

WD - Errata Ver. 1.0, October 2004**Designer's Comments:**

Hello everyone,

Well, as we all know, no game is ever free of errata. Whistling Death has been out in public now for about 10 months and the following is what we've spotted so far. This is the first official errata issue for the game. The good news is that none of it is a game breaker and that, for a game of this magnitude, there is surprisingly little errata. I hope you are enjoying the game so far. As a reward for your patience, I've added some additional data cards at the end of the file.

Best wishes,

J.D. Webster

WD - A/C Data Cards - Errata**Japanese A/C****Mitsubishi A6M3 "Zero" (Correction)**

Range 2 firepower Total should be = 20 / 22

Nakajima B5N1 "Kate" (Correction)

Defensive Gun Coverage, DG: Should read

"Rear +30, high to low, except 6:00 line is high+ only.

Aichi D3A2 "Val" (Correction)

Defensive Gun Coverage, DG: Should read

"Rear +30, high to low, except 6:00 line is high+ only.

Kawanishi N1K2-J "George" (Notes & Variants Typos)

N1K2-J: Change reference to "N1" guns to "N" guns (both N1 & N2).

N1K2-Ja: Last sentence = "All else as N1K2-J."

N1K3-J: Reference to "N1" guns should read "N" guns (N1 & N2).

Yokosuka D4Y2 "Judy" (Notes & Variants Typo)

D4Y1 model 11: "...Stations 1 & 3 for bombs only..."

Yokosuka MXY7 "Ohka" (Revision)

Size Modifier: -4.

Mitsubishi G4M1 & G4M2 "Betty" (Correction)

Size Modifier: +1

Kawanishi H8K2 "Emily" (Correction)

Size Modifier: +2

Yokosuka P1Y1 "Frances" (Correction)

Size Modifier: +1

Allied A/C**PBY-5A "Catalina" (Clarification)**

Navigator or bombardier may act as front gunner (FG).

Night Fighter Radar Op-Scale Intercept Values

F6F-3E & F-4U-2: Radar intercept modifier for APS-4 is +10

F6F-3N & F6F-5N: Radar intercept modifier for APS-6 is +15



"Objects in your rear view mirror may be closer than they appear!" See back page for bonus ADC.

WD - Ship Data Cards - Errata**Imperial Japanese Navy Ships****Generic Merchant Ships (AAA Firepower Table Correction)**

The "1x25mm Oerlikon" should be: "1 x 25mm Type 96, Range = 27

Cruiser - Myoko / Takao (AAA Firepower Table Corrections)

Firepower for 2 x Triple 25mm Type 96 should be:

42 - 30 - 18 - 12 - 8 - 6 - 6 (double the 1 x Triple mounts).

Twin 5"/40 turret, rate of fire, should be: (1/1)

Lt. Cruiser - Nagara / Naka (SDC Corrections)

Displacement should read: "5,200 Tons"

D10 Roll to hit should be: Stern = 3, Bow = 3

AAA Location Guide Diagram fixes:

- 25-1 mount is located with 13-1 mount.
- Left bow 25-1 should be labeled 25-11.
- Right bow 25-17 should be labeled 25-12.

Lt. Cruiser - Nagara / Naka (AAA Firepower Table Corrections)

1 x 5"/50 turret firepower should be "8" at all ranges where "16" is listed since it is a single gun, not twin gun turret.

Destroyer - Kagero / Yugumo (SDC Corrections)

AAA Data - 1942:

Stern 5" batteries labeled "5-3, -4" should be: "5-3, -2".

Early 1943 Data:

Stern batteries 25-4, -5 should each have two arcs as follows:

"01-05 plus 07-11" (both guns can fire to either side of DD).

Stern battery 25-6 should have arc = "02-10"

AA Destroyer - Akizuki (SDC Correction)

Stern 100mm mounts -3 and -4 operate with Director B.

AA Destroyer - Akizuki (AAA Firepower Table Correction)

The firepower of each 100mm turret should be 10 at all ranges where 8 is listed (8 is incorrect).

I-Class Submarine (SDC Correction)

AAA Data, mount 25-1 arc should read: "01-11"

Destroyer Escort - Matsu (SDC Correction)

D10 Roll to Hit = 2

Subchaser - Ch13 (SDC Correction)

AAA Data, mount 25-2 arc should read: "02-10".

Landing Barges and Ships (AAA Firepower Table Correction)

Add 1 x 25mm Type 96, Range = 27, Crits = 2,

Firepower = 5 - 4 - 3 - 2 - 1 - 1 - 1 (for range blocks 0 to 27).

