year the player can use the Optional Rule below if desired:

If your bomber encounters daylight because of circumstances listed in Rule 3.5.2, Spitfire fighters can be sent from England as an escort for bombers returning in daylight from a night mission to Italy. Use the Spitfire Fighter Escort counter to represent this escort. The Escorting Spitfires can reach into zone 6 to provide escort for the bombers from zone 6 to zone 1. To be escorted the bombers must make a successful rendezvous with the Spitfire escorts.

Procedure:

Roll 1D10 on Table 3-2 “Fighter Escort Rendezvous” to determine if a successful rendezvous is made. Apply any called for die roll modifiers listed under Table 3-2 to the roll. If successful, place the Spitfire counter on the Strategic Movement Zone Sheet. The Escorting Spitfires act as a negative die roll modifier when the attacking German Night Fighters search for the bomber on TTN Table 5-6 “Bomber Detection By the Night Fighter in the Zone”. Apply the negative die roll modifier below to that die roll.

TTN Table 5-6 Die Roll Modifier: -2 if the bomber is being “escorted” by Spitfires in zones 6 thru 1 on the return to base leg of the bombing mission.

Note: This Spitfire Escort is in the form of a Die Roll Modifier when German Night Fighters are searching for bombers in zone 6. If a successful rendezvous is rolled on Table 1-7 the player places the Spitfire Counter in the box on the Strategic Movement Zone Sheet. In each zone from Zone 6 to Zone 1, when German night fighters search for the returning bombers, apply a -2 die roll modifier to the die roll on TTN Table 5.6 “Bomber Detection by the Night Fighter” to determine if the night fighter locates the bomber.

3.6 THE ITALIAN ZONES IN THE GAZETTEER

Italian Zones marked with an “I” in the Gazetteer are Italian controlled.

4.0 ITALIAN CAMPAIGN TARGETS LIST

Note: The Italian Campaign Targets List is provided for the Italian targets in the Campaign Expansion. Do NOT use the TTN Campaign Cards or TTN Rule 2.4 from the core *Target for Tonight!* game.

In the Italian Campaign Expansion, the player may fly each mission in order by date or pick any date to fly a single mission. The Player selects a single mission from the list to play. No die roll is made as in TTN to determine your Target. The player then decides if he will play a campaign (a number of single missions completed one after the other). Once selected, the player can fly any Campaign based upon bomber type. (See Campaign Rule 11.0)

The Italian Campaign Target Listing shows each RAF Bomber Command Mission flown by date. Each date entry line lists the Target City and the Aircraft the player may use to fly the mission. (If the player decides to use the Wellington, Stirling, Halifax, or Lancaster, use the bomber items found in the core *Target for Tonight!* core game. If using the Whitley, use the items provided in this expansion module—Crew Placement Board, Mission log Sheet, Pilot’s Flight Manual, Bomber Battle Board and Zone Counters, Bomber Card, and revised tables.)

5.0 ITALIAN CAMPAIGN

TARGET TYPES BY CITY LIST

After the player determines the Target City from the Italian Campaign Targets List (See Rule 4.0), use the “Italian Campaign Target Types By City” listing to determine the Target City’s Target Type.

Procedure: Find the target city in the “Target City Name” column of the Italian Campaign Target Types By City List. In the “Target Type” column to the right of the “Target City Name” is listed that city’s target type(s). If the “Target City” has multiple target types listed, roll 1D10 (0=10) to determine which specific target type to use. Some cities only have a single target type and no die roll is needed.

6.0 HOW RAF BOMBERS WERE LOCATED AND TRACKED WITHOUT RADAR OR OTHER ELECTRONIC ASSISTANCE

Italy’s Air Staff believed that Italy was protected from English and French aerial bombing by the Alps Mountain Range. Italy started the war with an antiquated aerial early warning detection system that relied upon a system of sound detection units and aerial observer outposts to warn of enemy bombers approaching Italy from the north and northwest. When approaching bombers were detected by Italian observers or sound detection units, a warning was issued over a land line network to various control stations that alerted anti-aircraft and searchlight batteries and airbases along the projected approach path of the bombers. Each sight-

ing report was plotted giving their position, the approximate number of bombers, and their direction of flight, speed and altitude to the units that could possibly engage. The plots were updated as new ground units detected the bomber's approach.

Airbases in range received the same information. Pilots were briefed and then took off to see if they could intercept the bombers. If the night fighters had radio communications with their air base, they might receive updated reports as they came in. It was up to each individual night fighter to attempt to locate the attacking bombers and then make their attacks. There was no Ground Control with radar available to assist them like the "Kammhuber Line" that the Germans later developed to defend against the RAF attacks on Germany. The pilots used visual means to find the bombers if they could.

The Regia Aeronautica divided Italy into four areas. "Squadra Aerea 1" headquartered in Milan covered Northwest Italy, while "Squadra Aerea 2", headquartered in Padua covered Northeastern Italy. The other two areas covered southern Italy and played no real role against Bomber Command's campaign covered in this game. Each area contained several airbases that defended their areas. Small groups of night fighters were assigned to each day fighter squadron at the airbase. There was little training in night fighter tactics and the Italian Air Force tended to use small sections of pilots attached to day fighter units in the night fighter role. Anti-Aircraft and searchlight batteries were placed along likely avenues of bomber approach to defend assigned point targets.

By the summer of 1943, with German help, a rudimentary electronic night fighter detection system with radar was in place. The Germans formed a "Kammhuber Line" of sorts across northern Italy comprising 33 "Himmelbett" boxes, but it wasn't effective because of poor radar and radio communications.

7.0 GERMAN NIGHT FIGHTER OPERATIONS AND RADAR

Germany's Night Fighter operations were in its infancy in the summer of 1940. It began with a series of sound detection units and ground observers and by 1942, through the use of electronics and radar built itself into the state of the art "Kammhuber Line" detailed in *Target For Tonight!*

In the Italian Campaign Expansion, Germany controls the airspace over German occupied France (Marked with an "F" in the Gazetteer) Zones as explained in Rule 3.4. The player's bombers will face German Night Fighter's, AAA and Searchlights when flying thru them as described in the *Target For Tonight!* rules; with the following exceptions:

The player will use the following die roll modifiers on TTN Table 4-5 "Bomber Detection in the Zone", TTN Table 4-7 "Searchlight/AAA gun Detection in the Zone" and TTN Table 5-6 "Bomber Detection by the Night Fighter in the Zone" when attempting to detect the bombers flying thru German occupied (Marked with an "F" in the Gazetteer) zones:

- 1) -2 is subtracted from the die roll if the mission is being flown between June 1940 June 1941.
- 2) -1 is subtracted from the die roll if the mission is being flown between July 1941 and March 1942.

These die roll modifiers are only in effect until 8 March 1942 when the *Target For Tonight!* game introduces Radar and electronic countermeasures. The player should revert to the TTN game rules for bomber interceptions after the 8 March 1942 date.

French Zones 11 and 12 that are marked with an "F" in the Gazetteer are considered Vichy France Territory. It was considered neutral territory until the US invasion of North Africa in November 1942 when the Germans dissolved Vichy France and occupied the territory. Since Vichy France was considered a neutral area until the German occupation in November 1942, your bomber is not subject to spotlights, AAA, and night fighter attacks in these two zones. After November 1942, your bomber is subject to German night fighter, AAA and Searchlight attacks in these "F" marked zones. When determining if German night fighters attack in these "F" marked Zones in zones 11 and 12, the following die roll modifiers are in effect for TTN Table 5-6 from November 1942 thru August 1943:

- 1) -2 is subtracted from the die roll if the mission is being flown in December 1942.
- 2) -1 is subtracted from the die roll if the mission is being flown during 1943.

