

ATTACK SQUADRON:

ROSWELL

JET PILOTS DEFENDING AMERICA FROM ALIEN INVASION!



TRAVELLER

Compatible Product

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ZOZER

ATTACK SQUADRON: ROSWELL

JET PILOTS DEFENDING AMERICA FROM ALIEN INVASION!

Air Force Song (First Verse)

*Off we go into the wild blue yonder,
climbing high into the sun,
here they come, zooming to meet our thunder,
at 'em boys, give er the gun!
Down we dive, spouting our flame from under,
off with one hell-ot-a-roar!
We live in fame or go down in flame,
Nothing will stop the US Air Force!*

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WP-Z-7 FEB 53

HEADQUARTERS
KIRTLAND AIR FORCE BASE

TSDIN/HMM/ig/6-4100

Feb 6 1953

SUBJECT: Fight Against the "Flying Discs"
TO: Men and crews of the 93rd Fighter-Interceptor Squadron

There is a war going on and you are part of it. Alien invaders are entering our skies with sinister intent and it is the job of the United States Air Force to protect this nation and its people. In the skies over New Mexico, California, Texas and by God even Washington DC, you chase down and destroy the alien flying saucers. Yes, their technology is superior to ours and their craft utilise unknown engines of some type - yet our fighters, flown by the best of the best, can match their vectors and make an intercept should the situation fall in our favour.

Remember the events of last summer? A flight of UFOs was spotted over the White House and the Capitol ... airline pilots called them in, radar operators tracked them, fighter pilots tried to intercept them... the president himself had to comment on the raid in public! That incident shows you just how close this war is to being lost. Well, let the boys of the 93th look after Washington. You've all been posted out here to New Mexico to defend our atomic bomb research plants. Kirtland Air Force Base will be your new home and you will be ready to scramble your jet fighters when the call comes. Walker Air Force Base, your sister base at Roswell, operates the bombers which will deliver the atomic bomb should our nation ever go to war.

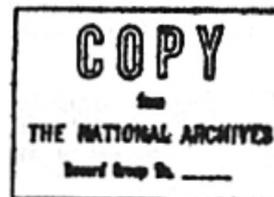
Who knows why the aliens are interested in us, why they seem to make landings, shoot down our jets and overfly our most sensitive atomic weapons facilities here in New Mexico? Ike believes an invasion is imminent, but he also believes that you and the rest of the 93rd Fighter-Intercept Squadron, are the men to stop it.

This is a secret war. Sure, there are folks all over America calling into the news stations with reports of flying saucers and UFOs, but we have experts ready to explain away their sightings as weather balloons or atmospheric phenomenon. All those who need to know about the alien invasion already know, and we must keep it that way. Your knowledge of the invaders is precious, few have seen a saucer, fewer still have been head-to-head in a dog-fight with one and so from time to time the Air Force will call on you to investigate sightings, landings and encounters. The Joint Chiefs believe that the invaders have landed agents amongst the population, saboteurs and Fifth Columnists who are even now attacking the soft under-belly of our nation. You men, you pilots of the 93rd Fighter-Interceptor Squadron, are the perfect weapon against these saboteurs. In the air and on the ground, your president expects you to meet and defeat these alien invaders ... before they annihilate us and our American Way of Life.

Good Luck



RICHARD M. NIXON
Vice President of the United States of America
U-39552



~~SECRET~~
-3-

RG 18, Records of the USAF

THE INVASION

“On November 23, 1953, Lieutenant Felix Moncla and radar officer Lieutenant R.R. Wilson took off from Kinross Air Force Base to chase a UFO spotted over Lake Superior by Air Defence Command radar operators. The F-89C jet was guided towards the object from the ground, and controllers saw the plane close in on the UFO blip. Then, 160 miles from the base, at 8,000 feet and 73 miles off Keeweenaw Point, Michigan, the two blips merged and faded from the screen. The jet and its occupants were never seen again.”

The World's Greatest UFO Mysteries

Although most history books that chart the phenomena of UFO sightings like to start the story back in the Middle Ages or even earlier, it was in the years following the Second World War that a measurable wave of unidentified object (UFO) sightings really began. After Kenneth Arnold's famous sightings in 1947 the term 'flying saucer' was coined; thereafter these mysterious craft were spotted with increased frequency, most noticeably within the airspace of New Mexico, site of the Manhattan Project. This top secret project had developed the first atomic bomb and continued to expand on America's nuclear

Airfields versus Air Bases

This game is set just after the establishment of the modern US Air Force in September 1947. This may cause some confusion in terminology. Prior to World War Two the US had the Army Air Corps (USAAC). From June 1941 and throughout the war this became the US Army Air Forces (USAAF). In September 1947, despite opposition from the US Navy, the USAAF became the USAF complete with new uniforms, insignia, aircraft markings and base nomenclature. Whilst the USAAF had called their bases 'army airfields', after 1947 these were all renamed 'air bases'. Godman Army Airfield became Godman Air Base, for example and Roswell Army Airfield became Walker Air Base.

capabilities. If the flying saucers had an extra-terrestrial origin as some believed, their interest in America's cutting edge atomic technology was obvious. The sightings of these enigmatic discs in the early years were often accompanied by radar tracks which resulted in the scrambling of fighter planes. On more than one occasion these intercept missions actually proved fatal for the pilots, yet in official records no flying saucer was ever brought down, captured or even damaged by the military. The scare culminated in 1952 when a flight of saucers brazenly made passes over Washington DC. Observed both on radar and on the ground by hundreds of eye-witnesses, these UFOs trespassed on restricted airspace twice in two weeks, prompting the president himself to publicly comment on the event. All of this is fact as established in hundreds of UFO books and materials.

Attack Squadron: Roswell is set in the early months of 1953. In our timeline, UFO sightings continued piece-meal throughout the 1950s and 1960s before the accounts of alien abduction and cattle mutilations in the 1970s brought a new and bizarre twist to the UFO story. In the timeline of **Attack Squadron: Roswell**, 1952 signalled almost a declaration of war between the United States and the alien power behind the flying saucer sightings. What followed was an aerial war, with flying saucers regularly breaching US airspace to be confronted by the sleek, silver jet fighters of the United States Air Force (USAF), recently returned from the Korean War and ready for a fight. This battle was waged in the skies over New Mexico, Maine, Florida and Alaska, as well as all points in between.

...TOP SECRET.....TOP SECRET.....TOP SECRET.....TOP SECRET.....TOP SECRET..... TOP SECRET.....

The aliens were intent on invasion and only the high-tech jets of the USAF was going to be able to stop them.

Of course this period coincides with the awful McCarthy anti-communist trials. These ugly witch-hunts attempted to uncover subversive Soviet-sympathizers and American communists who were supposed to be trying to hand the nation over to the Soviet Union. In this alternative timeline the whole communist witch-hunt is a smokescreen; McCarthy and his supporters are in fact trying to root out alien invaders, shape-changing agents of the extra-terrestrials that have been landed on American soil. These alien Fifth Columnists wage a secret war of espionage, sabotage, assassination and misinformation on the American establishment. A two-pronged war is being fought for the survival of the human race; in the air and in amongst the populace. America must be victorious on both fronts. What follows is a history of flying saucer-air force encounters through the late-40s and the early 50s. The encounters are straight out of the official records but many of the accounts also end with the 'truth' as it exists in **Attack Squadron: Roswell**. There were dozens of other sightings, those below focus on aerial encounters and in particular air force intercepts.

Foo Fighters [1939-1945]

On December 13, 1944, an Associated Press report announced the existence of 'mysterious silvery balls which float in the air over war-torn Germany', and that 'It is possible that they represent a new anti-aircraft defence instrument'. These enigmatic balls of light were known to appear around Allied bombers, shadowing them, playing cat-and-mouse and spooking the air crews who could not explain either their appearance or their extraordinary manoeuvres. US and British air crews nicknamed these inexplicable lights 'foo fighters'. After the war it emerged that Japanese, Russian and German aircrews had also been spooked by the 'foo fighters'; if no nation could admit to launching them, then who had? What were they? Why had they buzzed military aircraft? Sometimes the 'foo fighters' had flown in formation ... were they being flown by some intelligent force? The official explanation of the 'foo fighter' was that it was in fact a natural electrical phenomenon called St Elmo's Fire; the pilots were sure they knew better.

Roswell Saucer Crash [June, 1947]

It was in mid-June when a rancher called Mack Brazel spotted unusual debris on his land, some 50km north of the town of Roswell, New Mexico. After hearing news reports of flying saucers, Brazel decide to collect some of the debris and he then informed the local sheriff. On July 7, an air force officer and a plain clothes agent arrived on the rancher's land to investigate the debris and, astonishingly, the next day the Army Air Field at Roswell put out a press release that appeared in the local papers:

The many rumours regarding the flying discs became a reality yesterday when the intelligence office of the 509th Bomb group of the Eighth Air Force, Roswell Army Air Field, was fortunate enough to gain possession of a disc through the cooperation of one of the local ranchers and the sheriff's office of Chaves County. The flying object landed on a ranch near Roswell sometime last week. Not having phone facilities, the rancher stored the disc until such time as he was able to contact the sheriff's office, who in turn notified Maj. Jesse A. Marcel of the 509th Bomb Group Intelligence Office. Action was immediately taken and the disc was picked up at the rancher's home. It was inspected at the Roswell Army Air Field and subsequently loaned by Major Marcel to higher headquarters.

Soon after, the commander of the 509th Bomb Group contacted General Roger Ramey, head of the Eighth Air Force, who ordered the wreckage to be flown to Fort Worth Army Air Field for analysis. Experts at Fort Worth identified the debris as part of a clandestine weather balloon project and said as much in a press statement of their own. However, 'back at the ranch' reporters trying to get in on the story were being turned away by a military cordon and witnesses who talked of a 'gouge... four or five hundred feet long' in the area, were told to shut up or else. Other witnesses that described flying discs in the sky in June and, controversially, of alien bodies at the crash site, were quickly hushed up. Reporters were warned not to run their stories in the hope the story would fade from public view.

The truth surrounding the mystery was very ominous, the flying saucer had indeed crashed but the air force and government did not know why. There had been no witnesses to an actual crash event and no radar tracking of a flying saucer out of control. The crashed flying saucer was recovered and alien corpses were found amongst the wreckage. The lot was moved to Roswell Army Air Field and then to Fort Worth to finally end up at Wright Field, in Dayton Ohio, home to the air force's research experts, more used to analysing foreign (read German and Russian) technologies. There it sits under intense scrutiny within the heavily guarded 'Hanger 18'. Within days of Brazel discovering the wreckage, but before he reported it, things began to hot up quickly and saucers flying in formation over the USA became news headlines... Were they looking for the Roswell saucer? Did they believe the air force had shot it down? Did they want revenge? Only a few top men knew the secret of Hanger 18, and President Truman was not one of them...

Mount Rainier Sighting [June, 1947]

Kenneth Arnold was a private pilot flying a single-engine prop plane on June 24, in the area of Mount Rainer in Washington state. His sighting of a group of UFOs is credited with being the first of the modern 'flying saucer' sightings. He spotted a string of silver objects moving in excess of the speed of sound ahead of him, without wings or tails and moving faster than any jets of the age, Arnold knew he was looking at something special. The objects flew in a diagonal line formation moving, as Arnold later reported, like "saucers skipping on water". The media famously picked up on this phrase to call the UFOs 'flying saucers'. In the days and week after, it transpired that a number of eyewitnesses on the ground had also seen the formation of craft.

Only ten days later the crew of a United Airlines plane en route to Seattle saw up to nine objects similar to those spotted by Arnold. Similar sightings of flying saucer formations also occurred on July 7 over Phoenix and on July 12 over Tulsa.

By the end of 1947 various memoranda on the 'flying disc' phenomenon were circulating through the Pentagon hierarchy and on 30 December Major General Craigie recommended that the USAF begin work on a project of investigation, codenamed Sign. Modern researchers, collecting reports from many different witness testimonies calculate that there were a total of 850 sightings of UFOs in 1947. This was the largest ever wave of sightings in American history.

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In **Attack Squadron: Roswell**, 1947 marks the acknowledged beginning of the alien invasion, with 'foo fighter' probes of the Second World War generally being recognised as a period of pre-invasion alien reconnaissance.

Godman Field Intercept [January, 1948]

On January 7, 1948 Godman Air Force Base at Fort Knox, Kentucky received a report from police officers of an unusual flying object. Soon, personnel in the airfield's control tower spotted the flying object themselves. It manoeuvred slowly for an hour or so then rapidly increased in altitude. A flight of four F-51 fighter planes, Second World War Mustangs, were in the area at the time and were ordered to intercept the object. Captain Thomas Mantell was the flight leader, a veteran of D-Day and the push to the Rhine. One F-51, low on fuel, dropped out while the remaining three continued their climb to altitude. Mantell soon reported that they had sighted the mystery object: "Object travelling at half my speed and directly ahead of me and above. I'm closing in to take a good look." He radioed a description back to Godman Field, "It's above me ... it appears metallic and to be *tremendous* in size." He continued up to 20,000 feet while the other pilots levelled off at 15,000 feet and then started back down, lacking oxygen equipment. Mantell pressed on, keen to intercept the object... but there were no more transmissions from his radio. Five minutes later Godman Field received the shocking report that Mantell's plane had crashed south of Franklin, Kentucky. Witnesses stated that the Mustang spiralled down toward the ground in a circling descent, which might have occurred if the pilot had succumbed to lack of oxygen at high altitude. Mantell's body was still strapped into the plane, smashed and wrecked over a huge area, as if it had exploded just before hitting the ground.