United States Navy Ships**Fleet Carrier - Yorktown (SDC Corrections)**

Note - There are no Oerlikon 20-8 or 20-9 mounts listed as these were incorporated into batteries 20-4 and 20-6 during SDC lay out. July 1942 AAA note should refer to mount 20-10 (not 20-1), mount 20-10 should have been relabeled mount 20-8.

Fleet Carrier - Essex (SDC Corrections)

AAA Data, mounts 40-5, -6 arcs should read: "02-10".

AAA Data, mount 40-7 arc should read: "06-11"

Escort Carrier - Casablanca (SDC Correction)

Counter/Size = CV / 2

Submarine - Gato & Balao (SDC Correction)

AAA Data, the second listed 20-1 mount should be mount 20-2.

Mitsubishi A6M5c "Zero"

Country: Japan

Service Entry Date: November 1944

A/C Type: Long Range Carrier-Based Fighter
 Engine(s): One Nakajima Sakae 21, No F.I.
 Eng. Pwr: 860 – 1130 HP, Radial Air Cooled
 A/C Crew: Pilot

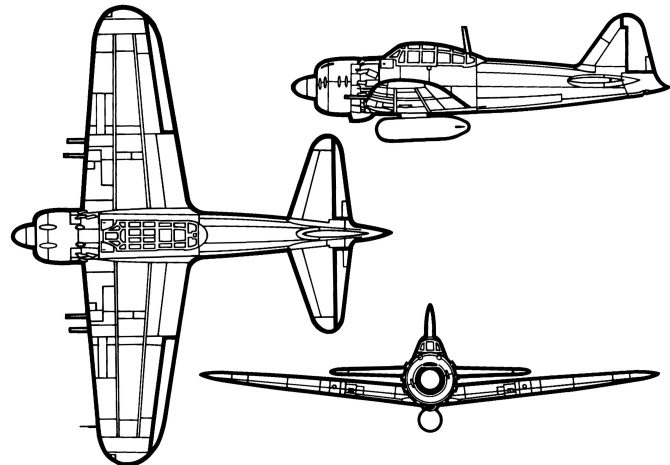
Max Speed: 336 MPH at 19,700 Feet
 Max Ceiling: 32,500 / 26,700 / 19,200 Feet

Defense Factor: 5 Size Modifier: +0
 Damage Factor: 8 / 12 Endurance: 280
 Cockpit View: Good Blind Area: Rear Low

Protection: Cockpit +2 Fuel +1 Engine +0

Climb Decel / Dive Accel: 3.0 / 1.0
 Weight and Load Limit: 864 / 2 - 5

Wpn. Stations	Weight	Allowed Loads
1, 3	132	Bomb, Two Rockets
2	600	Fuel Tank



Class: F

Victory Points: 5 - 11

AIRCRAFT PERFORMANCE CHART

Altitude Levels	Band	Minimum Speed	Maximum Speed	Maximum Dive Spd.	Min. TT (2)	Min. HT (3)	Min. BT (4)	Min. ET (5)	Altitude Band	Levels	Average Rate Of Climb
43+	UH	—	—	—	—	—	—	—	UH	43+	—
37 - 42	EH	—	—	—	—	—	—	—	EH	37 - 42	—
31 - 36	VH	3.0	6.0	11.0	4.5	6.0	7.5	8.5	VH	31 - 36	300
25 - 30	HI	2.5	6.5	11.5	4.0	5.5	6.5	7.5	HI	25 - 30	1,200
19 - 24	MH	2.5	6.5	11.5	3.5	5.0	6.0	7.0	MH	19 - 24	1,900
13 - 18	ML	2.0	6.5	11.0	3.0	4.5	5.5	6.5	ML	13 - 18	2,100
7 - 12	LO	2.0	6.0	10.5	3.0	4.0	5.0	5.5	LO	7 - 12	2,600
1 - 6	VL	2.0	6.0	9.5	2.5	3.5	4.5	5.0	VL	1 - 6	2,500

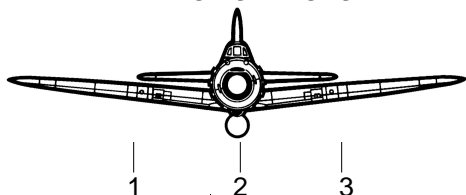
FIRE POWER CHART

Guns	Type Weapons	Ammo	Criticals
N1	One 13.2mm Type 3	10	3
W1-L	One 13.2mm Type 3	9	3
W2-L	One 20mm Type 99-4	7	2
W3-R	One 20mm Type 99-4	7	2
W4-R	One 13.2mm Type 3	9	3