7.1 GERMAN NIGHT FIGHTER AVAILABILITY

Since the Italian Campaign expansion begins in the year 1940, the following changes to TTN Table 5-7 German Night Fighter Appearance Table are necessary. Radar equipped German **night fighters** did not enter service until December 1941. For the purposes of this expansion, the following German night fighters are used from 1940-1943.

The Lichtenstein B/C - FuG 202 was introduced in May 1942. Its range was (in theory) 2-3 km but in practice was found to be dependent on factors such as height. This equipped the German Me110 night fighters beginning in June 1942. (There is no radar available for German Night Fighters before June 1942 per TTN Rule 5.3.4.1)

Beginning in March 1943, TTN Table 5-7 goes into effect and the Italian Campaign Table 7-1 is no longer used.

7.2 Determining German night fighter pilot quality is defined in TTN Rule 5.3.5. Apply the following die roll modifier to die rolls on TTN Table 5-8 for the time period June 1940 thru March 1942. Disregard if the mission date is April 1942 or later.

TTN Table 5-8 Die Roll Modifier:

ADD: +1 to the die roll for this pilot if the mission is being flown between June 1940 and March 1942.

7.3 (OPTIONAL RULE) EXPERT (ACE) GERMAN NIGHT FIGHTER PILOTS

Design Note: Early in the design stage of *Target For Tonight!* it was planned to have named German Expert counters with specific cards to show their abilities. This was dropped early on, but we did keep the counters. If you want to include Named German Expert Ace Night Fighter Pilots in the Italian Campaign as well as in the *Target For Tonight!* core game you can do so with these counters and Optional Rules. If you roll an expert for a German night fighter, feel free to exchange it for a more “personal” expert counter.

Rule of use:

1. Place the named fighter ace counters in a cup. When a German “Experte” quality status is rolled for on TTN Table 5-8, roll 1D10 again. On a 1D10 roll of 1-3 instead of using a standard “Experte” counter, draw one of the named ace counters from the cup.
2. Named pilots killed during the actual war (Lent and Meurer) are removed from the game on the date of death and can no longer be used. They can be removed earlier—see next rule.
3. If a named ace is killed in combat, he is removed from the game and can no longer be used.

Bio Information (all provided counters):



Helmut Lent (13 June 1918—7 October 1944) was a German night-fighter ace in World War II. Lent shot down 110 aircraft, 102 of them at night, far more than the minimum of five enemy aircraft required for the title of “ace”.



Manfred Meurer (8 September 1919- 22 January 1944) was a German Luftwaffe military aviator during World War II, a night fighter ace credited with 65 aerial victories claimed in 130 combat missions making him the fifth most successful night fighter pilot in the history of aerial warfare.



Gunther Radusch (11 November 1912- 29 July 1988) was a German pilot in the German Luftwaffe during World War II. He was a recipient of the Knight’s Cross of the Iron Cross with Oak Leaves of Nazi Germany. Radusch is credited with 65 aerial victories.



Gerhard Ferdinand Otto Raht (6 June 1920- 11 January 1977) was a German Luftwaffe military aviator during World War II, a night fighter ace credited with 58 aerial victories claimed in 171 combat missions making him the tenth most successful night fighter pilot in the history of aerial warfare. All of his victories were claimed over the Western Front in Defense of the Reich missions against the Royal Air Force’s (RAF) Bomber Command.



Heinz Rökker (20 October 1920- 2 August 2018) was a German night fighter pilot in the Luftwaffe during World War II. He was a recipient of the Knight’s Cross of the Iron Cross with Oak Leaves. He claimed 64 enemy aircraft (63 at night) shot down; all were British bombers. Rökker was the eighth most successful night fighter pilot in the history of aerial warfare.



Heinrich Prinz zu Sayn-Wittgenstein (14 August 1916-21 January 1944) was a German night fighter pilot and flying ace during World War II. At the time of his death, Sayn-Wittgenstein was the highest-scoring night fighter pilot in the Luftwaffe and still the third highest by the end of World War II, with 83 aerial victories to his credit.



Heinz-Wolfgang Schnaufer (16 February 1922— 15 July 1950) was a German Luftwaffe night-fighter pilot and the highest-scoring night fighter ace in the history of aerial warfare, downing 121 aircraft- mostly against British four-engine bombers.



Rudolf Schoenert (27 July 1911-30 November 1985) was the seventh highest scoring night fighter flying ace in the German Luftwaffe during World War II. Schoenert is credited with 65 aerial victories, including 35 Soviet aircraft. He was a recipient of the Knight’s Cross of the Iron Cross with Oak Leaves.



Werner Streib (13 June 1911-15 June 1986) was a German Luftwaffe military aviator during World War II, a night fighter ace credited with 68- one daytime and 67 nighttime- enemy aircraft shot down in about 150 combat missions. All of his nocturnal victories were claimed over the Western Front in Defense of the Reich missions against the Royal Air Force’s Bomber Command.



Paul Anton Guido Zorner, born Paul Zloch (31 March 1920—27 January 2014) was a German night fighter pilot, who fought in the Luftwaffe during World War II. Zorner is credited with 59 night aerial victories claimed in 272 missions, including 110 night fighter missions. Zorner was the ninth most successful fighter pilot in the Luftwaffe and in the history of aerial warfare.

8.0 ITALIAN NIGHT FIGHTERS OPERATIONS AND RADAR

In pre-war 1940, Italy's Regia Aeronautica had no established night fighter early warning detection systems in place and no dedicated night fighters. In June 1940, Italy's Regia Aeronautica began using sound detection units and ground observers to detect RAF bombers. To reflect this pre-Radar and pre-Electronic Warfare period the player will use the following die roll modifiers when making attempts to detect the player's bomber when flying thru Italian zones marked with an "I" in the Gazetteer.

- 1) -2 is subtracted from the die roll if the mission is being flown between June 1940 June 1941.
- 2) -1 is subtracted from the die roll if the mission is being flown between July 1941 and March 1942.

These die roll modifiers are only in effect until 8 March 1942 when the *Target For Tonight!* game introduces Radar and electronic countermeasures. The player should revert to the TTN game rules for bomber interceptions after the 8 March 1942 date.

French Zones 11 and 12 that are marked with an "F" in the Gazetteer are considered Vichy France Territory. It was considered neutral territory until the US invasion of North Africa in November 1942 when the Germans dissolved Vichy France and occupied the territory. Since Vichy France was considered a neutral area until the German occupation in November 1942, your bomber is not subject to spotlights, AAA, and night fighter attacks in these two zones. After November 1942, your bomber is subject to German night fighter, AAA and Searchlight attacks in these "F" marked zones. When determining if German night fighters attack in these "F" marked Zones (in zones 11 and 12), the following die roll modifiers are in effect for TTN Table 5-6 from November 1942 thru August 1943:

- 1) -2 is subtracted from the die roll if the mission is being flown in December 1942.
- 2) -1 is subtracted from the die roll if the mission is being flown during 1943.

8.1 ITALIAN NIGHT FIGHTER DESCRIPTIONS

The Italian CR-42 CN and the RE 2001 CN were originally designed as day fighters. The day fighter versions of the CR-42 and the RE2001 were upgraded with the additional equipment listed below and given the CN suffix after conversion to distinguish them from their day fighter counterparts.