Although official reports concluded that Captain Mantell had probably been chasing Venus or a military weather balloon, the facts were plain to those within the US government who were aware of the invasion: Mantell had become the first casualty in the secret interstellar war. Leaks to the media resulted in a frenzy of sensational headlines. One newspaper ran the bold headline "Plane Shot Down by Magnetic Ray", another ran the headline "Pilot Killed by Death Ray". Most people thought the media were over-reacting, but of course we now know these stories were true. Mantell's F-51 was shipped to Wright-Patterson for ATIC to examine.

Hector Airport Intercept [October, 1948]

Whilst mystery remained over the death of Captain Mantell for many years, a similar UFO intercept that occurred later in the year was speedily and easily explained away as a weather balloon. In reality, the little known 'Gorman Dogfight' was yet another entanglement with the alien invaders, although this time without loss of life.

Hector Airport serves the North Dakota city of Fargo. On October 1, 1948, Hector's tower received a call from Second Lieutenant George Gorman who was flying a circuit over Fargo in another National Guard F-51. It was 9pm and Gorman reported sighting both a small plane, a Piper Cub, as well as a blinking light, a UFO. Contacting the pilot of the Cub, he

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discovered that he too could see the mystery object. Gorman decided to intercept and when he realised that the object was too fast for him, he began to zigzag in an attempt to cut-it off as it manoeuvred. He approached the object head-on at 5,000 feet and the object flew over his plane at a distance of about 500 feet. After this near-collision, Gorman lost sight of the object and when he saw it again it appeared to have made a 180-degree turn and was coming at him again! The object then made a sudden vertical climb. Gorman followed the object in a steep climb but at 14,000 feet his F-51 stalled whilst the object was still some 2,000 feet above him. Gorman made two further attempts to get closer to the object, with no success. Then it seemed to make another head-on pass but broke off before reaching his fighter. By this time the object had moved over Fargo Airport and from the control tower the traffic controller on duty could not see any form or shape around the light. He was soon joined by the pilot of the Piper Cub who had landed and walked to the control tower in order to get a better view of the object.

Gorman continued his pursuit of the glowing object until he was around 25 miles southwest of Fargo. While at 14,000 feet he observed the light at 11,000 feet and so initiated a dive onto the object at full power. The object made a vertical climb to avoid him. Gorman tried to continue the pursuit but had to watch as the object passed out of visual range. At this point Gorman broke off the chase.

Later Gorman recounted his experience to investigators and provided useful data on the capabilities of the invader's craft: *"I am convinced that there was definite thought behind its manoeuvres. I am further convinced that the object was governed by the laws of inertia because its acceleration was rapid but not immediate and although it was able to turn fairly tight at considerable speed, it still followed a natural curve. When I attempted to turn with the object I blacked out temporarily due to excessive speed. I am in fairly good physical condition and I do not believe that there are many if any pilots who could withstand the turn and speed effected by the object, and remain conscious. The object was not only able to out turn and out speed my aircraft...but was able to attain a far steeper climb and was able to maintain a constant rate of climb far in excess of my aircraft."*

Agents from the USAF's Project Sign were involved in the following investigation within hours, and quickly released to the media the fact that an Air Weather Service balloon had been released at 8:50 pm from Fargo. The agents explained away the extraordinary manoeuvres performed by the UFO as an optical illusion caused by Gorman's own manoeuvres in relation to a static object (the balloon).

Project Sign, caught napping by the media frenzy over the death of Captain Mantell was, in this case, able to cover up the Gorman Dogfight. Officially it was a weather balloon; fighter planes were not conducting aerial battles with invaders from outer space, *and that was the honest truth.*

Robins Air Force Base Sighting [1948]

On July 24 1948 a mysterious cylindrical object, glowing with a phosphorescent light was seen in the night sky above Robins Air Force Base in Georgia. Forty minutes later the same object was seen by the crew of an Eastern Airlines DC-3 flight heading into Atlanta. The cylindrical UFO approached head-on and passed close enough for the pilot and co-pilot and a single passenger (who was not sleeping) to get a perfect view. It was around 30m long and had two rows of square windows, from which a bright light shone. The underside of the fast-moving cylinder glowed with a blue light. Despite its size, speed and the stream of red exhaust that it left behind, the craft made no noise and created no turbulence. It rapidly passed and disappeared into cloud.

Both pilots were decorated airmen who had flown in the war and so agents of the air force's Project Sign took their witness statements very seriously. Unknown to the pilots of the DC-3, however, Sign had also received another report three days earlier from the Netherlands. It stated that the day before, several people reported seeing a UFO through high broken clouds over The Hague. The object was rocket shaped, with two rows of windows along the side. It was a poor report, very sketchy and incomplete and it probably would have been forgotten except that four nights later a similar UFO almost collided with an Eastern Airlines DC-3...

This was no flying saucer. This was a cylindrical or 'cigar-shaped' UFO that somewhat superficially resembled a rocket. Sightings of this nature were much rarer than that of the more typical flying saucer. Did they belong to the same race of aliens that piloted the Roswell craft as well as the other saucers seen in the skies over America? None have so far proven hostile, but this may mean they are unarmed or perhaps simply a rarer type. Of great interest to the USAF were the numerous reports (in the thousands) of similar unidentified 'ghost rockets' all across Sweden during 1946. At the time two air force generals (including the famous James Doolittle) were sent to investigate; they submitted a report on the matter to President Truman. Wreckage, radar confirmations and sightings of some 'ghost rockets' crashing into Swedish lakes added to the body of evidence. But what did it mean? Project Sign did not know.

Andrews Air Force Base Intercepts [1952]

While 1947 and 1948 provided some dramatic and newsworthy flying saucer sightings, the most public and historic of all UFO sightings took place over Washington in 1952. So many members of the public saw these flying saucers that the president himself was forced to comment on them publicly. This seems like the plot of a Hollywood movie, but the sightings were so numerous that Washington was soon in a frenzy with UFO fever.

On the evening of July 19, a Saturday, radar operators at Washington National Airport reported a series of five unidentified targets, at first they moved slowly and then accelerated quickly at up to two hundred miles per hour. One shot away at supersonic speed. The operators contacted the tower at nearby Andrews Air Force Base and they too had them on their scope. They also had visual sighting of three of the objects. Bowling Air Base called in with a sighting and several airliner crews reported seeing “several flying objects with bright lights” moving at terrific speed. The Pentagon tried to co-ordinate these reports even as more kept coming in, more blips appeared on the scope some travelling at ‘phenomenal ‘ speeds, one followed Flight SP610 as it began its landing descent and, alarmingly ,some of the objects flew over the restricted air corridors above the White House and the Capitol.

The following Saturday, Washington was in for a repeat performance. Again air traffic controllers were tracking multiple unidentified flying objects, and they moved about on the radar scope in ways that baffled the operators. They would sometimes just appear or disappear; operators at Andrews AFB tracked the same signals. The Pentagon scrambled fighters this time and two F-94 Starfires (two-seat night fighters equipped with radar) made to intercept. As the fighters appeared on the scope at the Washington Airport control tower, the UFOs disappeared. The F-94s had to return to base at which point the UFO targets returned to the scope, something that frightened the operators who watched. A second scramble was ordered, and this time the radar blips remained on the scope. One pilot reported back: “Now I see them – they are directly ahead of me ...they appear to be tremendous blue-white lights.” Soon after he reported that “*They’re all around me now.*” A pause, then: “*They appear to be closing in on me... What shall I do?*”. At the tower they could see the UFOs appearing to place themselves in a ring around his fighter, no-one in the radar room knew what to do or what to advise. “*They’re moving off now*” he reported a few minutes later, and with that the Starfires returned to base. The objects remained on the scopes till 5 am.

Ten o’clock the next morning, General Landry at the request of President Truman, called the Pentagon to find out what had just happened. The media were in a furore and a huge press conference was held on July 29. Major General John Samford, Chief of Air Force Intelligence held the conference along with radar, meteorological and intelligence experts. The briefing explained the sightings away as a temperature inversion over Washington on both nights, but later, a private internal report commented that “*a study of the various reports regarding the subject radar sightings does not allow a positive and final explanation to be made.*”

Whatever the motivations of the invaders in the late 1940s, by 1952 their intentions seemed clear: intimidation. It is still unclear why the alien menace did not launch a full scale ground attack on Washington in July 1952, or why they do not do so now, but the boldness and audacity of the flying saucers marked the public start of the war. Before 1952 saucer sightings were scattered, unreliable and military encounters were kept low key. After 1952 everyone knew that America faced an invasion from outer space, the president could not feign ignorance of the threat and the USAF were ordered to do something about it. The president was told about the Roswell wreckage, the alien bodies and the evidence that Mantell's F-51 Mustang had been brought down by an alien weapon. Now almost everyone with any kind of security clearance knew the secret! Project Pounce, the air force campaign to intercept and shoot down flying saucers, was established very soon after the Washington crisis. Kirtland Air Force Base was to be the headquarters for this fight-back.

Otis Air Force Base Intercept [1953]

In June 1953 a UFO was reported over Cape Cod and an F-94 Starfire was scrambled from Otis Air Force Base to intercept it. At 1,500 feet the engine of the Starfire cut out and the entire electrical system failed. Although the pilot, Captain Suggs, successfully ejected at low altitude and came down in the backyard of a house, the home-owner had not heard the plane crash. In fact the plane was never located and the radar operator, Lieutenant Barkoff (the Starfire had a crew of two) was tragically lost along with it.

There is the possibility that the F-94 was lost in the lake, and that some electrical fault caused the crash. But the fact that a saucer was reported and pursued cannot be ignored. Do the invaders have the ability to affect or nullify electrical systems? Other ground based reports of auto ignitions, TVs and radios sets being scrambled or cut by the presence of a UFO would seem to suggest this. Is it a by product of the saucer's propulsion system? Or is it a directed weapon?

Kinross Air Force Intercept [1953]

Later that same year, on November 23, another saucer was spotted high over Lake Superior. An F-89 Scorpion was scrambled from Kinross Air Force Base to intercept. The Scorpion was an all-weather/night fighter fitted with radar and had a crew of two, pilot and radar operator, in this case Lieutenant Moncla and Lieutenant Wilson. Radar operators on the ground guided the crew toward the location of the mysterious object until they saw to their horror that the radar return of the jet and of the UFO merged. The UFO was at 8,000 feet and 160 miles from Kinross Base. Both blips faded from the screen and no wreckage or bodies were ever recovered.

This is something new, abduction of an entire airplane by a flying saucer. This event inspired the famous scene in the Hollywood movie **This Island Earth**, where the saucer uses an 'attractor beam' to pull in a light plane and its passengers. Where are Moncla and Wilson now? Are they prisoners of war, held in some flying saucer or interred on the invaders' home world, wherever that may be...

Ellesworth Air Force Base Intercept [1953]

The radar station at Ellesworth AFB, east of Rapid City, received a report of an extremely bright flying light near Blackhawk, 10 miles away. The station picked up the object on radar shortly after as it moved slowly at around 16,000 feet. Two separate radar station plus an observer on the ground linked by telephone all saw the bright object suddenly move toward Rapid City. One senior radar operator, a Korean veteran, had not seen any radar return like it before either in training or combat. An F-84 Thunderjet was called in to intercept and the pilot soon saw the object for himself. The UFO began to climb away north from Rapid City and the F-86 struggled to keep up until the pilot admitted defeat and returned to base to refuel. To the shock of the radar controllers the UFO turned and began to follow the fighter! Another fighter was available and its pilot, Lieutenant Needham, a veteran of the Second World War and Korea was eager to see a flying saucer for himself.

The jet was airborne and the pilot spotted the bright UFO, but again it moved away at speed keeping a regular distance between itself and the pursuing Thunderjet. Lieutenant Needham carried out various tests to rule out it being a star, or a reflection of a light on the ground, or from his own navigation lights and then he tried his A-4 radar-ranging gun sight. Amazingly, it locked on to the object – it was real, not some kind of illusion. According to a conversation he later had, this large blue-white light scared him more than the MiGs, Me 262s and Focke Wulfs he'd fought in combat. He turned his Thunderjet back toward base. The UFO was later picked up by air defence spotters a few miles west of Fargo moving quickly.

The air force has realised that a radar-ranging gun lock is definite proof that the flying saucers are real, material threats. Excitement amongst the USAF commanders intensified; if their pilots could target a flying saucer, then they could certainly shoot it.

CHARACTERS

"I am an American, fighting in the forces which guard my country and our way of life. I am prepared to give my life in their defense."

1st Article Code of Conduct

Anyone, anywhere on Earth might find themselves battling the invaders. A player character might be a doctor in a small town in Idaho, a railroad worker in Michigan, a housewife in Orange County, California. The invasion is still secret; the United States government dare not issue a declaration of war against the extra-terrestrial menace for fear that America will tear itself apart hunting for body-snatching invaders where there are none. Perhaps a frightened population may even go as far as to overthrow the government in Washington. With the battle against the invaders being fought anonymously and alone by civilians on the home front, as well as a small number of government agencies that are privy to the truth, games centred on tracking down invaders will focus on espionage, paranoia, deceit and secret plots that must be uncovered.