GUN ATTACK FACTORS

Range	N1	W1	W2	W3	W4	(Total)
0	8	9	17	17	9	60
1	6	7	13	13	7	46
2	4	4	8	8	4	28
3	3	3	6	6	3	21
4	2	2	4	4	2	14
5	1	1.5	3	3	1.5	10
6	1	1	2	2	1	7
7	—	—	—	—	—	—

WEAPON STATIONS



POWER VERSUS SPEED CHART

Levels	Band	1.0 - 4.5	5.0 - 7.5	8.0 - 9.5	10.0 +	Band
43+	UH	—	—	—	—	UH
37 - 42	EH	—	—	—	—	EH
31 - 36	VH	2 / 3	1 / 1.5	—	—	VH
25 - 30	HI	4 / 5	1 / 2	—	—	HI
19 - 24	MH	6 / 7	2 / 3	—	—	MH
13 - 18	ML	7 / 8	3 / 4	—	—	ML
7 - 12	LO	7 / 8	3 / 4	—	—	LO
1 - 6	VL	7 / 8	3 / 4	—	—	VL
Banking FPs:		2	4	7	9	
Side Slip FPs:		3	4	6	8	

NOTES & VARIANTS

A6M5c Model 52C: Only 93 were built from October to November 1944 and used primarily in the Iwo Jima and Okinawa campaigns. The increased firepower, pilot armor and fuel protection added 600 lbs. to the A/C which severely reduced performance. Production was quickly terminated in favor of the A6M7 model fighter-bomber Zeros. Fuel tank fire extinguishing system carried. Ring and bead backup sight. Stations 1 and 3 may carry one bomb of up to 132 lb., one 120mm or two 55mm rockets. Station 2 may carry one 79 gallon drop tank.

Fire Extinguisher System: Whenever a fuel critical hit results in a "Fuel Fed Fire", the fire extinguishing system is activated. The extinguisher provides a +4 modifier to the end of the turn "Fire" die rolls. The fire extinguisher is only good for one use.

Battleship - Pennsylvania (SDC Corrections)

AAA Data, mount 40-08 arc should read: "05-10"
AAA Data, mount 40-09 arc should read: "02-06"
AAA Data, mount 40-10 arc should read: "02-07"

Note - 40-8 & 40-10 are on a platform situated above and fore of the 14" gun turrets so they have a small overlap across the stern.

Battleship - South Dakota (SDC Corrections)

AAA Data, mount 5"-8 arc should read: "02-04"
AAA Data, mounts 20-16 and 20-17 arcs should read: "04-08"

Destroyer - Sims (SDC Correction)

AAA Data, mount .50-3 / 20-3 arc should read: "01-11"

Destroyer - Fletcher (early) (SDC Correction)

D10 Roll to Hit should be: Stern = 2, Bow = 2.
AAA Data, mount 20-5 arc should read: "02-10"

Destroyer - Fletcher (late) (SDC Correction)

D10 Roll to Hit should be: Stern = 2, Bow = 2.
AAA Data, mount 20-5 arc should read: "02-10"
AAA Data, mount 5"-4 should read: "1 x 5"/38 turret"

Destroyer - Allen M. Sumner (SDC Correction)

D10 Roll to Hit should be: Stern = 2, Bow = 2.
AAA Data, mount 20-3 arc should read: "02-10"

Oiler - Cimarron Class (SDC Correction)

D10 Roll to Hit should be: Stern = 4, Bow = 4.

WD - Scenario Book - Errata

Aircraft Briefings, Japanese Navy Bombers

Yokosuka P1Y "Frances", Page 9 (Text Correction)

Change third sentence and on to read:

"Going into action for the first time in the Summer of 1944, the initial units of Frances bombers were quickly wiped out during heavy fighting in the Marianas. In the Spring of 1945, new and reconstituted Frances units entered combat and fought for the next six months. They were considered an effective twin and difficult to catch. Many were expended as Kamikazes...etc."

[I had some facts wrong, JD].

Training Scenarios

No. 2: USN Gunnery Pattern, Page 12.

At the end of turn four, the Wildcat's speed is 6.0, not 6.5 as stated.

Introductory Air Combat Scenarios

Fleet Defender, Page 14.

Special Rules, No. 1 - the marker should be in hex 3527, not 3525.

Air-to-Air Combat Scenarios

Torpedo Escort - Coral Sea, Page 17

Set Up - The TBD start speed should be 2.5.
Special Rules, No. 1 - The TBDs move in level flight at speed 2.5.