The CR-42CN (Caccia Notturna) - Illuminated instruments, an artificial horizon, a radio, flame dampeners on the exhausts and an under wing searchlight were installed. The CR-42 was painted in a matt-black finish. The CR-42 CN had one **7.7 mm machine-gun** and one **12.7 mm Breda-SAFAT machine gun** which was installed in the decking of the upper fuselage and fired directly through the propeller. The CR-42 CN **was not equipped with any electronic night fighting equipment.** CR-42 CN's were often seen but rarely engaged by RAF bomber crews.



The Re-2001 CN upgrades included illuminated instruments, an artificial horizon, a radio, and flame dampeners on the exhausts. The Re-2001 CN **was not equipped with any electronic night fighting equipment.** It was armed with two **7.7 mm machineguns** and **Two 12.7 mm Breda-SAFAT machine guns.**



The Dewoitine D.520 was a French made single-seat day fighter used in the night fighter role by Regia Aeronautica. Italy purchased 47 of them from the Vichy-French government. The D.520 was given upgrades that included illuminated instruments, an artificial horizon, a radio, and flame dampeners on the exhausts. The D.520 was armed with **four 7.5 mm MAC 34 Type M39 machineguns** and one **20mm Hispano-Suiza HS 404 cannon.** The D.520 was not equipped with any electronic night fighting equipment.



Messerschmitt ME-110 C3. The Regia Aeronautica received a few Messerschmitt ME-110 C3 twin engine night fighters that had all of the electronic night fighting equipment removed. Italy had no Radar Directed interception system like the German "Kammhuber Line", so the electronic detection equipment was useless to them. The three main crew members had no special equipment for night operations and relied on their eyes alone to find enemy aircraft in the dark. **The ME-110 C-3 was armed with** four forward firing 7.92 mm (.312 in)

MG 17 machine guns in the upper nose and two 20 mm MG FF/M cannons that were fitted in the lower part of the nose. The ME-110 C-3 has a single, flexibly mounted 7.92 mm (.312 in) MG 15 machine gun at the rear of the cockpit for the gunner.

8.2 The CR-42CN (Caccia Notturna) contains a wing mounted searchlight to aid in attacks on bombers. Roll 1D6 when a CR-42CN searches for a bomber on TTN Table 5-6. (1D6 - 1-3, Searchlight on; 4-6 = Searchlight off (Not Used).

8.2.1 If the searchlight is ON:

- Add +1 to the **Bomber Detection By The Night Fighter** detection roll on TTN Table 5-6.
- Add +1 to the **Offensive Fire (Fighter to hit Bomber)** attack roll on TTN Table 10-4.

Also,

- Add +2 to the **Bomber Spotting The Night Fighter** detection roll on TTN Table 5-10.
- Add +2 to the **Bomber's Defensive Fire Resolution** attack roll on TTN Table 5-12A.

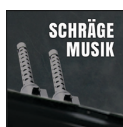
There are no die roll modifiers if the Searchlight is OFF.

8.3 None of the three Italian night fighters and the one German night fighter listed in Rule 8.1 above can be equipped with the “Schrage Musik” cannons. (See TTN Rule 5.4.)



8.4 The Regia Aeronautica also received a few German Do-217 J-1 night fighters after they became operational in March 1942. A counter representing one of the Lend-Lease German Do-217 J-1 units labeled for Italian Regia Aeronautica can be found

in the *Target For Tonight!* core game. This Italian Do-217 J-1 counter can be used when playing the Italian Campaign Expansion to represent them. (See TTN Optional Rule 9.4) The **German Do-217 J-1 night fighters can be equipped with a full set of electronic warfare gear and radar that is available date-wise for the mission being flown.**



8.4.1 The “Schrage Musik” gun package was not available until May 1943. The Italian Do-217 J-1 can be equipped with the “Schrage Musik” gun package **after** April 1943. Consider

the Do-217 J-1 to be upgraded to Do-217 N-1 standards. (See TTN Table 5-7D (Table Notes)

8.5 RADAR

Between June 1940 and September 1942, none of the German Lend-Lease or Italian night fighters had any electronic detection equipment installed. Crew members had no special equipment for night operations and relied on their eyes alone to find enemy aircraft in the dark. Between Septem-

ber 1942 and the summer of 1943, with German help, a rudimentary electronic radar night fighter detection system was put in place.

Italian Night Fighter operations were in its infancy in the summer of 1940. It began with a series of sound detection units and ground observers. In the Italian Campaign Expansion, Italy controls the airspace in Zones 13 thru 17 as explained in Rule 3.4. The player's bombers will face German Night Fighter's, AAA and Searchlights when flying thru them as described in the Target For Tonight! rules; with the following exceptions:

The player will use the following die roll modifiers when making attempts to detect the bombers flying thru zones 1 thru 10 on TTN Table 4-5 “Bomber Detection in the Zone”, TTN Table 4-7 “Searchlight/AAA gun Detection in the Zone” and TTN Table 5-6 “Bomber Detection by the Night Fighter”:

- 1) -2 is subtracted from the die roll if the mission is being flown between June 1940 June 1941.
- 2) -1 is subtracted from the die roll if the mission is being flown between July 1941 and March 1942.
- 3) There are no die roll modifiers available between April and August 1942.

8.5.1 Starting in September 1942, the player can roll on TTN Table 5-7A to determine if their ME-110 C-3 and Do-217 J-1 can be upgraded with Aerial Intercept Radar. A successful roll allows them to use all the benefits of Aerial Intercept Radar.

8.6 Italian Day Fighters used in Night Intercept Operations

The Italians used a tactic similar to the German Wild Sau (Wild Boar) tactics. Ground operators would radio-direct single-seat day fighters flying at night into the bomber's target area. The Italian fighter pilots would attempt to locate the bombers visually relying on searchlights and illumination from fires on the ground to find the bombers. None of these Italian single-seat fighters had any type of electronic warfare enhancements installed. Italian Day Fighter counters are included in The Italian Campaign Expansion. (See Rule 1.3 and see previous note under counters for Italian Day fighters).

8.6.1 Each Day Fighter counter has a year date that indicates when it came into service. The player selects day fighters from the counter mix that were available for the date his mission is being flown on. Place the counters in an opaque container.

8.6.2 If the player rolls an “Any Italian Day Fighter” result on Table 10-2—(TTN Table 5-7) “Determine Italian Night Fighter Type”, select a fighter counter from the draw cup. Use this fighter to attack the player's bomber. Add the following die roll modifier to Table 10-4—“Italian Offensive Fire” when the Italian day fighter attacks the bomber:

- 1) -2 is subtracted from the die roll if the attacking fighter is a “Italian Day Fighter”.

8.7 DETERMINING ITALIAN FIGHTER PILOT QUALITY

Use the procedure listed below to determine Italian Fighter Pilot Quality. Italian Fighter Pilots have two quality levels, Novice and Pilot. (TTN Rule 5.3.5 explains how to determine German Pilot Quality. Modify that rule as follows to determine Italian Fighter Pilot quality:

8.7.1 Roll on Table 8-1 “Pilot Quality For Italian Fighters By Year” to determine Italian Pilot Quality.

8.7.2 Place the appropriate Italian Pilot Quality Counter with each attacking Italian night fighter.

8.8 (OPTIONAL RULE) EXPERT (ACE) ITALIAN FIGHTER PILOTS

Italy did have a few Expert Ace Pilots that fought in the Spanish Civil War and in Africa early in the war. Use these optional rules if you want to include the Named Italian Fighter Pilot Ace counters in your missions. If not, use the standard ace counters provided in the expansion.