Characters for a 'secret war' like this can be created using only the Traveller Main Book, with guidelines given in this chapter to fit the new characters into 1950s America. The main thrust of **Attack Squadron: Roswell**, though, is a very overt challenge to the invaders. US Air Force pilots try to intercept alien flying saucers and then shoot them out of the sky. This is visceral and exciting with crazy dogfights and manoeuvres not yet written in the USAF air combat manual ... but a game needs more than just jet combat to sustain it. For this reason the elite pilots of the 93rd Fighter-Interceptor Squadron have a second mission. With their high security clearances and knowledge of the invaders, the pilots are also tasked with investigating alien plots on the ground - all across New Mexico and the South-West. In plain-clothes, the pilots can assume other identities to interview witnesses or suspects, examine suspected invader technology and chase up unexplained mysteries that may lead to the exposing of yet another invader plot to infiltrate or sabotage American society.

Creating fighter-pilots is done using the career in this chapter. Characters must select a speciality and these reflect types of cross-training within the US Air Force that would make a good alien-hunter and fighter pilot. Some may choose a technical specialty, becoming aeronautical engineers, with a set of skills invaluable in assessing extra-terrestrial technology. Some may opt for training in intelligence gathering, photo-interpretation, reconnaissance and strategy that will be of great help when looking for evidence, interviewing civilians and trying to detect the patterns and plans of the invaders. The two USAF units that supply this type of training are detailed within the following chapter. The final speciality is air combat; the fighter pilot is trained to innovate, to push his plane to the limit, to maximise his weaponry and tactical situation to take down an enemy. He is a pure fighter-pilot, skilled in air-to-air combat, ground attack and aerial tactics.

CREATING FIGHTER PILOTS

A career sheet for a fighter pilot is provided on page 19. Follow the guidelines on TMB p.5 to create a character using that career. To fit into the specific time frame and organization of the USAF, there are nine small changes that should be made.

1. Characteristics

Roll as normal, note that Social Standing of 11-15 indicates a family of high political office or very great wealth.

2. Background Skills

Give only the following Background Skills to characters: Drive 0 and Gun Cbt 0. Anyone with Edu 8+ will also have Library Use 0 (this is a new skill, see page 18).

3. Qualification

Automatic. In a fighter-pilot game, everyone needs to be a fighter-pilot!

4. Survival & Terms Served

Survival is automatic, do not roll. Instead roll 1d6 for the number of terms served before the game begins.

1d6	1	2,3	4,5	6
Terms Served	2	3	4	5

5. Commission

Automatic within the first term, only officers can pilot jets in the 1950s. Do not allow for a promotion in this first term, however.

6. Promotion

Characters can be promoted, but not in the first term. The upper limit on rank (for a game of fighter pilots in the 93rd) is Rank 4 (Lt. Colonel). The squadron commander is a Colonel!

7. Events

Roll on the historical Event tables provided in this book. Note that, because they tie into specific periods of air force history, a character will have to roll on a different Event Table each term. For example, a pilot serving 3 terms would roll on one of the World War Two tables first (select either the Pacific War or War in Europe, what do you fancy?), in his second term he would roll on the Post-War table and in his third and final term he would roll on the Korean War table.

8. Aging.

Impose strict aging rolls for any character reaching age 34 or 38.

9. Mustering Out

Pilots do not muster out, but instead gain \$500 x Rank, in savings. They live in a small rent free apartment on the base and drive a car that they've already paid for.

CREATING OTHER AIR FORCE PERSONNEL

Referees will often want to populate Kirtland Air Force Base with NPCs that aren't fighter pilots; the grizzled crew chief who greets them after each mission, the chaplain, their CO, the nurse who has a crush on the young lieutenant, the fire chief who once saved a PC's life with his team of fire-fighters at the end of the runway, and so on.

Other fighter-pilots can be created using the career in this chapter and most other USAF personnel can be created using the Army career on TMB p.12. Use the Officer skill table if needed, and note that the Cavalry specialism adequately covers an air force officer who has his wings. Most technicians and ancillary staff will be a part of the Support specialism. All air force personnel will have Drive, Melee Combat and Gun Combat at 0.

Air Force Ranks in the 1950s

Rank	NCO	Skill or Benefit	Officer	Skill or Benefit
0	Basic Airman			
1	Airman Third Class		Lieutenant	Leadership 1
2	Airman Second Class		Captain	
3	Airman First Class	Leadership 1	Major	Tactics 1
4	Staff Sergeant		Lt. Colonel	
5	Technical Sergeant		Colonel	
6	Master Sergeant		General	Social Standing 10 or +1 Social Standing, whichever is higher.

CREATING OTHER FOLK

It is possible to create player characters that are part of a civilian, rather than a military, game, perhaps a group of journalists, spies or policemen investigating the machinations of the invaders. To retain some character diversity it might be neat to mix character careers together, the group of investigators (Americans either 'in-the-know' due to security privileges, or due to an encounter with the invaders) could include an FBI agent, a car mechanic, a New York Times reporter, a lawyer and perhaps even an architect.

1950s Career	Traveller Equivalent	1950s Career	Traveller Equivalent
Anthropologist	Scholar/Field Researcher	Manager	Citizen/Corporate
Army/Support	Army/Support	Performer	Entertainer/Performer
Army/Infantry	Army/Infantry	Physician	Scholar/Physician
Army/Cavalry	Army/Cavalry	Politician	Nobility/Administrator
Artist	Entertainer/Artist	Police Officer	Agent/Law Enforcement
FBI Agent	Agent/Intelligence	Rancher	Citizen/Colonist
Journalist	Entertainer/Journalist	Scientist	Scholar/Scientist
Mafioso	Rogue/Enforcer	USAF/Support	Army/Support
		USAF/Officer	Army/Cavalry

SKILLS

Traveller is set in the far future, not the 1950s, and because of this there are a number of skills which will come up on the career skill tables which will need slight revision or clarification.

Fifties Skill Table

Skill	Notes
Admin	<i>Use as described in the Traveller Book</i>
Advocate	<i>Use as described in the Traveller Book</i>
Animals	<i>Use as described in the Traveller Book</i>
Athletics	<i>Use as described in the Traveller Book</i>
Art	<i>Photography replaces 'Holography'</i>
Broker	<i>Use as described in the Traveller Book</i>
Carouse	<i>Use as described in the Traveller Book</i>
Comms	<i>Use as described in the Traveller Book</i>
Computers	<i>No such skill exists in 1953; see Library Use</i>
Deception	<i>Use as described in the Traveller Book</i>
Diplomat	<i>Use as described in the Traveller Book</i>
Drive	<i>Specialities: Tracked or Wheeled</i>
Engineer	<i>Engineer is the design of large and complex mechanisms such as aeroplanes, reactors, fuel pumps, radar systems etc. The skill combines electrical and mechanical engineering. It is theoretical as well as practical.</i>
Explosives	<i>Use as described in the Traveller Book</i>
Flyer	<i>The character is a pilot. Select either Wing or Rotor. The first time a fighter pilot takes Flyer it must be Wing. Rotor only available after 1945.</i>
Gambler	<i>Use as described in the Traveller Book</i>
Gunner	<i>Specialities include Naval or Air. Gunner (Air) includes the use of on-board machineguns, cannon, rocket-pods and ordnance such as bombs and napalm.</i>
Gun Combat	<i>No specialities.</i>
Heavy Weapons	<i>Specialities include Field Artillery or Launchers.</i>
Investigate	<i>Use as described in the Traveller Book</i>
Jack of All Trades	<i>Use as described in the Traveller Book</i>
Language	<i>Use as described in the Traveller Book</i>
Leadership	<i>Use as described in the Traveller Book</i>
Library Use	<i>Replacing Computers, Library Use is the skill of locating information in a book, a library, an archive, a newspaper, in microfiche or in some other collection of documents, such as a journal, diary or the documents of a deceased person.</i>
Life Sciences	<i>A single skill covering all forms of biology.</i>
Mechanic	<i>Use as described in the Traveller Book</i>
Medic	<i>Use as described in the Traveller Book</i>
Melee	<i>No specialities, the character can use this skill for all hand-to-hand combat.</i>
Navigation	<i>Use as described in the Traveller Book</i>
Persuade	<i>Use as described in the Traveller Book</i>
Physical Sciences	<i>A single skill covering physics, geology and chemistry.</i>
Recon	<i>Use as described in the Traveller Book</i>
Science	<i>Three specialisms: Life, Physical and Social. See separate entries.</i>
Seafarer	<i>Use as described in the Traveller Book</i>
Sensors	<i>In the 1950s this skill relates almost solely to the use of radar which is an extremely complicated and difficult piece of equipment to read and interpret.</i>
Social Sciences	<i>A single skill covering archaeology, sociology, economics and history.</i>
Stealth	<i>Use as described in the Traveller Book</i>
Streetwise	<i>Use as described in the Traveller Book</i>
Survival	<i>Use as described in the Traveller Book</i>
Tactics	<i>Use as described in the Traveller Book</i>
Trade	<i>Typical 1950s trades include: construction, welding, cooking, shop-keeping, farming, cattle-herding, carpentry, electronics etc.</i>
Vacc Suit	<i>When the USAF creates high-altitude pressure suits, this is the skill pilots will need to operate them.</i>

Fighter Pilot

- Project Pounce -

The character is part of an elite group of USAF pilots assigned to the 93rd Fighter-Interceptor Squadron. The squadron is part of Project Pounce. All are fine combat pilots, but some are also test and research pilots, others double as photo-recon and air force intelligence officers. Uniquely, the pilots of this top secret project are used both in the air to pursue flying saucers, as well as on the ground to investigate potential landings of these alien disks.

Assignments: Choose one of the following:

- **Intelligence:** You are a fighter pilot with military intelligence training, capable of photo-recon as well as conducting interviews and crash investigations. You are a member of the 4602nd Air Intelligence Service Squadron, headquartered at Colorado, which collects intelligence for the air force.
- **Technical:** You are a fighter pilot with expertise in aeronautical engineering, a test pilot and research engineer who tries to get to grips with new technologies, whether ours...or 'theirs'. You are a member of the Air Technical Intelligence Center, headquartered at Wright-Patterson AFB, which analyses foreign technology.
- **Air Combat:** You are a fighter pilot who practises new and innovative air combat techniques, both for air-to-air encounters and ground attack.

CAREER PROGRESS

Enlistment	Automatic
Survival	Automatic
Commission	Automatic in term 1
Promotion	Edu 7+

SKILLS AND TRAINING

Roll	Personal Development	Service Skills	Advanced Education (Minimum Edu 8)
1	+1 Int	Athletics	Leadership
2	+1 Edu	Survival	Tactics
3	+1 Dex	Navigation	Admin
4	Melee	Gunner (Air)	Diplomat
5	+1 Edu	Medic	Persuade
6	Gun Combat	Sensors	Engineer

Roll	Specialist: Intelligence	Specialist: Technical	Specialist: Air Combat
1	Recon	Mechanic	Gun Combat
2	Investigate	Drive	Tactics
3	Deception	Engineer	Comms
4	Investigate	Sensors	Gunner (Air)
5	Flyer	Flyer	Flyer
6	Library Use	Mechanic	Gunner (Air)

Rank	USAF Fighter Pilot	Skill or Benefit
1	Lieutenant	Flyer 1, Gunner (Air) 0, Navigation 0
2	Captain	-
3	Major	-
4	Lt. Colonel	Tactics 1
5 *	Colonel	-
6 *	General	Social Standing 10 or +1 Social Standing, whichever is higher

* Not available to player characters

Terms Served	1 st Term	2 nd Term	3 rd Term	4 th Term
1	Korean War	-	-	-
2	Post-War	Korean War	-	-
3	WW2	Post-War	Korean War	-
4	Pre-War	WW2	Post-War	Korean War

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EVENTS – PRE-WAR

1937-1940

2d6 Events

- 2 Assigned to coastal patrol missions; much to the annoyance of the US Navy you are first to locate a stricken US warship. Gain a US Navy intelligence officer as a Rival.
- 3 Newly delivered P-36 Hawk fighter planes seem to be plagued with problems that need fixing as they occur. Roll Int 6+ to gain Mechanic 1.
- 4 You master instrument flying and are asked to teach the technique to new pilots. Gain +1 Int.
- 5 You push the new Bell P-39 Airacobra (the fighter that the air force would enter the war with) to its limits during intensive trials. Make a Flyer 6+ roll; if successful you gain Flyer 1, if not successful you destroy one of the new and expensive planes, -1 on next promotion attempt.
- 6 You are ordered to assist in trialling new aeronautic concepts. Make an Int 7+ roll and if successful gain Engineer 1.
- 7 Life Event
- 8 Help with the first aerial survey of America. Gain either +1 Int or Recon 1.
- 9 During an Air Mail strike USAAC pilots take on those duties, but the planes and routes are unfamiliar. Accidents threaten to seriously damage the reputation of the air force. Roll Flyer 7+ or face a -2 on this term's promotion roll, penalty for bringing the USAAC into disrepute.
- 10 Long distance flight training across America; +1 End
- 11 You practice intensively for dive bombing attacks; gain Gunner (Air) 1.
- 12 Procedures and regulations established by the USAAC are still pretty basic in the late 1930s. Through no fault of your own you are involved in a crash landing, roll on the Injury Table.