Ambush of CAG-10, Page 22

The Zeros should be A6M2 Model 21s.

The Sky Explodes, Page 35

Aircraft 1: US Marine A/C should be = 8 x F4U-1D Corsair.
Set Up 1: Additional set up hexes for the extra four Corsairs are 2432, 2332, 2036 and 1936, same parameters as original four.
Set Up 2: All Georges should start facing E, not W.

Air-To-Ground Combat Scenarios

Cobra's Venom, Page 41

There should only be 10 Japanese infantry in the scenario. There are no Coastal Barge counters in the counter mix. Substitute a different one hex ship counter to represent the Barges.

Rat's Nest - Tarawa, Page 41

The *Saida Maru* should be set up facing E.

Whistling Death, Page 42

Special Rules, No. 4 - the die roll to inflict casualties on the Marines should be = 2 and = 1, respectively (not greater than or equal as stated).

Air-To-Ship Combat Scenarios

Marianas Turkey Shoot, Page 56

Ship Set Up - The CL/2 (Oakland) should have its bow in hex 3324. All Ship's start at speed 1/2, not 2/3 as stated. The South Dakota's max speed is 1/2. Ship's with higher flank speeds may speed up during movement as a result of movement order die rolls.

A/C Set Up - The Second pair of Hellcats set up in hexes 3835 and 2835, respectively, having just launched from the CV in hex 2635.

Defending Taffy-3, Page 58

A/C Set Up - Last sentence was cut off at end, should read: "... at any altitude from 0.1 to 5.0".

Variant - Last sentence was cut off at end, should read: "Ships may maneuver as desired by the Japanese player but may not increase speed due to fuel limitation concerns."

WD - Play Aids - Errata

FW - Operational Tables - Page 1

Weather Change Table, D10 modifiers, 2d bullet should say:

"• Central Europe, Asia Pacific in Fall, Summer = +1, -1"

FW - Naval Tables - Page 2

Critical Hits (28.2) Addition:

Internal critical hits inflicted on small vessels for reaching 10 percent damage levels can never be in excess of the total hit capacity of the vessel itself. Example: Landing craft can never suffer more than 2 internal criticals.

FW - Tactical Maneuvering Grid - Page 2

Arc Position Box nos. 2 and 3 Text Corrections

"2 = Front Arc to Left of 12:00 Line."
"3 = Front Arc to Right of 12:00 Line."

FW - Combat Tables, Page 1

Air-to-Air Gun Combat LH Modifiers (Ch.10) Text Correction

If using ring & bead gunsight, or unbalanced wing guns, = +20, +15 (unbalanced guns should be +15 per the rules, page 25).

FW - Combat Tables, Page 10

AAA LH Modifiers Table, Omission, Add the Following Line:

"A/C Size Modifier = -5 x A/C size modifier."

Light & Medium AAA Gun Combat (24.2), AAA Limits Paragraph

The text in this paragraph regarding Naval AAA Limits is not correct. The text in **FW - Naval Tables - Page 4**, under the paragraph labeled "Combined Fire Limits" is the correct rule to be used for ships.

FW - Flight Tables, Page 3

A/C Turn Rate Chart (5.2) (Omission)

Add Note - 7. ET Rates: A/C using ET turns or transitions, may not fire, launch, or jettison weapons of any sort; check for GLOC & Overstress.

FW - Flight Rules Summary, Page 1

NG Turning & NG transitions, first bullet (Text Correction)

"• Regular or veteran pilots in F, L, or M class A/C may do NG turns at up to BT rates. ... etc."

FW - Rules - Errata

Chapter 3 — Basics of Play

Rule 3.3, A/C Collisions, Page 7 (Additions)

Add the following case:

4. If A/C is stacked with, or at range zero to, an out-of-control A/C (i.e. one that is shot down in combat phase due to max hits exceeded, or loss of control (pilot killed, controls, wing or tail lost, etc...or is currently stalled or spinning).

In this case, the player owning the out-of-control or shot down A/C rolls for the collision check against stacked or range 0 A/C.

Rule 3.3, Collision Checks, Page 7 (Change)

Change the last sentence to read: "A/C shot down due to max hits exceeded, control cables cut, or pilot killed (basically any not tumbling due to loss of tail or wing, and which therefore has a predictable flight path), is ignored by the attacker for collision purposes.

Rule 3.5, Half FPs, Page 8 (Revision)

Change third sentence to read: "A carried half FP does not change the A/C's speed, but, if its start speed includes a half FP, the carried half FP must be mated to it to provide a "bonus" FP that may be used within the restrictions given below.