Rule of use:

1. Place the named fighter ace counters in a cup. When an Italian “Pilot” quality status is rolled for on Table 8-1, roll 1D10 again. On a 1D10 roll of 1-2 instead of using a standard “Pilot” counter, draw one of the named ace counters from the cup.
2. If a named ace is killed in combat, he is removed from the game and can no longer be used.



Franco Bordoni Bisleri was an Italian aviator and racing car driver. He is one of the top-scoring aces of the Regia Aeronautica, with 19 air victories. His nickname was «Robur» («strength» in Latin) and was painted on most of his aircraft and racing cars. Bisleri survived the war, passing away in 1975.



Giuseppe Cenni was an Italian officer and aviator. A Major in the Regia Aeronautica, he became a legend of the Italian Air Force: he was awarded the Gold Medal of Military Valor and six silver medals for military valor, 2nd class German Iron Cross, two promotions for war merit, and is credited with eight victories in Spain. During the Second World War, he was known for his skill in div. At 28 years old, he became the youngest Storm commander in the R.A. Cenni did not survive the war. He was killed on 4 September 1943.



Leonardo Ferrulli was an ace of the Regia Aeronautica, and a recipient of the Medaglia d’Oro al Valor Militare (Gold Medal of Military Valor). He was credited with 22 air victories, one during the Spanish Civil War and 21 during World War II. He shot down Hurricanes, P-40s, P-38 Lightnings, Spitfires and B-17s, flying Fiat C.R.42 biplanes and Macchi C.200/202 monoplanes. He was killed in action on 5 July 1943 while serving with 91a Squadriglia.



Luigi Gorrini was an Italian World War II fighter pilot in the Regia Aeronautica and in the Aeronautica Nazionale Repubblicana. During the conflict, he flew with the Corpo Aereo Italiano (CAI, Italian Air Corps) during the Battle of Britain, fought over Libya and Tunisia, and was involved in the defense of the Italian mainland. Gorrini is believed to have shot down 19 Allied planes (24 according to some sources) and damaged another nine consisting of several types. Gorrini survived the war and died in 2014.



Mario Visintini was an Italian military pilot, the first Regia Aeronautica flying ace of World War II. In recognition of his flying skill and meticulousness, Visintini was nicknamed *cacciatore scientifico* (scientific hunter). Visintini was the top scoring pilot of all belligerent air forces in Eastern Africa (Africa Orientale) and the top biplane fighter ace of World War II; he achieved all his air victories flying the Fiat CR.42 biplane. He is credited with 16 confirmed air victories (20, according to other sources) and five probables, plus two victories achieved during the Spanish Civil War serving in the Aviazione Legionaria. He died in February 1941.

9.0 FLYING MISSIONS TO AND FROM ALGIERS

9.1 The Transformer Raids 15/16 July 1943 (See Italian Target Gazetteer)

The Transformer Raids had the participating aircraft fly to Algiers (Zone Sheet 2) following the bombing of their targets. After a few days, the bombers in Algiers flew a mission to Livorno, then on to England. Algiers is considered Zone 1 when heading towards Livorno. When flying these transformer Raids, use of both Strategic Zone Movement Sheets is necessary. Use Zone Sheet 1 as you move to the target. After bombing the target, use Zone Sheet 2 for the outbound trip to Algiers. For the outbound trip from the target, place your bomber marker in the indicated zone depending on the target:

- Arquata Scrivia—Zone 13
- Bologna—Zone 14
- Reggio Emilia—Zone 14
- Cislago—Zone 14
- San Polo d’Enza—Zone 14
- Brugherio—Zone 14



When heading to Algiers, once the player's bomber is not in an Italian controlled zone, the bomber faces no further opposition.

When a mission is flown from Algiers, no opposition is faced until the aircraft enters an Italian controlled zone on his way to the target. Normal rules then apply as the player makes his way home.

When taking off from or landing at Algiers, the weather is always considered good.

9.2 "From Turin 12/13 July 1943" Mission

On 12/13 July 1943 the aircraft involved in the raid on Turin took an alternate path home—across southern France to the Bay of Biscay and on towards the Plymouth area of England. It was hoped the aircraft would avoid most of the German defenses, but it increased the possibility of arriving home in the daylight hours. This path is represented in an abstract manner on the track labeled "**From Turin 12/13 July**". Note that Zones 9-11 have notations F-F or F-W. This indicates you must move twice in these zones before proceeding to the next zone. The plane is flying "diagonally" with zone rings, thus increasing the distance flown to reach the next zone. Zone 6 colored **yellow indicates the Plymouth area and it's where your aircraft will land.**

10.0 PLAYING THE ITALIAN CAMPAIGN GAME EXPANSION

Design Note: The player uses the *Target for Tonight!* game rules, tables, forms and other procedures as laid out in the core game to play the Italian Campaign Game Expansion except as modified in the rules contained in the Italian Campaign Expansion.

DESIGN NOTE: Only rules sections with modifications are listed in the Italian Campaign Expansion.

10.1 Pre-Mission Steps (Changes)

Make the following changes in the *Target for Tonight!* Pre-Mission Set Up steps. (See TTN Rule 2.0 in the *Target for Tonight!* core rulebook).

Set-Up (Changes - See TTN Rule 2.1) - After laying out the game components go to the Italian Campaign Targets List contained in this Expansion (See Rule 4.0) to decide which campaign you wish to fly your single bombing mission, or start your operational tour of duty in.

Select a mission from one of the three Italian Campaign Target Lists to begin your individual mission or campaign game. (See Rule 4.0).

The Italian Campaign Target List contains the date of the

mission, the target of the mission and the aircraft type the player will be flying. Select the Mission you wish to play. If this is a campaign, then the player's campaign begins with the mission the player selects. The player will continue the campaign by flying each of the remaining missions in date order until reaching a "player pre-determined" end date for the campaign.

The Aircraft section on the card will tell you what bombers were historically available. The player should feel free to choose any bomber type for his game even if it is not historically available. Decide which type of bomber you wish to fly and then select the appropriate Crew Placement Sheet and Mission Log Sheet for that bomber. Any of the four (4) bombers found in the *Target for Tonight!* core game can be used along with the Whitley bomber contained in this expansion.

All five (5) RAF bombers have additional choices on Turret/Gun Types (See TTN Rule 2.5.1 & 2.5.2) and electronic counter measures devices (See TTN Rule 2.7 to be made. Make those choices and place the gun/turret counters on the crew placement sheet and mark your choices in the Notes box on the Mission Log Sheet.

Next pick a set of crew counters and place them on the Crew Placement Sheet of the bomber of your choice. Crew size and composition varied depending upon the bomber type selected (see TTN Rule 2.8). If the Whitley bomber from this Expansion is selected, refer to Rule 1.2.5 in this expansion.

TTN Rule 2.4 Target Selection - This rule is not used and is replaced by The Italian Campaign Target List (See Rules 2.0 thru 4 in this Rules booklet.)

TTN Rule 2.6 The Bomber Command Flight Log Gazetteer - This rule is not used and is replaced by The Italian Campaign Flight Log Gazetteer (See Rule 3.0 in this rule book)

10.2 Flying the Mission

Use the *Target For Tonight!* Sequence of Play Card with the appropriate rules changes for the Italian Campaign Expansion as your guide for playing the game. Generally, the missions are flown in the same manner as TTN, following the same procedures. However, there are a few rules changes in The Italian Campaign Expansion and these are noted below.