EVENTS – WORLD WAR 2/WAR IN EUROPE

1941-1944

2d6 Events

- 2 Debriefed by air force intelligence after shooting down a Luftwaffe Me163 Komet rocket-powered interceptor. Gain an Ally in military intelligence.
- 3 Serve in a top squadron that recognizes real flying talent. Roll Edu 8+ and if successful gain Leadership 1.
- 4 Despite suffering a wound, you pursue a flight of Focke-Wulfs that are diving on a squadron of B-17 bombers that you are ordered to protect. You are awarded the Bronze Star and gain Soc +1.
- 5 Go it alone for a glory-hunting expedition, abandoning your comrades in search of kills. Gain a reputation as a killer. Gain your wingman a Rival, who you allowed to be shot down, but gain also the Distinguished Service Cross (*Air Force*), second most prestigious award after the Medal of Honour.
- 6 Gain a reputation after D-Day for extremely fast and low-level ground attacks or recon flights. They pick branches and leaves out of your carburettor after each mission. Gain Flyer 1.
- 7 Life Event
- 8 Captured as a prisoner-of-war after being shot down over France or Germany. Roll Dex 9+ to escape. If you escape, gain Deception 1; if not gain +1 End.
- 9 Buzzed by 'foo fighters' while flying a mission over Germany. You talk about it to your friends and to the press, and for some reason you gain a -1 on this term's promotion roll.
- 10 Work with an up-and-coming scientist to develop a new bomb sight for dive-bombing. Gain an Ally.
- 11 Losses in the squadron are high and officers are being killed daily. Automatic increase in rank this term.
- 12 Shoot down a US plane by mistake. Gain an Enemy.

EVENTS – WORLD WAR 2/PACIFIC

1941-1944

2d6 Events

- 2 You help defend against the Japanese attack on Pearl Harbour in a P-40 Warhawk; +2 on your promotion roll this term.
- 3 Although your squadron is decimated by an ambush of Japanese A6 Zeros, you single-handedly shoot down three Ki-21 'Sally' bombers. You are awarded the Bronze Star and gain Soc +1
- 4 You shoot down a famous Japanese commander, gain +1 Soc.
- 5 Before a big mission flying from Guadalcanal, you realise another pilot is feigning illness in order to avoid combat. Do you report him? If yes then gain him as an Enemy. If no, then roll Flyer 7+ or be shot down for lack of a wingman.
- 6 Your squadron leader becomes dangerously unhinged due to combat stress and your fellow officers create a cabal to remove him. Do you join the mutiny? If not, your loyalty is rewarded by the officer with a +2 on this term's promotion roll. If you do join, then roll Int 6+ to explain your actions at a court-martial. Succeed and you are seen as an ambitious officer, gain Social Standing +1; fail and you cannot gain promotion this term.
- 7 Life Event
- 8 You are one of several pilots asked to tour the United States in a bid to encourage the public to buy war bonds and support the war effort. Gain Persuade 1.
- 9 You are shot down by Japanese anti-aircraft fire, but you escape
- 10 Heat, disease and unsanitary conditions at your rough Pacific island base results in a permanent -1 End.
- 11 Your airfield is over-run by Japanese forces and you are forced to fight for your life. Roll Str 8+ and if successful gain Gun Combat 1 or Melee 1; if unsuccessful roll on the Injury Table.
- 12 Forced to ditch in the ocean after fuel tank damaged by Japanese A6 Zero. Roll End 8+ to gain Survival 1.

EVENTS – POST-WAR

1945-1949

2d6 Events

- 2 An opportunity to train with the US Navy (bitter rival of the newly formed USAF) comes up, you gain a knowledge of Navy codes, procedures and organisation as well as a Navy Contact.
- 3 Assist in the search for a crashed airliner; roll Recon 7+ and if successful gain a Contact in civil aviation as well as +2 on your promotion roll this term.
- 4 Help evaluate captured Luftwaffe aircraft at Edwards AFB. Roll Flyer 9+; if successful the trials were positive, gain a research engineer as a loyal Ally. If failed, there is an accident: roll on the Injury Table.
- 5 Involved in political intrigue at a base in occupied Japan or Germany. Roll Deception 8+ and if successful gain a Contact in the CIA. If you fail, then gain a Rival.
- 6 Uncover unfair or brutal treatment of civilians in occupied Japan or Germany. Do you stay quiet? If so gain Deception 1. If you speak out you gain Investigate 1.
- 7 Life Event
- 8 You are based in the German Occupied Zone after the war and see a lot of the country and its people. Gain a smattering of the German language and either Carouse 1, Gambling 1 or Streetwise 1.
- 9 Your unit demobilizes a large number of veteran officers, ready to leave the military and join civvie street. You gain automatic promotion this term
- 10 Flying a P-51D Mustang, you are based in China throughout 1945, defending the Allied air supply route from India over the Himalayas into China. Gain Flyer 1.
- 11 You help a German scientist link up with US operatives from Operation Paperclip which recruits German scientists and engineers like Werner von Braun for America's own programs. Gain this prestigious scientist as an Ally.
- 12 Asked to participate in the establishment of Project Sign in 1947. Gain Admin 1.

EVENTS – KOREAN WAR

1950-1953

2d6 Events

- 2 You are intensively trained to fly a number of dangerous missions across the Yalu River into North Korea. Pick up a skill, either Navigation 1 or Recon 1.
- 3 Despite serious damage to your plane you continue to press the attack to drive a flight of MiGs away from the B-29 bombers you are ordered to protect. You are awarded the Silver Star and gain Soc +1.
- 4 You are involved in some of fiercest dogfights of the Korean air war in 'MiG Alley' (the region where the Yalu River meets the Yellow Sea). Gain Flyer 1 or Gunner (Air) 1.
- 5 A civilian engineer works with your squadron to improve engine efficiency in your planes. Roll Edu 8+ and gain Engineer 1 if successful, gain a Contact if not successful.
- 6 Suspicion of being a communist sympathizer falls unfairly and unjustly on you. There is no chance of promotion for you at all this term.
- 7 Life Event
- 8 Your commander and his executive officer are constantly at loggerheads. Gain Diplomat 1 as you try to stay out of it!
- 9 You are part of a rescue flight to recover a downed American pilot, roll Gunner (Air) to suppress enemy troops and if successful gain an Ally.
- 10 Your squadron is poorly supplied with ex-World War Two planes. Gain Jack-of-Trades 1 as you attempt to improvise with the out-dated equipment you've been given.
- 11 Your plane is badly shot up in a MiG ambush whilst you are with a squadron of B-29 Superfortresses crossing into North Korea. Roll Flyer 7+ to survive the attack and get your plane back to base, otherwise you crash and must roll on the Injury Table.
- 12 Terrible winter weather forces you and your unit to use improvisation to keep your planes running. Roll Int 8+ and if successful gain Mechanic 1.

Captain Frank Goodman 84B575 Age 26 2 terms
Flyer 1, Gunner (Air) 2, Comms 1, Drive 1, Melee 1

Frank is a lean and athletic pilot, terse and blunt in his conversation. Joining up after the war his first assignment took him to Erding Air Base in Occupied Germany where he became involved in government investigations to uncover a leak of sensitive information out of the air base. He gained a CIA contact during this event. Frank is an air combat specialist and he flew in the Korean War. On one harrowing mission escorting B-29 bombers into North Korea, his Shooting Star was badly shot up but incredibly he was able to nurse the plane back to base. He was promoted to captain in 1952.



Lieut. Colonel Dean Myers 4856C5 Age 30 3 terms
Flyer 2, Sensors 1, Mechanics 2, Tactics 2, Gunner (Air) 1

Dean is a slim, blonde-haired pilot with an air of confidence. Dean escorted B17s during the war in Europe and once assisted an engineering team to carry out various technical and engineering refinements on the gun-sights of the day. He gained a life-long friend from this work, a scientist called Robert Riderman as well as an early promotion to the rank of captain. In '45 Dean flew Mustangs in China defending the air route over 'the Hump', the Himalayas. With a promotion to major, Dean transferred to a different fighter squadron where he oversaw trials of a radar gun sight. He had transferred just in time to fly missions against North Korean MiGs during the Korean War and was involved in some intense dogfights. A technical expert, Dean's work is focussed on improving on-board radar and other systems to give US pilots the edge in combat. He was promoted to lieutenant colonel in 1953.



PROJECT POUNCE

"If it flies it dies"
Air Defence Command saying

After the flying saucer over flights of Washington in the summer of 1952 the US Air Force began to treat reports of flying saucers seriously and intercept any that appeared on its radar scopes. Colonel William A. Matheny, commander of the 34th Air Defence Division, was the architect of the plan to actually photograph and then shoot down invading flying saucers. He called the program 'Project Pounce'. Matheny was firmly convinced that the UFO's were real and that they were interplanetary space ships. His top secret defence plan called for a special squadron of stripped down F-94C's that would be on stand-by to chase the UFO's. The plan went through Central Air Defence Headquarters and even up to Air Defence Command Headquarters, but it was rejected because of the non-availability of the aircraft.



In **Attack Squadron: Roswell** Matheny's plan is put into practice and the squadron tasked with this other-worldly mission, the 93rd Fighter-Interceptor Squadron, soon racks up some kills...

93rd Fighter-Interceptor Squadron

During the Second World War the squadron flew missions in P-38 Lightnings across North Africa with the Twelfth Air Force before supporting the landings at Anzio in 1944. The 93rd was then transferred out to India and on to China to join the Fourteenth Air Force in its defence of the Allied air route between India and China. Flying P-47 Thunderbolts, the squadron aided Chinese ground forces in their fight against occupying Japanese forces.



After the war the squadron received P-51 Mustangs and flew air defence missions from the Hawaiian Islands. In 1949 this idyllic posting came to an end and the squadron was reassigned to the Ninth Air Force, to be stationed at Kirtland AFB, New Mexico. Although the 93rd was re-equipped with F-80 Shooting Star jet aircraft, by 1951 it had received the newer North American F-86A Sabre day-interceptors. The mission of the 93rd was of crucial national and strategic importance; it was responsible for the defence of the atomic weapon testing centres of Sandia National Laboratories that were located at Kirtland AFB. This would be a key target for nuclear-armed Russian bombers should war break out.

In **Attack Squadron: Roswell**, the 93rd becomes a unique test-bed for anti-saucer technologies and tactics, with Colonel Matheny in overall charge. Pilots are given training in foreign technologies by the Air Technical Intelligence Center (ATIC) and in intelligence gathering by the 4602nd Air Intelligence Service Squadron, all in order to investigate UFO phenomena and alien espionage on the ground. No other pilots in the USAF have this dual

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role, but the training and knowledge these pilots have regarding the invaders means they are equally valuable investigating the nefarious plots of the invaders in the South-West as they are shooting down flying saucers that attempt to land their agents in remote locations. It is not just the unique ground-based missions that highlight the strange status of the 93rd; its pilots are provided with a mix of the most modern American fighter types in an attempt to discover what will best counter the flying saucer threat. No other USAF squadron flies a mix of aircraft but the 93rd is an experimental elite unit on the cutting edge of aerial warfare - warfare against beings from another world. If the 93rd cannot bring down invading saucers then the fate of the United States of America is grim indeed.



Kirtland Air Force Base

Named after Colonel Roy Kirtland, an early army aviator, Kirtland Air Force Base (AFB) is today on the very cutting edge of America's defence. It is at this air base that nuclear weapons ready for testing are loaded onto test aircraft and either flown out to some remote test site. This gives Kirtland the honour of leading humanity's charge head-long into the Atomic Age. The Armed Forces Special Weapons Project (later the Defence Atomic Support Agency, then the Defence Nuclear Agency, then the Defence Special Weapons Agency, and currently the Defence Threat Reduction Agency) operated Sandia Base and provided support to the Secretary

of Defence, Joint Chiefs of Staff, and military departments in matters concerning nuclear weapons, nuclear effects, and testing.

In 1947, the new aircraft requiring modifications to mate them with nuclear weapons included the first B-36, the world's largest land-based bomber, which arrived at Kirtland in September 1948. That airplane was accompanied by the first B-47 jet bomber in December of that year.

It became evident that the Air Force's primary weapons were to be nuclear. Kirtland continued to expand as Air Force responsibilities for delivery of nuclear weapons increased. The pioneering agencies which had occupied the base since early 1946, gaining information on nuclear weapons development and employment, now constituted the greatest body of knowledge and training capability available anywhere.

The military air base is located just outside of Albuquerque city, New Mexico, and is adjacent to Albuquerque airport. During the war, the base trained bomber crews and saw Liberators and B-29s on the tarmac. Because Kirtland was the closest large airport to Los Alamos, 75km to the north-east, its runways and bomb loading pit supported the Manhattan Project atomic bomb program during 1944 and 1945. It also became an important staging ground for the ferrying of men and material to various testing sites. As work at Los Alamos progresses on the refinement and development of smaller, better atomic devices, Kirtland continues to support its development and testing. All tests flown from Kirtland are dropped at the Nevada Test Site where they are evaluated and monitored. The 4925th Test Group (Atomic) flew B-50 bombers in drop tests, fitted atomic weapons to aircraft and conducted aerodynamic and atmospheric testing. The group was established within a high security double-barbed-wire-fence complex on the base, dubbed "Area Charlie".

A complete listing of all the units assigned to Kirtland AFB in 1953 follows:

- 93rd Fighter-Interceptor Squadron
- 690th Aircraft Control and Warning Squadron
- 4901st Support Wing (Atomic)
- 4925th Test Group (Atomic)
- 4905th Maintenance and Supply Group
- 4910th Air Base Group
- 34th Air Division Headquarters



Walker Air Force Base

Named after Medal of Honour recipient General Kenneth Walker, Walker AFB is located 13km south of Roswell, New Mexico. During World War Two the base was used to train bomber crews, but also contained a prisoner of war camp for Axis soldiers captured in North Africa. The 509th Composite Group which had been developed to drop the first atomic bombs, relocated from the Pacific to Roswell straight after the war. The group became the foundation of Strategic Air Command (SAC) and is currently upgrading from B-29Ds to B-36 Peacemakers.