Chapter 4 — Changing A/C Speed

Rule 4.6, Penalty Procedures, 1st Bullet, Page 11 (Revision)

Revise third sentence and after to read:

"All remaining FPs are expended using the standard flight attitude proportions for an attitude one closer to earth than the A/C started with (vertical dives remain vertical dives). This also becomes the A/C's new attitude. If climbing, no OC is allowed and no additional VFPs may be expended if the limits of the new attitude have been met or exceeded. If diving, remaining FPs must be expended as VFPs until the max VFP allowance of the new attitude is met, and max OC must be taken. Roll D10 to randomly roll aircraft as given below. No other turns and maneuvers are permitted. If less than 1/3 the A/C's FPs (rounded up) were involved in this penalty flight, do the turn stall flight procedure for the entire next turn.

Chapter 5 — Changing A/C Facing

Rule 5.2, New Paragraph, Page 12 (Omission Corrected)

ET Turn Rate Restrictions: A/C using an ET turn (or transition) rate at any point in their move, may not fire guns or fire or release any air-to-ground weapons or stores in that game turn. A/C using ET rates or transitions must check for overstress (5.6) and GLOC (5.7).

Rule 5.3, New Paragraph, Page 13 (New Addition)

Vertical Roll Restrictions: A/C which transition two or more steps to reach a vertical attitude may only claim vertical rolls for banking started and completed with FPs spent wholly in the second half of its move.

Rule 5.9, Negative-G Turning, Page 15 (Addition)

NG Turning Limits: Add these sentences at end - "If a positive-G

transition is done at greater than EZ rates, NG Turning is not allowed. NG turning is allowed with any type of NG transition."

Modify the second sentence to read - "Whether an A/C did a transition or not at the start of its move, doing one or more NG turns from an upright bank attitude will cause its ending flight attitude to adjust one step nose down, free of cost, at the end of its move.

Chapter 6 — Changing A/C Altitude

Rule 6.5, Negative-G Transitions & Effects, Page 17 (Revision)

Delete the second bullet in its entirety.

Change third bullet to read: "• If done at greater than the EZ rate, normal turning is not allowed that game turn. NG turns and rolling are still allowed."

Chapter 8 — Combat Scale Play

Rule 8.4, Break-Off from Air Combat, Page 22 (Revision)

Break-Off Nullification: Modify second sentence to read as follows ; "..., and which has the A/C breaking off in its front arc and within over-take range may declare a nullifying pursuit which ends the break off attempt. Over-take range is = (10 – fleeing A/C's current speed advantage) x Pursuer's superiority in max attainable speed).

Rule 8.5 — Aircraft Formations, Page 23 (New Paragraph)

Fixed Formation vertical Limits: Wing A/C and subordinate leaders must be at the same altitude as the leader they are following if in the same hex as that leader. Subordinate leaders must be within 100 feet above or below the leader they are following, per hex away they are.

Chapter 9 — Air-To-Air Gun Combat

Rule 9.4, Combat Example, Page 24 (Correction)

There is an error in the example. The marker should be adjusted only two spaces (3-1 per the instructions), landing in the x5 deflection area. The attack odds are thus 36 to 25, for a 1 to 1 attack.

Chapter 14 — Tactical Scale Play

Rule 14.1, Relative Altitudes, Mission Scenarios, Page 33

Second Bullet, last sentence, change to read: "If a side is dragged to a new OMT position as part of its intercept, relative altitudes are determined as if in a deliberate encounter (Rule 15.7).

Chapter 15 — Operational Scale Play

Rule 15.3, Take Off & Join Up Phase, Page 39 (New Paragraph)

A/C Speeds after Take Off: Set speed to a cruise speed value if initial climb less than or equal to one climb multiple. Use a climb speed value if initial climb greater than one multiple. Declare speeds at time of take off.

Chapter 24 — Anti-Aircraft Artillery

Rule 24.2, Resolving AAA Attacks, Page 57 (Text change)

Item 1., second sentence, change to read: "For heavy guns, select a target hex and altitude, or a target aircraft, and declare...etc."

Typical AAA Attack LH Modifiers - Add the following bullet -
"• A/C Size Modifier: Subtract 5 x the A/C's size modifier no."

Chapter 25 — Naval AAA

Rule 25.1, Naval AAA Basics, Page 58 (Revisions)

Vulnerability of AAA - Delete last sentence in its entirety.

Elimination of AAA - Third bullet, delete "...and secondary damage causing extra critical hits."

Free Quick Start Rules Updates

The latest version of these is available for download at:

http://games.groups.yahoo.com/group/Whistling_Death_Game