There are no Electronic Warfare Aids or "Window" available until after May 1942. (See TTN Tables 5-7A thru D)

Making Searches In the Zone:

NOTE: The player uses the following die roll modifiers when making attempts to detect the bombers flying thru each zone on TTN Table 4-5 "Bomber Detection in the Zone", TTN Table 4-7 "Searchlight/AAA Gun Detection in the Zone" and



TTN Table 5-6 “Bomber Detection by the Night Fighter in the Zone”:

- 1) -2 is subtracted from the die roll if the mission is being flown between June 1940 June 1941.
- 2) -1 is subtracted from the die roll if the mission is being flown between July 1941 and March 1942.

The player generally uses the German night fighter interception rules with the changes noted in The Italian Campaign rules booklet to intercept the player’s bomber flying from England and passing thru Zones marked with “E”, “F” or “W”. (See Rule 3.4).

The player’s bomber will face German **Night Fighter’s, AAA and Searchlights** as noted on the *Target For Tonight! Sequence of Play* card when flying from England and passing thru England, Water or “German occupied” French zones.

Once the player’s bomber enters an Italian controlled zone (Zones marked with an “I”), it becomes susceptible to attacks by Italian forces. Use the Italian Forces rules and counters contained in the Italian Campaign Expansion in these zones. This includes spotlights, AA fire and night fighter attacks. The Player generally follows the *Target For Tonight! Sequence of Play* card unless directed otherwise by “The Italian Campaign” rules in this booklet.

Use TTN Rules Sections 5.0 thru 5.3 with any die roll modifiers specified in the Italian Campaign game rules booklet for Italian Searchlights and AAA Gun Combat.

Note: The General Italian Night Fighter Sequence of play is as follows:

Make the following substitutions on the TTN Night Fighter Combat Sequence of Play when Italian Night Fighters attack. Use the Tables listed below in lieu of their TTN counterpart Tables. Otherwise, follow the TTN Sequence of Play card for Italian Night Fighter Combat.

Use Table 10-1 “Number of Italian Night Fighters Attacking Your Bomber” rather than TTN Table 5-5 when determining the number of Italian night fighters attacking your bomber. Use all applicable die roll modifiers for Table 10-1.

Use TTN Tables 5-9 and 5-9A to determine clock and level position for each aircraft attacking your bomber.

If a bomber is flying at the “on the deck” altitude level, Vertical Climb attacks by German and Italian Night Fighters are not allowed. If a player rolls a Vertical Climb attack, no fighter is placed on the board.

Use Table 10-3 “Italian Combat Random Event Table” **rather than TTN Table 5-11** if a random event is called for by Table 10-1.

Use Table 10-2 “Determine Italian Night Fighter Type” **rather than TTN Table 5-7** to determine what type of Italian night fighter is attacking the bomber.

Use Table 8-1 “Pilot Quality For Italian Fighters By Year” **rather than TTN Table 5-8** to determine the Italian night fighter pilot quality bomber.

Use Table 10-4 “Italian Offensive Fire” **when the Italian Night Fighter attacks the Player’s bomber rather than TTN Table 5-13** to determine the damage to the player’s bomber.

Use Table 10-4B “ **Effect Multiplier for Italian Night Fighters**” rather than TTN Table 5-13B to determine the Hit Effect Multiplier number. (See TTN Rule 5.8.2).

Use Table 10-5 “Hit Damage Against Italian Night Fighter Types” rather than TTN Table 5-12B to determine the damage to Italian night fighters when fired upon by the player’s bomber.

USE Table 10-6 “Determining the number of Repeat Attacks by Italian Night Fighters” **rather than TTN Table 5-14** to determine if the Italian night fighter makes an additional attack on the player’s bomber.

Procedure: Find the Italian Aircraft type and the Italian Pilot Quality of the attacking night fighter on Table 10-6. Roll 1D6 and cross reference the roll with the correct column to the right of the die roll. The result is the number of attacks the night fighter can make.

Example: The attacking night fighter is a CR-42CN being flown by an Ace Pilot. The die roll is “5” ... The night fighter can make two (2) Attacks before it has to break off and end the attacks.

10.3 Bombing the Target

10.3.1 When entering the target zone, roll 1D6 on Table 10-7 “Smoke Generators” to determine if Italian smoke generators provide smoke over the target. If smoke is called for, place a smoke marker with the Primary Target Marker in the Target Zone. Add the following die roll modifier to TTN Table 6.1 “Target Visibility”.

Add: **+1** if Smoke was called for on Table 10-7 “Smoke Generators”



10.3.2 The Fire Counter



If your bomber is in the target zone and bombing the target at night and you are flying in either the 2nd or 3rd wave, roll 1D6 on TTN Table 6-8 “Thermal Turbulence”. If Severe Turbulence is encountered, place the fire marker on the target. Then roll on TTN Table 6-9 “Impact of Thermal Turbulence”. Apply the results of the die roll to the player’s bomber. Also, subtract -1 from your die roll on TTN Table 6-1 “Target Visibility” when bombing.

11.0 THE CAMPAIGNS

There are five campaigns for the player. These **Campaigns** are based by **aircraft**.

11.1 The Whitley

The player flies his first mission 13/14 August 1940 and flies his last on 12/13 April 1941 (15 missions). Skip the missions which do not list the Whitley as an aircraft.

11.2 The Wellington

The player flies his first mission 4/5 December 1940 and flies his last mission 4/5 February 1943 (15 missions). Skip the missions which do not list the Wellington as an aircraft.

11.3 The Stirling

The player flies his first mission 10/11 September 1941 and flies his last mission 16/17 August 1943 (15 missions). Skip the missions which do not list the Stirling as an aircraft.

11.4 The Halifax

The player flies his first mission 10/11 September 1941 and flies his last mission 16/17 August 1943 (14 missions). Skip the missions which do not list the Halifax as an aircraft.

11.5 The Lancaster

The player flies his first mission 22/23 October 1942 and flies his last mission 16/17 August 1943 (24 missions). Skip the missions which do not list the Lancaster as an aircraft.

11.6 Winning the Campaign

The campaigns end if one of the following conditions is met:

1. The player completes all of the missions of a given campaign. This may involve one or more aircraft if his previous planes crash landed in England. Or;
2. The player’s aircraft is shot down over enemy territory or flies his aircraft to a neutral **country**.

Once the campaign ends, tally the number of “on target” and “off target” results. The player wins the campaign if the number of “on target” results is greater than the “off target” results. The Italians win if the number of “off target” results is greater than the “on target” results. If the result is a tie, the campaign is considered a draw.

12.0 DESIGN NOTES

Plenty of assumptions and “best guesses” were made for this add-on. In the US, information on Italian radar installations and its use is pretty much non-existent. There were tidbits found, enough to include in the game. As for Vichy France and its reaction to RAF bombers, information could not be found. The Germans, once they took over Vichy, appeared not to have installed radar installations or night fighter squadrons in the area. If they did, it may have been too few to mention. My 12 volume history of German night fighter operations makes no mention of Vichy France.

It took time to build radar installations and base fighter groups in France after the defeat of **France**.

Hence for German night fighters, the two additional modifiers when rolling on TTN Table 5-6 when trying to detect British bombers.

These missions are long for the player, as they were for the men who flew the missions.

Historical Note: Bomber Command’s first aircraft to bomb Italy was the Whitley Bombers operated by No. 4 Group and The Wellington Bombers operated by No. 3 Group.