In May 1946, the air force gave SAC the responsibility of delivering the atomic bomb. Only one of the command's bombardment units, the 509th at Walker Air Force Base, was trained and ready for the atomic bomb mission. Walker, and Kirtland to the north at Albuquerque, would quickly become the bases around which this mission centered.

A complete listing of all the units assigned to Walker AFB in 1953 follows:

- 686th Aircraft Control and Warning Squadron
- 6th Bombardment Wing (24th, 39th, 40th Squadrons)
- 509th Bombardment Wing (393rd, 715th and 830th Squadrons)

The 509th was perfectly sited. The USAF's first atom-bomb capable bomber wing was located close to both the Los Alamos Laboratory where the bombs were being developed as well as the Nevada grounds where they were tested. It was also close to Kirtland AFB and Sandia Laboratories where the bombs were turned into weapons that could be carried inside air force bombers.

4602nd Air Intelligence Service Squadron

On January 3, 1953, Air Defence Command Regulation 24-4 created the 4602nd Air Intelligence Service Squadron. This special unit was given a wartime mission of investigating crashed enemy aircraft, interviewing the crews or any witnesses to enemy aircraft activity and the examination of recovered documents and hardware. Outside of participating in simulated training problems, this unit had no real peacetime mission. By March 1953, the decision was made to use the 4602nd AISS in UFO investigations and a working agreement now exists between the 4602nd AISS and the Air Technical Intelligence Center (ATIC) which examines and tests foreign aircraft captured in wartime. The 4602nd will assist ATIC in whatever way it can.



The 4602nd has its headquarters at Ent Air Force Base near Colorado Springs, which is also headquarters of the entire Air Defence Command of the United States. The 4602nd is commanded by Lieutenant Colonel John M. White. Because the officers and men of the intelligence squadron have to be located over a wide area to respond to any crashed aircraft or intelligence opportunity that might arise, the unit has nineteen strategically deployed intelligence teams ('flights'), their locations are based on a study of prime target areas coupled with a desire for maximum area coverage. The vital North-East Area is covered by the greatest number of teams, while the Central and Western Defence Zones are covered by fewer teams. These teams or 'flights' are designed to be the basic field collection unit for the exploitation of crashed enemy aircraft and captured enemy personnel. They are highly mobile and self-supporting. Flight 2-D is currently based at Kirtland AFB, New Mexico and is supported by the 34th Air Division.

Members of Flight 2-D sift through reports and create intelligence briefings on saucer activity that they then transmit to HQ at Colorado Springs. In turn they receive briefings, orders and reports from Colorado that may help and assist the 34th Air Division, and the defence of Sandia Labs and New Mexico in general. The officers and men provide intelligence and advice on the invader threat to both General Matheny, commander of the 34th Air Division, to the commander of the 93rd Fighter-Intercept Squadron and to those pilots who have been cross-trained with the 4602nd (those player characters who selected the Intelligence specialization). The 4602nd is not some nefarious secret UFO organization; it provides reliable and timely reports that may help in the battle against the invaders. Quite often tip-offs from the 4602nd will result in the investigation of a new invader plot or attack, in other words, the 4602nd can be a great source of scenarios!

"When you are an Intelligence Officer, security breaches or carelessness in the handling of classified material cannot be tolerated and will result in the most serious of consequences. Each of you is responsible for an active security training and indoctrination program within your respective units,"

4602D AISS CLASSIFIED DOCUMENT LOG # 55-0687

Air Technical Intelligence Center (ATIC)

During World War Two, a unit within the air force was set up to analyse foreign weaponry and technology. The most famous World War Two technical intelligence missions in Europe were Operation Lusty and Operation Paperclip. The former gathered German aircraft from the battlefield and sent them back to Wright Field for study. Best known of these aircraft was the Messerschmitt 262 jet fighter, but other jets, rocket planes and concept designs were also retrieved. Operation Paperclip brought more than two hundred German scientists and technicians to Wright Field so that they could collaborate with their American counterparts. Initially assigned to the intelligence branch, most of the scientists eventually went to work in the various Wright Field labs. At the end of the 40s intelligence efforts turned increasingly toward the emerging technological threat posed by the Russians.



The technical division at Wright Field also opened an office in July 1947 for the study of unidentified flying objects (UFO). Called Project Sign, it was the first official, formal investigative body concerned with the mystery of unidentified flying objects. It operated formally for about one year, throughout 1948. During that year Project Sign collected reports on a large number of cases, conducted on-site investigations and a large number of interviews. It also attempted to analyse the UFO phenomenon in new ways. At the end of 1948 the personnel at Sign came to a startling conclusion. They created an 'Estimate of the Situation' which was dispatched to their superiors in the Pentagon. The conclusion of the Project Sign report: the flying-disk phenomenon was caused by some extra-terrestrial agency. The 'Estimate of the Situation' created a stir in the Pentagon and the authorities there were unwilling to accept its conclusions with the result that the document was kept under wraps and new projects were begun to officially debunk the flying saucer threat. These later projects were titled Project Grudge and Project Blue Book.

In May 1951, the technical division that investigated and examined foreign technology was reorganized and renamed as the Air Technical Intelligence Center (ATIC). Unknown to the public, ATIC explained away flying saucer sightings through Project Bluebook, but in reality had begun to examine actual extra-terrestrial technology recovered piecemeal from various locations in the United States. Of the greatest value to ATIC engineers and scientists is the wreckage of the flying saucer that crashed at Roswell, New Mexico in 1947. Flown first to Roswell Army Air Field, then to Fort Worth, Texas and then on to Wright Field, the wreckage is the most important piece of extra-terrestrial evidence the USAF has gained so far. Although the Roswell wreckage was being studied as Project Sign conducted its research, there was no flying saucer activity at or near the crash site according to witnesses and no link had yet been made between the alien wreckage and the UFO phenomenon. Was Roswell an isolated incident? Or were we under surveillance prior to some extra-terrestrial invasion?

ATIC is a part of the Air Research and Development Command which is headquartered at Wright-Patterson AFB. It reports to the ARDC's Intelligence Department at the base. The commander of ATIC is Brigadier General Harold Watson. His technical experts are on hand to receive any extra-terrestrial technology, whether part of a crashed saucer, some piece of equipment or perhaps even the bodies of actual invaders. The Air Technical Intelligence Center has the use of a C-119 Flying Boxcar for collection of wreckage or large pieces of

invader technology, as well as two Beechcraft C-45s used for the transportation of personnel or small items.

Like the 4602nd Intelligence Squadron, ATIC receives pilots from the 93rd Fighter-Interceptor Squadron at Kirtland AFB as well as other USAF personnel of sufficiently high security clearance and runs them through a complete orientation and training program. They become technical 'liaison officers' for ATIC. Candidates often have an engineering background, and are taught how to interpret, understand, recover and perhaps even attempt to use the technology of the invaders. It is clearly superior to ours. ATIC is always pleased to hear from its liaison officers and will often offer to send assistance or technical personnel to Kirtland should anything of great interest or value be recovered by pilots there.

"Evidence. The existence of physical evidence will be promptly reported. Suspected or actual items of material which come into possession of any Air Force echelon will be safe guarded in such manner as to prevent any defacing or alteration which might reduce its value for intelligence examination and analysis."

AFR 200-2, 26 August 1953

The Chain of Command

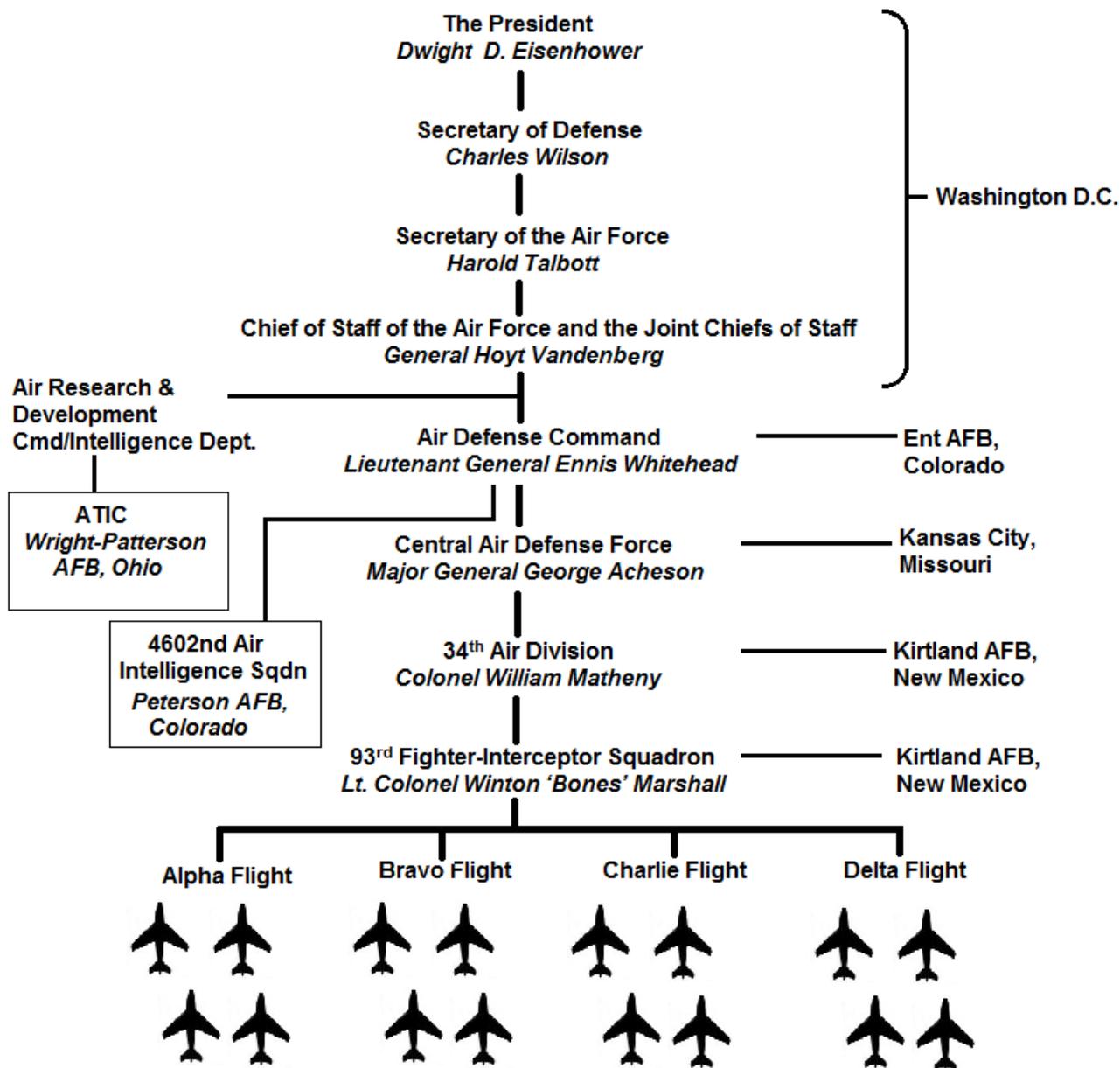
In Washington, President Eisenhower and Vice President Nixon stand at the head of the armed forces of the United States. They rely on the Secretary of Defence, Charles Wilson, to act as intermediary between the armed forces and government. Harold Talbott is the secretary of the air force who is intimately responsible for air force-government relations, operations and decisions. These politicians turn to the Joint Chiefs of Staff in Washington for military advice; General Vandenberg is the USAF representative on the Joint Chiefs.

The USAF is divided into various major commands, but the command responsible for the defence of the United States against aerial attack is Air Defence Command, directed and controlled from Ent Air Force Base at Colorado Springs, Colorado state. The defence of the nation is divided between three zones, Western Air Defence Force, Central ADF and Eastern ADF. Kirtland and New Mexico sit within the jurisdiction of the Central ADF, headquartered at Kansas City, Missouri. Responsible for the defence of the central United States, the Central ADF extends south from New Mexico, Texas, Louisiana, Mississippi, Alabama and Georgia northwards to the Canadian border. This vast area is divided up into smaller zones of defence, each controlled by one of six Air Divisions.

The 34th Air Division protects New Mexico and Arizona, most of Colorado and Utah and a portion of West Texas. This includes Los Alamos, the Sandia Laboratories at Kirtland Air Force Base, the White Sands Testing Grounds and Biggs, Walker and Davis-Monthan Air Force Bases. In its role of air defence over a crucial strategic region of the USA, the 34th Air Division controls seven fighter-interceptor squadrons, a single missile squadron and twenty-four radar and tracking squadrons.

Player characters are pilots within the 93rd Fighter-Interceptor Squadron. It is commanded by Lt. Colonel 'Bones' Marshall and based at Kirtland AFB, which is also the headquarters of the 34th Air Division. The squadron has around sixteen planes on active duty (there are several more being repaired or on over-haul), split into groups of around 3 or 4. These 'flights' are referred to as 'Alpha Flight', 'Bravo Flight', etc. and are each commanded by an officer of rank Captain or Major. The team of player character pilots will form a single flight

and fight and fly together. The squadron executive officer is a Major and the flight chief, in charge of maintenance and the airmen who service the jets of the squadron is a Senior Master Sergeant.