13.0 LATEST COMPLIED ERRATA

TTN Errata/Clarifications—26 June 2023

In the Gazetteer,

- the zone locations for Villeneuve-St. Georges, France are incorrect. Zone locations are Z2: E/W; Z3: W; Z4: F; Z5: F; Z6: F.
- the zone locations for Noisy-Le-Sec, France are incorrect. Zone locations are Z2: E; Z3: W/F; Z4: F; Z5: F; Z6: F.
- the entry for Juvisy, France ends at Zone 3. This is incorrect. It should end at Zone 6. Zone locations are Z2: W; Z3: F; Z4: F; Z5: F; Z6: F.
- the entry for Chambly, France ends at Zone 10. This is incorrect. It should end at Zone 6.

Q: Flak hit coming off the target was a Burst in Plane. Rolled for location and got Superficially Damage. Golden Dud?!?

A: It is superficial damage. Consider yourself lucky - a defective shell built by slave labor trying their best to sabotage the German war effort. If the shell hits a compartment, then every possible damage result occurs per the rules. A superficial damage result inside a compartment means there is just one less damage result to record.

Table 4-5 Bomber Detection in the Zone

Add to Table Modifiers:

-1 if your bomber is flying "On-The-Deck" (Reason: Low flying objects are harder to see in the ground clutter)

Table 4-7 SearchLight/AAA Gun Detection in the Zone

Add to Table Notes:

If the Zone Code from Table 2-8A is "E" (For England) The Bomber is automatically NOT DETECTED. Do NOT make a detection roll on this table. (Reason: No German AA Guns or Searchlights in Allied Controlled Zones)

Add to Table Modifiers:

-2 if your bomber is flying "On-The-Deck. (Reason: Should have been added originally. It is in Table 4-7A)

On this modifier:

-1 if your bomber is dropping Electronic Counter Measures "Window" add the following: (-1 modifier does NOT apply when flying "On-The-Deck") (Reason: Bomber is flying too low for Window to register on the German radars)

Table 4-7A Continuing Searchlight Illumination

Add to Table Modifiers:

-3 if flying "On-The-Deck" (Reason: It is very difficult to keep or detect a bomber flying at low level with a searchlight.)

Table 5-5 Number Of German Night Fighters Attacking Your Bomber (Any Zone)

Add to Die Roll Modifiers:

-1 if flying "On-The-Deck" (Reason: Very hard to see/find the bomber in low ground clutter)

-1 if flying in a zone with an "E" code from Table 2-8A (Reason: German Night Fighters over England would have a harder time protecting themselves which would tend to reduce the number of contacts.)

Table 5-6 Bomber Detection by The Night Fighter In the Zone

Add to the Die Roll Modifiers:

-1 if bomber pilot has 15+ Missions. (Reason: The bomber pilot tends to learn more "tricks" to avoid the night fighters.)

Add the following modifier to roll under Table 5-6:

-2 for 100% CC if over water and no search light.

Rule 5.2.5 The Burst Inside Plane rule mentions the Pilot Compartment and the Waist. These should read Front Centre for Pilot Compartment and Rear Centre for Waist. Change note M Table 4-3 Mechanical Failures to read:

m) Bombs will fail to drop during bomb run (if already dropped, then rolling for this failure has no effect). The bombardier may manually release on a 1D10 roll of "1-4" but the bomb run will automatically be off-target. If unsuccessful in the manual attempt, the crew must attempt to jettison bombs. Jettison is successful on a 1D10; 1-4. One jettison attempt may be made per each zone entered. 5-10, Unsuccessful - If bombs are still on board in Zone 1, then apply a -4 modifier for landing on Table 7-1. Any or all of the crew may bail out before landing. Failure may occur multiple times: there is no additional effect if this failure is rolled again.

Note that the phrase "the plane must leave formation" has been removed. There are no formations in the game.

"-2 if your bomber is flying "on the Deck" modifier is in error and should be removed from the Table Modifiers list under Table 4-7A and moved to Table 4-7 Searchlight /AA gun.

The following two rules seek to eliminate the possibility of a loop with a night fighter, i.e., an endless round of combat:



5.3.8 Determine the Maximum Number of firing passes the night fighter has available for this Combat to use against the bomber.

Roll 1D6 to determine the maximum number of “Successive Rounds of Combat” (See Rule 5.8) the night fighter can conduct. Each successive round of combat is considered one (1) firing pass. The die roll is the number of firing passes available to the night fighter before it runs out of ammunition and must break off combat. Each time the night fighter rolls on Table 5-14 reduce the number of firing passes remaining by one. When that number reaches zero (0) the night fighter is out of ammunition and can no longer attack. It must break off the attack and leave the area. (See Rule 5.8.1)

5.8.1 Fighters Eligible for a Successive Round of Combat

The night fighter will continue attacks on the bomber until it either; fails a “continue night fighter attacks” roll on Table 5-14, shoots the bomber down, is itself shot down by the bomber or is driven away by the bomber’s defensive fire, or the night fighter runs out of ammunition. (See Rule 5.3.8) To determine if the night fighter has ammunition remaining for a firing pass, the die roll made in Rule 5.3.8 must be greater than zero (0) to make an attack.

 Table 5-14—Add the following note: c) The night fighter must have at least one (1) firing pass remaining to attack. (Rule 5.8.1)

Under Table 7-1 Die Roll modifiers, eliminate “-1 if landing with damaged tail wheel.” This is already accounted for in the modifier directly above it.

Table Notes to Table 4-4 currently read, “Roll on this Table upon entry into Zone 2 and every zone thereafter during the outward leg of the mission when the bomber is flying at the High-Altitude Level.”

It should read, ““Roll on this Table upon entry into Zone 2 and every zone thereafter during the mission when the bomber is flying at the High-Altitude Level.”

The following modifiers need to be added to Table 5-6:
 -2 if the bomber is over your base and the weather roll from table 3-1 is POOR. (Do not use Table 4-1 weather if your bomber is over your base.)
 +2 if the bomber is over your base and the weather roll from Table 3-1 is GOOD. (Do not use Table 4-1 weather if your bomber is over your base.)

Change the Table 7-1 DM to read “-1 if “ground fog or haze” on Table 4-1 for any zone excluding the base.”

Campaign Cards:

On the Campaign 2 Card the following corrections should be made:

67-68 Lubeck Germany
 69-71 Mainz, Germany

Campaign 3 -
 Change the 98-99 result to reflect the following
 98 - Wilhelmshaven
 99—Wismar (Wismar was excluded from the Table)

Campaign 10 -
 Vierzon should replace 98-99 result in the rail entry

Campaign 12
 Change the 45-46 result for area targets to the following
 45 - Ludwigshafen
 46—Lutzkendorf (Lutzkendorf was excluded from the Table)
 71-72 should be Rositz, not Sositz

9.4.2 delete and change to “Italian night fighters, when used, should also check for availability of their EW packages as well (see rule 5.3).”

The tables are supposed to jump from 6-1 to 6-6. These are NO tables numbered 6-2 thru 6-5. The reference to Table 6-3 in Rule 5.14 should read “Table 5-2”. That is the “AAA Fire to Hit the Bomber Table”.

Wellington Pilot Manual Table W-7 should read Instruments/Wellington not Instruments/Halifax. Keep in mind that the Wellington Bomber is an optional rules aircraft added as a Special Thank You for Joe Osentoski our Technical Advisor. Rule 9.1 advises the player that “there may be some compatibility issues in the regular game rules when using twin engine bombers...” The Wellington was pulled from front line service in 1943. Gee-H was a modification of Gee that became available Nov. 1943. Since many players wanted to use the Wellington for the entire war as a front line bomber Gee-H was added to the table since it was merely a better version of Gee.

Several of the cities have different spellings. It doesn't affect game play but listing these for future reference.

Gazetteer Spelling	Campaign Card Number	Campaign Card Spelling	Correct Spelling
Angoulême	8	Angouleme	Angoulême
Annecy	9	Annency	Annecy
Au Fevre	9	Aufevre	Au Févre
Augsburg	8	Augsberg	Augsburg
Chateauroux	8	Chatereaux	Châteauroux
Duisburg	12	Duisberg	Duisburg
Evreaux	10	Eveaux	Évreux
Ferfay	10	Ferfey	Ferfay
Foret de Lucheux	9	Foret de Luchex	Forêt de Lucheux
Gdynia	11	Gydnia	Gdynia
Grevenbroich	12	Gravenbroich	Grevenbroich
Homburg	11,12	Homberg	Homberg
Karlsruhe	9	Karlsruhe	Karlsruhe
Konigsburg	11	Konigsberg	Königsberg
Massey-Palaiseau	10	Massey-Paiaiseau	Massy-Palaiseau
Monluçon	7	Monlucon	Montluçon
Nuremberg	5,7,8,12	Nuremburg	Nuremberg
Pas de Calais	8	Pas-de-Calais	Pas-de-Calais
Saint-Nazaire	4,5	St. Nazaire	Saint-Nazaire
Woippy	8	Woipy	Woippy

Bremen and Hanau were left off the gazetteer:

City	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Bremen	W	W	W	W	W	G	
Hanau	W	B	B	B	G	G	G

Flight Log Gazetteer: Back Cover Optional Moon Tables. These tables are correct. Notes should read as follows:

Note 1. First and Last Quarter...should read as First and Last Quarter are Half-Moon. Eliminate references to crescent.

Note 2: Historical phase...should read as Historical phase of moon at 8/9 March 1942 start date is Last Quarter (Half-Moon). Eliminate crescent references.

Note 3: Eliminate... "(waning crescent) or crescent in game terms."

Add: Note 4 - Waxing Crescent period occurs between dates of New Moon and First Quarter (Half-Moon). Waning Crescent Period occurs between dates of Last Quarter (Half-Moon) and New Moon. Waxing and Waning crescent are simply crescent in game terms. If using the Optional Historical Moon Phase Rules, and you have a new moon see rule 2.10. It states: "Crescent Moon—The crescent moon counter represents the moon when it gives the least amount of reflected light. This is sometimes referred to as "The Dark of the Moon" or New Moon Period." If a player has a "New Moon" as his moon phase, simply use the crescent column on the appropriate tables for this period. Modifiers for a crescent moon, if any, apply.



References to Table 2-8C on Tables 7-3 and 7-4 Notes should read - Before rolling on this table use Rule 2.6 to determine who is in control of the zone your crew is bailing out into.

In Rules Section 7.3 on page 40 add after 2nd paragraph: Designer's Note: Optionally, the player can decide to roll to see if surviving crewmen forced down in the ocean are captured or rescued by friendly forces. For each crew member that survives a water ditching or over-water bailout in any water zone that is determined to be "Enemy Controlled" per Rule 2.6, roll 1D6 for each crewman per note c) to Table 7-3. Crewmen that evade capture are rescued by "friendly forces". In Friendly Sea Zones surviving crewmen are always rescued and returned to England with no dice roll required.

The modifier "-1 if the night fighter is FCAB" under Table 5-13 should be removed. There is no modifier as stated under Table 5-12B.

Add the following dice roll modifiers to Table 5-6
 -2 if the bomber is over your base and the weather roll from table 3-1 is POOR. (Do not use Table 4-1 weather if your bomber is over your base.)
 +2 if the bomber is over your base and the weather roll from Table 3-1 is GOOD. (Do not use Table 4-1 weather if your bomber is over your base.)

In the Halifax Pilot Manual (Bomber Damage Tables) on the page for Table H-4 Rear Center result 6 (Mid-UPR Turret) it has a reference to note (i) which referees to the Lower Ventral Gun, being replaced by the two waist guns on the revised Table entry (die roll 6) on the next page. I believe the note (i) reference should be moved to the second Die roll 9 entry (note (h) Ventral Gun) at the bottom of the page. As this is where the Ventral Gun shows up.

Note (i) correction should be "...left and right waist gun positions rather than the Ventral Turret position use result at the top of the next page." The word "Ventral" should read "Mid Upper"... everything else is ok.

Clarifications:

Q. Table 5-13 German Offensive Fire: Do references to bomber types hit also include the Wellington?

A. Yes. Use this table when you fly night missions with the Optional Rules 9.1 Wellington bomber, or any other bombers covered in Optional Rules sections 10.7 or 10.8.

Q. Does Rule 4.10 Possible Collisions apply when exiting the Target Zone after all combat and bombing has been completed?

A. Yes. It is a zone and upon exit it must be checked.

Q. Does the phrase, "... and also collisions between the player's bomber and other aircraft whenever called for in the rules" mean a "friendly" bomber flying in the bomber stream?

A. Yes.

Q: Table 5-14 lists +1 for Lichtenstein twice, once for prior to July 1943 and once for after July 1943. If it has a +1 the entire time why list it twice?

A: The one referencing "After" 1943 should be +2 rather than +1. Its "Plus 2" because it is even easier for the Lichtenstein to "see" the bomber while it is dropping "window" which happened AFTER 1943.

Q. I have heat out in the mid-section. I moved the MuG to the nose turret (Stirling by the way). Can I rotate a different crewman to the upper turret (where the heat is out) each zone so as to avoid a frostbite roll? Accepting non gunner trained penalties of course. Is this gamey?

A. You can certainly move a crewman around like that without making a "heat out" roll. But remember the "penalty" in Rule 5.11.2 which discusses where crew members may move each turn. If you rotate someone in from ANOTHER compartment that gunner cannot shoot for the turn. The movement is the crewman "action" for the turn, so the crewman will not roll for heat out in the turn he moves but he cannot fire either. However, that being said, moving keeps the blood pumping and help alleviate the frost bite! This is a solo game and if you want to circumvent the spirit of the game system that is perfectly fine also since the game is for your entertainment and gaming pleasure!

Q. If I abort does this count towards our mission count (it was due to a night fighter attack)?

A. It depends on the damage sustained by the bomber; see 4th paragraph of Rule Section 4.5.



Q. Can I abort at any point in the mission or does it have to be when the damage occurred?

A. You can abort at any time (last sentence of second paragraph in rule section 4.5.)

Q. In Today the extreme cold event is ignored if you are below 10,000 feet. Should we ignore extreme cold if at low altitude?

A. Yes

Q. Should there be a DRM for illumination of 5-14? I don't want to make it any easier for a night fighter to keep tailing me, but I am curious.

A. No. It's already applied on Table 5-6 when the night fighter attempts to detect the bomber.

Q. I'm confused by c) under all but the Wellington wing table. Shouldn't it just be engine out, or do you have to feather an engine out just like a runaway engine?

A. The engine is out. No feathering needed.

Q. When does the optional rule for Thermal Turbulence take place? On Table 6-8 it has a DRM for being off target, but Table 6-6 has DRM for encounter severe turbulence. Do you roll both before and after the bomb run?

A. If playing Optional Rule 6.3, Thermal Turbulence is rolled for AFTER resolving the LAST AAA Gun and Night Fighter combats in the Target zone (The bomber is heading home as explained in Rule 6.5 3rd paragraph)

Q. Table 7-1 lists a DRM for Haze for any zone including the base. But I thought when over the base you just rolled for weather over the base. Do you roll on 3-1 and 4-1?