FLYING THE JETS

HISTORY OF THE JET FIGHTER

Jet fighters, the start of a new age! Not really. Jets had been on the cards right throughout World War Two and although they were still a new technology by 1950 they were already in their second generation. The fast jets of the Korean War aren't looking ahead to the military aircraft of the modern age. They are in fact the very last gasp of the eyeball-to-eyeball dogfighting fighter planes of World War Two, aerial combatants fighting with cannon and machineguns, pilots spotting their enemy through breaks in the cloud or directed into position by ground control, and kills made by getting in close behind an enemy. By the late 1950s, these tactics really were old school and a new era of on-board radar and heat-seeking or radar-tracking anti-aircraft missile was born. It's been with us ever since.

Intercepting Bombers

Fighters like the F-84 Thunderjet, the F-86 Sabre, the F-89 Scorpion and the F-94 Starfire were designed as fighter-interceptors. Their mission in the late 1940s and the early 1950s (before the advent of atomic weapon delivery by ballistic missile) was to shoot down incoming Russian long range strategic bombers. Hundreds of these Tupolev Tu-4s were manufactured, each a perfect copy of three Boeing B-29 Stratofortresses that had made emergency landings in neutral Russia during World War Two. In 1952 these out-dated Tu-4 planes began to be replaced with the ground-breaking turbo-prop bomber named the Tupolev Tu-95 'Bear', capable of flying from Russia over Alaska or Canada to drop atomic bombs on Seattle, Washington or Denver. Just as in World War Two, these atomic bombers would have to fly high and fast to avoid anti-aircraft fire from American defences. Fast jets armed with machineguns, cannon or (a new innovation for the USAF) salvoes of folding fin rockets, would try to destroy these Russian war birds.

The first operational jet, the F-80 Shooting Star, saw service in late 1944 and 1945 and equipped many fighter-interceptor squadrons prior to 1950. By that date, however, a second generation of jets were entering service that left the F-80 behind. The Korean War became a testing ground for this new series of jet fighters.

The Korean War

When Japan surrendered it was forced to give up its hold on Korea and the peninsula was divided up, like Berlin, between Russia in the north and the United States in the south. The division ran along the 38th parallel. Both sides established their own form of government in their respective zone, sowing the rivalry and mistrust that led to war in June 1950 when North Korean forces crossed the 38th parallel and invaded the south. Korea was a shock to the US and to the other nations that tried to halt the Russian-backed invasion under the auspices of the fledgling United Nations. By August, UN forces had been pushed far south to the port of Pusan and were in danger of being over-run. Logistical support and a renewed offensive at Inchon spearheaded a fight-back that saw UN forces crossing the 38th parallel themselves in October to drive the communist armies northwards to the Yalu River. This formed the border between North Korea and China, its northern neighbour. Threatened with this United Nations military presence, Chinese troops entered the war on the side of their North Korean brothers, crossing the Yalu River and attacking the allies with overwhelming force. During November and December US troops fought a running battle

...TOP SECRET.....TOP SECRET.....TOP SECRET.....TOP SECRET.....TOP SECRET..... TOP SECRET.....

with the Chinese army as it retreated back south behind the 38th parallel. From July 1951 to July 1953 the war continued, punctuated by negotiations and peace-talks as well as some major battles. Yet neither side could gain enough momentum to seize the entire Korean peninsula. On July 27, 1953 the Korean War armistice was signed, dividing Korea into North and South along the 38th parallel. Northwards a communist, Chinese aligned-nation faced a democratic, American-aligned nation in the south. The war was over, and other than the great powers sharpening their knives, testing their military machines and sending many men to their deaths, the borders and the overall political situation remained just as it had been in the spring of 1950, before the start of hostilities.

During the Korean War USAF B-29s dropped more napalm and bombs on North Korea than they did during the whole Pacific campaign of World War Two. General MacArthur, running the war from Japan, was keen to see the war expand to include attacks on Chinese territory and his proposed bombardment would include the use of atomic strikes. President Truman relieved MacArthur of his command.

The F-80 Shooting Star fared badly against the new Russian supplied jet, the stunning MiG-15. Some of these jets were being secretly flown by Russian pilots, veterans of the Patriotic War against Hitler, whilst others were flown into battle by green pilots of the Chinese Air Force. The MiGs began shooting down the slow and clumsy B-29s, while new American jets like the F-84 Thunderjet and F-86 Sabre tried to protect them. They flew escort missions, just as P-47 Thunderbolts and P-51 Mustangs had done in the skies over Germany in World War Two. MiG and F-86 Sabre seemed well matched, different kill ratios probably being accounted for by the different levels of pilot training. The second generation jets of the early '50s are fast and agile, but only the F-86 Sabre is capable of supersonic flight, and then only in a steep dive. Even so, compared with the complex piston propeller engines of World War Two, the turbojets of the early '50s are easier to maintain and more trouble free.

What's on the horizon? Well, new developments such as the A-4 radar gun sight are here to stay; this provides exact range data on a target. Some aircraft like the F-86D or the F-89 Scorpion have been fitted with nose-mounted search radar allowing them to find and intercept targets that they cannot see, at night, in bad weather or in the fog, for example. Night fighters were a feature of World War Two aerial combat; it isn't surprising that they are a part of America's defence against Russian invaders. Radar sets are still bulky, however, and the complexity of their interpretation and operation requires the skills of a second crewman, a radar officer. The F-86D is a one-man plane and it forces the pilot to carry out both tasks at a penalty, but most other all-weather interceptors include an extra crewman for this purpose.

Compared to modern day fighters or fighter-bombers, the jets of 1953 are woefully under-equipped. Navigation is by map-reading and radio beacon, there is no satellite navigation. Only all-weather nightfighters have radar, and that is designed to find enemy aircraft. Terrain following radar and forward looking infra red imaging that allows fast low level flight at night, does not exist. Computer displays giving the positions of enemy aircraft or any kind of waypoint system do not exist. This is World War Two air combat – at high speed!

AIRCRAFT OF THE USAF

Some of the most important aircraft used by the USAF are described below, followed by their Vehicle Record Sheets which provide the planes with Traveller attributes and statistics.

FIGHTERS

Republic F-84G Thunderjet - Early versions of the Thunderjet were plagued with problems and the USAF had to wait until the upgraded F-84G was introduced in 1951 to get the fighter it wanted. During the Korean War this jet proved a capable ground strike aircraft, it was a true fighter-bomber and America's first fighter jet able to carry a nuclear bomb into combat. The jet is built with straight wings fitted with wing-tip fuel tanks. It is known to pilots as the 'Ground Hog' because it requires such long take-off runs, especially when loaded with fuel and bombs.

North American F-86F Sabre - With the distinction of being America's first swept-wing fighter, the F-86 Sabre is capable of supersonic flight while in a dive. It was introduced in 1947 and fought with distinction against Soviet MiG-15s during the Korean War. It is currently the USAF's premier day fighter. Under-wing hardpoints often carry fuel tanks but can be loaded instead with two medium bombs or two 70mm strafing rocket pods. The Sabre is renowned for its speed and exceptional agility.

Northrop F89D Scorpion - The F-89D is a night fighter fitted with search radar and designed to shoot down enemy aircraft at night or in bad weather. The fighter has a straight wing, which limits its speed, and the heavy electronics reduce fuel and range. While earlier models were fitted with cannon, the F-89D has 104 'Mighty Mouse' unguided missiles; fired in salvos they are thought to be the perfect method of shooting down large bombers.

Lockheed F-94C Starfire - The Lockheed F-80 was America's first jet fighter and by 1950, was out-dated and no match for North Korean jets. Lockheed took the two seater trainer version of the F-80 with its straight wing design, and updated the plane with an afterburner, guns and radar to be re-born as the F-94 Starfire night fighter. This variant has 28 70mm folding fin rockets mounted in the nose rather than guns as well as a more powerful engine.

McDonnell F-85 Goblin - Imagine a stunted parody of a jet fighter, barely four-and-a-half metres in length, a jet without landing gear and fuel for only 30 minutes of flight. The Goblin is a 'parasite fighter' designed to be carried by a bomber and launched in order to drive off attacking MiGs before re-attaching itself. Four Goblins can be carried inside the bomb-bays of specially configured B-36 Peacemakers. A fleet of B-36s will include several of these modified carrier aircraft.

BOMBERS

Boeing B-29D Superfortress - This World War Two heavy bomber remained in service long after the conflict, and flew missions over North Korea. It was B-29s that bombed the Japanese mainland and that dropped the first two atomic bombs. The air force had thousands of these tough and reliable aircraft, each is able to drop over 12,000 kg of ordnance onto a target and can defend itself with ten heavy machineguns firing remotely. So successful is the B-29 that the Soviet Union has its own bomber fleet of identical copies (known by the name Tu-4).

Convair B-36D Peacemaker - The Convair is a monster, the logical evolution of the B-29 Superfortress, designed to drop nuclear or conventional bombs on Russian or European targets without needing to be refuelled. The B-36 dwarfs the B-29 and is powered by six piston engines that push the plane forward and four additional turbojets which assist on take-off, but that are shut down in flight. Bunks are provided as a rest area for the large crew. Attacks on the B-36 result in automatic return fire.

Boeing B-47B - A new type of bomber, powered by six turbo-jets and featuring radical swept wings, the B-47 heralds a new futuristic look to the USAF. It is capable of flying faster and higher than the Soviet MiGs that want to shoot it down and is able to carry conventional as well as nuclear bombs. This bomber flies like a fighter and shows up the huge propeller-driven B-36 for what it is: a World War Two dinosaur.

CARGO & PASSENGER PLANES

Beechcraft 18 - Known to the USAF as the C-45H, the Beechcraft 18 is known to everyone else as a 'Twin Beech', it is a light civilian aeroplane with a low-wing and two radial engines. It is a popular model, used as a light transport by governments, companies, militaries and private flyers across the globe. It can carry eight passengers in addition to luggage.

Cessna 170A - The Cessna 170 is one of the world's most popular private aeroplanes. Used by hundreds of private flyers in the Western world it is also used by the US Army and US Air Force for liaison, transport, courier and forward observation duties. It is a high wing propeller-driven monoplane, capable of carrying a pilot and three passengers in a cramped cabin with a good view of the ground.

Douglas C-47 – Serving throughout World War Two in several allied air forces, the C-47 is the world's greatest cargo plane. Thousands were built during the conflict and after the war many served as air freighters and passenger planes, the USAF also uses the type for varied transportation duties. It is a low-wing design, powered by two radial engines and crewed by a pilot, co-pilot, navigator and radio operator. The civilian version, the DC-3, lacks the C-47's wide cargo door and fits the cargo deck with 26 passenger seats.

Fairchild C-119C Flying Boxcar – Fairchild have produced a high capacity cargo plane that corrects many disadvantages of the ubiquitous C-47. The twin boom-tail allows the rear doors to open and cargo to be rolled directly into the aircraft. The tricycle undercarriage keeps the aircraft and its cargo level. Used for cargo, medical evacuation, troop transport and parachute drops.

HELICOPTERS

Bell H-13C Sioux – This classic early helicopter is famous for its clear bubble canopy as well as its bare framework fuselage. It carries out many civilian and military roles. Its speed and range are poor compared to newer types and it is large enough to carry only two passengers (at a squeeze). Typically fitted with landing skids.

Sikorsky H-19A Chickasaw - One of the first of a new generation of more powerful helicopters, the Chickasaw mounts an engine in the nose and places the cockpit high above the cabin. It was America's first true transport helicopter following World War Two and it served as a cargo transport, rescue and medical evacuation chopper during the Korean War. The rotors can fold, allowing the chopper to be pulled into a hanger.

VEHICLE RECORD SHEETS

The vehicle record sheets in this section quantify the aircraft in Traveller terms as described in the *Traveller Vehicle Handbook*. That book is not necessary for play, although referees who want to use it to design 1950s aircraft not featured here are welcome to do so. See Design Notes, below.

Using the Vehicle Sheets

These record sheets allow the aircraft to be used with the aircraft combat rules later in this book as well as provide other useful information. Of the greatest use in air combat are the types of weapons fitted, the size of the bomb-bay (if any), the aircraft's agility, hull and structure points as well as the skill required to fly it. Other useful information includes any fire direction (which equates to some sort of radar-activated gun sight) as well as sensors (which equate to large on-board search radar). Armour is not fitted to aircraft of this period and the 2 points listed represents the aluminium skin; the Bell Sioux chopper eschews even this and flies with only a Plexiglas canopy and open framework fuselage! The range given assumes a full cargo or bomb load and is one way only. Some features may require further explanation:

Chassis: A designation used in the design process.

TL: Tech Level, the United States in the 1950s is equivalent to TL 6.

Skill: The character skill required, either Flyer/Wing or Flyer/Rotor.

Agility: Used in air combat (see later)

Speed: Maximum Speed; most planes operate at cruising speed (75% of max. speed) which will increase range by 50%.

Spaces: Vehicle size used in the design process. An amendment from the *Traveller Vehicle Handbook* is that the Heavy Jet and Large Aeroplane both have 1 Hull or Structure pt. per 5 Spaces if 60 Spaces or more, and 1 Hull or Structure pt. per 6 Spaces if 100 Spaces or more.

Crew/Passengers: The number of crew and passengers carried.

Open: Indicates whether the vehicle is open-topped or not.

Cost: Given in Traveller credits for completeness.

Shipping Size: The amount of Traveller cargo space this aircraft would take up.

Armour: Listed as 2 (aluminium skin) or 0 (no skin).

Weapon Mounts: Fixed mounts face forward. Turrets can turn to track a target. Although stats are included for weapons, the performance of the weapon types are factored in to the air combat rules (later). Of most use will be the damage done.

Bomb-bay: These can drop up to half their Space capacity per round.