A. You enter the zone first, then land after completing all steps necessary for a zone - except AAA fire. You can be attacked by night fighters. Once that is complete, then you land using weather over base on Table 3-1. Also change the Table 7-1 DM to read "-1 if "ground fog or haze" on Table 4-1 for any zone excluding **the base**" as noted in the errata.

Q. Can you drop window in every zone? It seems to be rather odd. I thought there was a limited amount.

A. If you are playing with the optional spoof mission rules - window is dropped in zones 2, 3 and 4 only. See Optional Rule 4.8.2.

Q. On the Lancaster damage tables Table L-2, it says that losing H2S means "no DM on Bomb Run Table 6-6)." Is this referring to the normal +3 for having an operating H2S?

A. Yes.

Q. The Lancaster has both left and right rudders - if both rudders take 3 hits each, is the landing roll -1 or -2?

A. Per Note D on Table L-5 "Landing roll on Table 7-1 or 7-2 has a -1 die roll if one or both rudders are inoperable."

Q. Basically, I roll poorly and do not spot the NF. However, he fires at me and gets hits. Shouldn't I then be able to corkscrew? Per the rules, the NF has to be spotted but I would think taking fire and hits would also let me know something was out there and let me corkscrew.

A. It's too late to corkscrew after you are taking fire. Corkscrewing is a maneuver that is performed to throw off the night fighters aim and make him miss with his attack when he does fire. If the bomber is flying along and you do not know the NF is there, he gets a free shot without the bomber being able to corkscrew. You do NOT know he is there so you cannot anticipate his shot and corkscrew. Rule 5.3.7.3 -- If the bomber is surprised and did not spot the NF the NF will shoot first.

Q. Search light and AA. Do you roll once for this event per zone or are they separate, and you roll for each on Table 4-7?

A. Searchlights provide die roll modifiers in combat. So, Roll 2D6 one time on Table 4-7. This single roll determines if you are initially spotted for both Searchlights and for AAA guns for this movement phase. There may be additional movement phases to get thru a zone, so roll for searchlights and AAA in each movement phase required to pass thru the zone as called for in the rules. Remember, searchlights/AAA are not checked if the Zone is Water or has been determined to be water in a combination Water/Land Zone. If you use a corkscrew to evade the searchlight once you have been illuminated, you still roll to determine the intensity of the flak on Table 5-1 but lose the +1 modifier. If you are not detected by searchlights at all, skip the AAA and go straight to night fighter combat.

Q. I'm just curious. This was something not covered in TFT, and when I started my campaign, I picked a date and used a formula which includes a 1D6 roll to space out the missions. Is there a rule to determine days between missions for TTN?

A. We deliberately decided not to work up a formula for days between missions. In some cases, they were back to back, or a day or more between missions. Players are free to create their own procedure for doing that.

Q. Once you roll off course once, are you off course for the rest of the mission?

A. No, you check in each zone to determine if you are off course in that zone. The number of zones you are off course affects the bombers ability to find the target in the Target Zone. See Rule 4.9 and Table 5-15. See Rule 6.0.8 when bombing the Target.

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Q. Or is there a chance to get back on course?

A. You can get back on course if you decide to go around the target for a proper line up. It gets rid of all the negative off course modifiers. Also, once you are on your way back home - you are always considered on course. No on/off course check is necessary for the return trip home. We decided to simplify this procedure for the sake of game play. Remember, it's just not you off course but your squadron since you are flying as part of one.

Q. The Armament Options on the Crew Placement Boards seem to cover just those where there are choices: The Lancaster does not list the Nose armament for example. On the Wellington Board the only entry is a four gun .303 turret, yet this is listed as the Basic Game (Standard) weapons loadout for this bomber. (Wellington bomber is an optional rules aircraft. See Rule 9.1) If that is so, why is it represented as an option when there isn't another?

A. (Design Note: The nose turret of the Wellington at start is a 2-barreled mount. The option is a four barreled mount. As for the Lancaster, my sources could not identify a four-barreled option for the Lancaster hence, no optional choice for the Lancaster. The standard turret for game purposes is the Frazier Nash 5 two barreled .303.)

Q. Rule 5.0.3 states that a crewman must be located in the Rear Centre Section for the entire Zone to drop Window. Since it is not stated that this takes up the Oxygen/Heat connection from one of the other positions, I assume it has its own hookups.

A. Yes - See the Clarification below.

Q. Rule 10.3 implies that there are additional Oxygen/Heat hookups available. While it is mentioned having them occupy unused position, in the case of the Jump Seat this would require an additional hookup.

A. The Oxygen System in the British bombers including the Wellington is quite similar to the Oxygen System found in the American B-17 bombers. They are designed similarly. Here is the clarification from the Target for Today! game that explains this in more detail. It should be applied to all of the RAF bombers in the game.

Q. In the rulebook 5.14 it says when flying at low altitude you roll four times on light flak column whenever you enter a zone. Is that correct? I thought you just had to check to see if you are detected, and if detected you roll four times on that table.

A. ALWAYS use the procedure outlined in Section 5.1 Searchlight/AAA Gun Spotting Procedure when checking to see if you will be shot at by AAA. Note that rule section 5.2.3 says to roll 4 Times on Table 5-2 if your bomber is at LOW altitude. The reference in Rule 5.14 is merely a reminder to roll 4 times, rather than 3 times when the bomber is at LOW altitude because of an Oxygen Out situation.

Q. Table 5-12A lists a +1 for Vertical Climb and it has Wild Boar in parentheses. Is that only for Wild Boar?

A. Yes.

Q. Table 5-12A and 5-12E have different gun jam tables is that intentional? They match up for the twin guns, but they are different for the quad guns. Under 5-12E you can have one through all four jammed, but under 5-12A it's either two or all. If they are meant to be different that's fine. It just seems excessive to have two different jam procedures.

A. **Multiple mount guns can jam in different ways depending on how they are being fired. "Spray Fire" represents excessively long bursts being fired rather than the Army's standard firing practice of using short bursts of 3 to 6 rounds. Different firing situations can cause different jam types. The level of detail can be regulated by the player. Some want the "excessive detail" while others do not. Feel free to use one or both of the jamming methods as you play the game. The tables were intentionally built that way.**

Clarification -- Oxygen Bottles and Heater Plug-ins:

From the Boeing Model B-17F Field Service Manual dated 1943/Restricted. The Oxygen system is made up of four independent low pressure systems operating at a maximum of 425psi. Each system supplies a portion of the crew and is separate from the other systems. The Systems are supplied by 18 type G-1 Bottles each of which contain approximately a 5 hour supply for one man at 30,000 feet. That gives you 90 man hours of oxygen for the crew or 9 hours per man. There are 16 outlets, two of which are in power turrets. While this gives some extra plug in stations the real problem is losing the oxygen supply from the damaged system So in real life if a system is knocked out you lose a portion of the oxygen allocated to each crewman as there are only four systems available.

On the Walk around bottles.

There are 10 type A-4 bottles that contain 6-12 minutes of oxygen. They can be refilled but it comes from the 18 G-1 bottles supplying the 4 systems. The B-24 works basically the same way.

It is our opinion that trying to duplicate this in the game would lead to a cascade of micro-managing of oxygen bottles and plugins. Therefore, we opted to leave this out of the game. Same with the suit heater plugins.

We set up the rules to give a reasonable approximation of what happens when one of the oxygen systems is out in a compartment.

Fin.



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