Hard Points: An under wing rack for carry a bomb, rocket pod or drop tank full of fuel. Each hardpoint can hold a ½ Space item. One drop tank will extend range by 16%.

Fire Control: On a fighter this indicates a radar ranging gun sight; on a bomber it indicates a radar targeting system for its turrets as well as an advanced bombsight for ground attack.

Autocannon SAP Damage: SAP means Semi Armour Piercing, the cannon shell ignores points of armour equal to half the dice damage it does.

Autopilot: This can fly the plane straight and level once set on course.

Navigation: Based on radio direction finding, Basic gives +1, Standard gives a +2 bonus.

Communications: All planes are fitted with Very Distant Comms (25km range).

Countermeasures: Counter-jamming radio equipment, Basic provides a +1 DM.

Sensors: On-board radar; Basic (range Very Long, 500m, +0), Standard (range Distant, 5km, +1) and Advanced (Very Distant, 25km, +2).

Designations & Variants

While aircraft manufacturers call their new planes anything they want, the USAF designates all of the planes it uses according to an agreed alpha-numeric code. When Bell Helicopters put their new helicopter the Bell Model 47 onto the market, the USAF ordered dozens of them and renamed them the H-13B: 'H' for helicopter with a number '13' denoting the make and model of the aircraft, 'B' indicating a later version. The version 'A' choppers were winterized for testing in Alaska and had wheels, the 'B' version also had wheels as well as military radios and equipment, the 'C' version used in these rules was instead fitted with skids and had mountings on them to carry two stretchers. All aircraft in USAF service undergo this type of development, with new features requiring the designation of a new revised version. Typically, variants are separated by several years of development and testing.

Designation	Mission/Vehicle Type
B	Bomber
C	Cargo
F	Fighter
H	Helicopter
L	Liaison
R	Reconnaissance
T	Trainer
U	Utility

Prefix	Modified Mission/Status
D	Drone Controller
K	Tanker
Q	Radio Controlled Drone
R	Reconnaissance
W	Weather Observation
X	Experimental, pre-production
Y	Service test, pending production orders

The mission or vehicle type ('H' for helicopter) is listed first in the designation, some also have a prefix (such as the RB-47, or the KB-29); the table, above, shows some of those most likely to encountered by the referee and players.

Designing New Aircraft

The referee may want to convert other aircraft from the 1950s using the *Traveller Vehicle Handbook*. Although we tried to create an exact duplicate of each aircraft, it proved almost impossible at first, not surprising when you consider that the Handbook covers a huge number of Tech Levels. Some basic adjustments were made to the TL 6 assumptions in the Vehicle Handbook for aeroplanes, jets and helicopters, and the design system in that book was then followed almost without deviation. The modifications for **Attack Squadron: Roswell** only involved the base speeds and ranges, the new figures are described here:

Chassis	Traveller Vehicle Handbook		Attack Squadron: Roswell	
	Max. Speed (kph)	Range (km)	Max. Speed (kph)	Range (km)
Light Helicopter	300	1,000	150	500
Heavy Helicopter	300	1000	250	1,000
Light Aeroplane	250	600	400	1,000
Heavy Aeroplane	200	2,000	400	4,000
Light Jet	500	2,000	1,000	2,000
Heavy Jet	400	4,000	800	8,000

NAME: Bell H-13C Sioux		ATTACK SQUADRON: ROSWELL VEHICLE SHEET	
CHASSIS: Light Helicopter	SPACES: 5		
TL: 6	CREW/PASSENGERS: 1/2	DAMAGE TRACKS: <div style="display: flex; justify-content: space-around;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">HULL:</div> <div style="border: 1px solid gray; padding: 2px;"> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">STRUCTURE:</div> <div style="border: 1px solid gray; padding: 2px;"> </div> </div>	
SKILL: Flyer/Rotor	CARGO: -		
AGILITY: +1	OPEN ?: -		
SPEED: 165 kph	COST: Cr 76,000		
RANGE: 500km	SHIPPING SIZE: 5 tons		

OTHER EQUIPMENT/MODIFICATIONS:

Increased Speed +10%
 +1 Agility
 Basic Controls, No navigation aids
 Very Distant Comms
 Open Frame
 Two Stretcher Frames mounted on the Landing Skids

ARMOUR:

FRONT:

RIGHT:

LEFT:

REAR:

TOP:

BOTTOM:

DAMAGE EFFECTS:

WEAPONS:

Weapon	Location	Damage	Range	Auto	Ammo



The classic early helicopter, the Bell Sioux is famous for its clear bubble canopy without doors fitted, as well as its bare framework fuselage. It is a workhorse, carrying out many civilian and military roles, although its speed and range are poor compared to newer types, and it is large enough to carry only two passengers (at a squeeze). Typically fitted with landing skids, a version is also available with floats for landing on open water.

NAME: Boeing B-29D Superfortress (also B-50)		ATTACK SQUADRON: ROSWELL VEHICLE SHEET	
CHASSIS: Heavy Aeroplane	SPACES: 60	DAMAGE TRACKS: 	
TL: 6	CREW/PASSENGERS: 8/0		
SKILL: Flyer/Wing	CARGO: -		
AGILITY: -1	OPEN ?: -		
SPEED: 600 kph	COST: MCr 3.235		
RANGE: 4000 km	SHIPPING SIZE: 120 tons		

OTHER EQUIPMENT/MODIFICATIONS:

Increased Speed +50%
 Basic Controls, Autopilot, Basic Navigation
 Fire Control +1
 Very Distant Comms
 Bomb-bay (36 spaces/9,000 kg)
 4 Remote-controlled Turrets (Twin HMGs)
 1 Manned Turret (Twin HMGs, 1 20mm Autocannon)
 Underwing Hardpoints (total 14 spaces/3,600kg)

ARMOUR:

FRONT:
RIGHT:
LEFT:
REAR:
TOP:
BOTTOM:

WEAPONS:

Weapon	Location	Damage	Range	Auto	Ammo
Twin HMG	Turret	5D6	Long	6	1000
Twin HMG	Turret	5D6	Long	6	1000
Twin HMG	Turret	5D6	Long	6	1000
Twin HMG	Turret	5D6	Long	6	1000
Twin HMG & Lt Auto Can.	Rear Turret	6D6SAP	Very Long	6	1000

DAMAGE EFFECTS:



This World War Two heavy bomber remained in service long after the conflict, and flew missions over North Korea. B-29 were used to bomb the Japanese mainland and to drop the first two atomic bombs. The air force in 1953 have thousands of these tough and reliable aircraft, each is able to drop over 12,000 kg of ordnance onto a target and is able to defend itself with ten heavy machineguns firing remotely.

So successful is the B-29 that the Soviet Union has its own bomber fleet of identical copies (known by the name Tu-4).

NAME: Boeing B-47B Stratojet		ATTACK SQUADRON: ROSWELL VEHICLE SHEET																																																																																																					
CHASSIS: Heavy Jet	SPACES: 36	DAMAGE TRACKS: <div style="display: flex; align-items: center; justify-content: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small; margin-right: 5px;">HULL:</div> <div style="border: 1px solid gray; padding: 2px;"> <table border="1" style="border-collapse: collapse; text-align: center; width: 100px; height: 100px;"> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table> </div> </div>																																																																																																					
TL: 6	CREW/PASSENGERS: 3/0																																																																																																						
SKILL: Flyer/Wing	CARGO: -																																																																																																						
AGILITY: 0	OPEN ?: -																																																																																																						
SPEED: 880 kph	COST: MCr11.625																																																																																																						
RANGE: 6,500 km	SHIPPING SIZE: 72 tons																																																																																																						

OTHER EQUIPMENT/MODIFICATIONS:

Basic Controls, Basic Navigation, Very Distant Comms
 Basic Countermeasures, Autopilot
 Standard Radar Sensors (+1)
 +1 Agility
 No Ejection Seats
 Fire Control +1
 Increased Speed +10%
 Lower Fuel Capacity -20%
 Remote Controlled Turret with Twin Light Autocannon
 Bomb-bay (30 Spaces/7,500 kg)

ARMOUR:

FRONT: 2

RIGHT: 2

LEFT: 2

REAR: 2

TOP: 2

BOTTOM: 2

DAMAGE EFFECTS:

WEAPONS:

Weapon	Location	Damage	Range	Auto	Ammo
Twin Light Autocannon	Turret	6D6 SAP	Very Long	6	1000



A new type of bomber, powered by six turbo-jets and featuring radical swept wings, the B-47 heralds a new futuristic look to the USAF. It is capable of flying faster and higher than the Soviet MiGs that want to shoot it down and is able to carry conventional as well as nuclear bombs. This bomber flies like a fighter and shows up the huge propellor-driven B-36 for what it is: a World War Two dinosaur.

NAME: Convair B-36D Peacemaker		ATTACK SQUADRON: ROSWELL	
CHASSIS: Heavy Aeroplane		SPACES: 152	VEHICLE SHEET
TL: 6	CREW/PASSENGERS: 15	DAMAGE TRACKS: 	
SKILL: Flyer/Wing	CARGO: -		
AGILITY: -2	OPEN ?: -		
SPEED: 600 kph	COST: MCr 7.972		
RANGE: 11,950 km	SHIPPING SIZE: 304 tons		

OTHER EQUIPMENT/MODIFICATIONS:

Bomb-bay (78 spaces/19,500 kg)
 8 Remote-controlled Turrets (Twin 20mm autocannon)
 Decreased Agility, Increased Speed, More Fuel Efficient
 Greater Fuel Capacity, 6 bunks & galley
 Basic Control, Basic Navigation, V/Distant Comms, Autopilot

Weapon	Location	Damage	Range	Auto	Ammo
Twin Light Autocannon	Turret	6D6 SAP	Very Long	6	1000
Twin Light Autocannon	Turret	6D6 SAP	Very Long	6	1000
Twin Light Autocannon	Turret	6D6 SAP	Very Long	6	1000
Twin Light Autocannon	Turret	6D6 SAP	Very Long	6	1000
Twin Light Autocannon	Turret	6D6 SAP	Very Long	6	1000
Twin Light Autocannon	Turret	6D6 SAP	Very Long	6	1000
Twin Light Autocannon	Turret	6D6 SAP	Very Long	6	1000
Twin Light Autocannon	Turret	6D6 SAP	Very Long	6	1000

ARMOUR:

FRONT:

RIGHT:

LEFT:

REAR:

TOP:

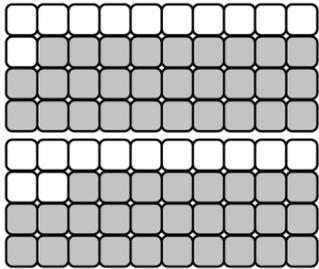
BOTTOM:

DAMAGE EFFECTS:



The Convair is a monster, the logical evolution of the B-29 Superfortress, designed to drop nuclear or conventional bombs on Russian or European targets without needing to be refuelled. The B-36 dwarfs the B-29 and is powered by six piston engines that push the plane forward and four additional turbojets which assist on take-off, but that are shut down in flight. Bunks are provided as a rest area for the large crew.

Attacks on the B-36 result in automatic return fire.

NAME: Fairchild C-119C Flying Boxcar				ATTACK SQUADRON: ROSWELL VEHICLE SHEET	
CHASSIS: Heavy Aeroplane	SPACES:	35		DAMAGE TRACKS: 	
TL: 6	CREW/PASSENGERS:	5/0			
SKILL: Flyer/Wing	CARGO:	7,750kg			
AGILITY: -1	OPEN ?:	-			
SPEED: 450kph	COST:	Mcr1.16			
RANGE: 3,700km	SHIPPING SIZE:	70 tons			

OTHER EQUIPMENT/MODIFICATIONS:

Basic Controls, Basic Navigation
 Autopilot
 Very Distant Comms
 Lower Fuel Capacity -10%
 Increased Speed +10%
 Cargo Deck 7,750kg OR 60 troops

ARMOUR:

FRONT:

RIGHT:

LEFT:

REAR:

TOP:

BOTTOM:

WEAPONS:

Weapon	Location	Damage	Range	Auto	Ammo

DAMAGE EFFECTS:



Fairchild have produced a high capacity cargo plane that corrects many disadvantages of the ubiquitous C-47. The twin boom-tail allows the rear doors to open and cargo to be rolled directly into the aircraft. The tricycle undercarriage keeps the aircraft and its cargo level. Used for cargo, medical evacuation, troop transport and parachute drops.

NAME: Lockheed F-94C Starfire		ATTACK SQUADRON: ROSWELL VEHICLE SHEET	
CHASSIS: Light Jet	SPACES: 10	DAMAGE TRACKS: 	
TL: 6	CREW/PASSENGERS: 2/0		
SKILL: Flyer/Wing	CARGO: -		
AGILITY: +2	OPEN ?: -		
SPEED: 1000 kph	COST: Cr1,566,500		
RANGE: 1400km	SHIPPING SIZE: 10 tons		

OTHER EQUIPMENT/MODIFICATIONS:

Basic Controls, Basic Navigation, Very Distant Comms
 Reduced Fuel Capacity -30%
 2 Ejection Seats
 28 70mm Folding Fin Rockets
 Standard Radar Sensors (+1)
 +1 Agility
 3 Hardpoints

ARMOUR:

FRONT:

RIGHT:

LEFT:

REAR:

TOP:

BOTTOM:

WEAPONS:

Weapon	Location	Damage	Range	Auto	Ammo
70mm Strafing Rocket	Nose	8D6	V/Long	14	28

DAMAGE EFFECTS:



The Lockheed P-80 was America's first jet fighter and by 1950, was outdated and no match for North Korean jets. Lockheed took the two seater trainer version of the P-80 with its straight wing design, and updated the plane with an afterburner, guns and radar to be re-born as the F-94 Starfire night fighter. This variant has 28 70mm folding fin rockets mounted in the nose rather than guns as well as a more powerful engine.

NAME: North American F-86F Sabre		ATTACK SQUADRON: ROSWELL VEHICLE SHEET	
CHASSIS: Light Jet	SPACES: 8	DAMAGE TRACKS: 	
TL: 6	CREW/PASSENGERS: 1/0		
SKILL: Flyer/Wing	CARGO: -		
AGILITY: +3	OPEN ?: -		
SPEED: 1,100 kph	COST: MCr1.734		
RANGE: 1600km	SHIPPING SIZE: 8 tons		
STRUCTURE:			
HULL:			

OTHER EQUIPMENT/MODIFICATIONS:

Six Heavy Machine Guns, Fixed Mounting
 Ejection Seat
 Fire Control +1 to hit
 2 Hardpoints, usually Fuel Tanks extending range to 2128km
 Lower Fuel Capacity, Increased Speed (10%)

Basic Controls, Basic Navigation, V/Distant Comms

ARMOUR:

FRONT: 2

RIGHT: 2

LEFT: 2

REAR: 2

TOP: 2

BOTTOM: 2

WEAPONS:

Weapon	Location	Damage	Range	Auto	Ammo
HMG	Fwd Fixed	5D6	Long	6	6 x 267

DAMAGE EFFECTS:



With the distinction of being America's first swept-wing fighter, the F-86 Sabre is capable of supersonic flight while in a dive. It was introduced in 1947 and fought with distinction against Soviet MiG-15s during the Korean War. It is currently the USAF's premier day fighter. Underwing hardpoints often carry fuel tanks but can be loaded instead with two medium bombs or two 70mm strafing rocket pods. The Sabre is renowned for its speed and exceptional agility.

NAME: Northrop F-89D Scorpion		ATTACK SQUADRON: ROSWELL VEHICLE SHEET	
CHASSIS: Light Jet	SPACES: 25	DAMAGE TRACKS: <div style="display: flex; align-items: center; justify-content: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small; margin-right: 5px;">HULL:</div> <div style="display: flex; flex-direction: column; align-items: center;"> <div style="display: flex; flex-direction: column; align-items: center;"> <div style="width: 100%; height: 100%; border: 1px solid gray; background-color: #e0e0e0;"></div> </div> <div style="display: flex; flex-direction: column; align-items: center;"> <div style="width: 100%; height: 100%; border: 1px solid gray; background-color: #e0e0e0;"></div> </div> </div> </div>	
TL: 6	CREW/PASSENGERS: 2/0		
SKILL: Flyer/Wing	CARGO: -		
AGILITY: +1	OPEN ?: -		
SPEED: 1000 kph	COST: MCr2.624		
RANGE: 1600 km	SHIPPING SIZE: 25 tons		

OTHER EQUIPMENT/MODIFICATIONS:

Port Strafing Rocket Pod (70mm) 52 rockets
 Starboard Strafing Rocket Pod (70mm) 52 rockets
 2 Ejection Seats
 Fire Control +2 to hit
 Basic Control, Basic Navigation, V/Distant Comms, Advanced Sensors, Lower Fuel Capacity (-20%), 2 Hardpoints

ARMOUR:

FRONT:

RIGHT:

LEFT:

REAR:

TOP:

BOTTOM:

DAMAGE EFFECTS:

WEAPONS:

Weapon	Location	Damage	Range	Auto	Ammo
70mm Strafing Rocket	Port Wingtip	8D6	V/Long	14	52
70mm Strafing Rocket	St'brd Wingtip	8D6	V/Long	14	52



The F-89D is a night fighter, fitted with search radar and designed to shoot down enemy aircraft at night or in bad weather. The fighter has a straight wing, which limits its speed, and the heavy electronics reduces fuel and range. While earlier models were fitted with cannon, the F-89D has 104 'Mighty Mouse' unguided missiles; fired in salvos they are thought to be the perfect method of shooting down large bombers.

<p>NAME: Republic F-84G Thunderjet</p> <p>CHASSIS: Light Jet SPACES: 7</p> <p>TL: 6 CREW/PASSENGERS: 1/0</p> <p>SKILL: Flyer/Wing CARGO: -</p> <p>AGILITY: +2 OPEN ?: -</p> <p>SPEED: 1000 kph COST: Cr695,500</p> <p>RANGE: 1600 km SHIPPING SIZE: 7 tons</p>	<p>ATTACK SQUADRON: ROSWELL VEHICLE SHEET</p> <p>DAMAGE TRACKS:</p> <p>HULL:</p> <p>STRUCTURE:</p>
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OTHER EQUIPMENT/MODIFICATIONS:

Lower Fuel Capacity -20%
 +1 Fire Control
 Basic Controls, Autopilot, Basic Navigation, Very Distant Comms
 1 Ejection Seat
 Agility +1
 Six Heavy Machineguns, Fixed Mountings
 Three hardpoints, each rated for 1/2 space

FRONT:

RIGHT:

LEFT:

REAR:

TOP:

BOTTOM:

ARMOUR:

DAMAGE EFFECTS:

WEAPONS:

Weapon	Location	Damage	Range	Auto	Ammo
HMG	Fwd Fixed	5D6	Long	6	6 x 267



Early versions of the Thunderjet were plagued with problems and the USAF had to wait until the upgraded F-84G was introduced in 1951 to get the fighter it wanted. During the Korean War this jet proved a capable ground strike aircraft, it was a true fighter-bomber and America's first fighter jet able to carry a nuclear bomb into combat. The jet is built with straight wings fitted with wing-tip fuel tanks. It is known to pilots as the 'Ground Hog' because it requires such long take-off runs, especially when loaded with fuel and bombs.

AIR COMBAT

Maps and markers are not needed in this air combat system, distances and positions are treated abstractly. A chain of tasks is used to resolve the combat.

Intercept

An intercept mission will either start on the runway, with jets being scrambled into the air, or it will begin at altitude as the player characters' jets fly a routine air patrol. Either way they will need to navigate to the location of the intruder in order to get a visual confirmation of it. One pilot should be selected to make the roll and lead the flight.

To fly a course that intercepts an intruder

Navigation, Int, 10-60 mins, Average (0)

- DMs: +1 if pilot's jet is equipped with Basic Navigation System
 +2 if pilot is flying under ground-controlled intercept radar

Failure to intercept a target in good time indicates that it has carried out its mission and will probably be heading away from its initial location. Another intercept roll can be attempted, but each time the difficulty increases by one level, until it reaches Formidable (-6), at which point it has made its escape.

Spotting Your Opponent

Aircraft will be closing in on one another at a variety of different altitudes and speeds. The pilot who sees his opponent first is able to manoeuvre into an advantageous position and (should he not be seen or challenged) line up for a shot. This makes visual spotting on an opponent crucial to air to air combat. The referee rolls for the invaders whilst each player rolls for his own pilot. The pilot with the highest Effect spots his opponent first.

To spot an enemy aircraft

Tactics, Endurance, 1-6 seconds, Difficult (-2)

- DMs: +1 if spotter's jet is a two-seater
 +1 if spotter's jet has Standard Sensors, +2 if Advanced Sensors
 +2 if spotter is flying under ground-controlled intercept radar
 -2 if cloudy (ignore if the jet possesses Sensors)

Gaining the Advantage

The aircraft that first spots its opponent gains the advantage and the surprise and is able to attempt a shot with guns or rockets (depending on the armament of the spotter's aircraft). In addition the spotter is able to inform the rest of his flight via radio about the position of the enemy aircraft. One member of the flight can attempt an attack, and once this is carried out all advantage is lost and all sides must re-roll for the next round of air combat. All involved participants are now constantly manoeuvring in order to gain advantage ('dog-fighting') and get onto the opponent's tail. Advantage is required in order to make an attack.

To gain air combat advantage

Flyer, Dexterity, 1-6 seconds, Difficult (-2)

- DMs: + Agility of firer's aircraft
 - Agility of target aircraft

Wingmen

Jet fighters often enter a dog-fight in pairs, one man providing the lead plane with cover as a 'wingman'. In these rules this will constitute ganging up on an opponent. Both can roll to gain the advantage but only the highest Effect of the two players will achieve it, closing in behind the opponent. Being pursued by two jets gives your opponent a headache though, and so both attackers gain a +1 on their roll. This competition, to close in for the kill, may create some rivalry between players.

Coming Under Defensive Fire

When attacking a multi-engine bomber fitted with defensive turrets, the attacker will always come under attack before he gets chance to fire on his target. One third (round up) of the turrets on a bomber will be attempting to shoot down an attacking jet or UFO.

To defend a bomber from an attacking jet

Gunner (Air), Dexterity, 1-6 seconds, Difficult (-2)

DM's: -2 if attacking pilot is trying to avoid the turrets

Shoot!

Jets of the 1950s are fitted with either autocannons, rapid-firing heavy machineguns or folding fin 70mm rockets. The task to hit with any of these air-to-air weapons is the same, although damage effects and to-hit DMs will differ slightly. Rules in the *Traveller Main Book* for automatic fire are replaced by the task below.

To hit an opponent in air-to-air combat

Gunner (Air), Flyer, Dexterity, 1-6 seconds, Very Difficult (-4)

DMs: +1 if firer's aircraft has Fire Control (radar gun sight)

+ Agility of firer's aircraft

- Agility of target aircraft

-2 if firing 1 or 2 rockets; +0 if a salvo of 3, +2 if a salvo of 12.

-3 if trying to stay away from the turrets of a target bomber

Break Off

The air combat or dogfight will end when one side gains a victory and shoots down all the opposing aircraft, or when the aircraft of one side successfully disengage from the fight. A pilot may attempt to break off from a dogfight during a combat round by NOT firing weapons and succeeding in the 'break off' task, below:

To break off from air combat

Flyer, Tactics, 1-6 seconds, Difficult (-2)

DMs: +2 if aircraft trying to break off has the advantage

+ Agility of firer's aircraft

- Agility of target aircraft

+4 Saucer engaging acceleration & evasion ability

Missiles

Although in 1953 anti-aircraft missiles are still in the development stage, the invaders employ equivalents codenamed 'Junior' (standard missile) and 'Tex' (smart missile) by the USAF. To fire a missile successfully the firing aircraft must have the advantage; a hit is automatic should the target aircraft fly straight and level at a constant speed, the trick is to out-maneuvre the incoming missile.

...TOP SECRET.....TOP SECRET.....TOP SECRET.....TOP SECRET.....TOP SECRET..... TOP SECRET.....

To out-manoeuvre a missile*Flyer, Dexterity, 1-6 seconds, Difficult (-2)*

DMs: + Agility of firer's aircraft

-1 'Tex' smart missile (unlike Traveller smart missiles, only one attack is permitted)

GROUND ATTACK

There will inevitably come a time when the pilots need to attack something on the ground, it may be a car on a desert highway or even a flying saucer landed in the mountains.

Locate the Target

Before the pilot can depress the trigger he must first be able to locate the target on the ground. Often he will have to do this himself, but if he has a co-pilot, a bombardier or a radar officer then that other crewman can do the spotting and map reading while the pilot flies toward the target. Even better, a pilot might be taking instructions from someone on the ground giving precise directions to the target, someone equipped with a radio on a military frequency, perhaps an army commander, air force spotter or air tower controller.

To locate a ground target*Navigation or Recon, Int, 1-6 mins, Average (0)*

DMs: +1 if observer aboard the attacking aircraft

+2 if target is marked with smoke or is on fire

Should the target be small, camouflaged or otherwise difficult to see from the air, the task is Difficult (-2). If successful an attack may begin. If unsuccessful a new attempt can be made after 1-6 minutes of circling.

Strafing

The most common form of ground attack will probably be a strafing attack using machineguns, autocannon or rockets, flying the jet straight and level directly at the target and opening fire for a brief period before pulling up and banking to go around again and attempt another strafe in 1-6 mins time. Attacks are made on vehicles, buildings or target areas – not individual people. Target area is 10m across; if rockets are used multiply this by the number of rockets in the salvo. Players should check the Getting Shot Down rules (later) before they move on to other tasks or think about circling back for another attack...

To hit a ground target with guns or rockets*Gunner (Air), Dexterity, 1-6 mins, Very Difficult (-4)*

DMs: 0 if firing 1 or 2 rockets

+2 if firing a salvo of 3 rockets

+3 if firing a salvo of 12 rockets

+1 if the target is large, such as a building

Weapon	Damage	Spaces	Auto	Range	Cost
Heavy Machinegun	5D6	1	6	250m	10,000
Light Autocannon	6D6	1	6	250m	7,500
70mm Rocket (x7)	8D6	1.5	-	250m	4,000

Damage: A rocket inflicts 8D6 damage on a vehicle no matter how many were fired in the salvo. Large targets like buildings may be struck by more than one, assume each point over the target number of 8, indicates one more rocket hit the target (obviously up to the maximum number of rockets fired in the salvo). Guns use the rules for automatic weapons on TMB p.62, apply the damage from a single attack (5D6 for a HMG, for example) then add the Auto value to that damage result. An F-86 would therefore do 5D6+6 damage to a ground target.

Characters within the target area are advised to dive for cover, or can attempt to continue about their business and risk getting hit. Whether using guns or rockets the basic target area is 10m across. However if more than one rocket is fired the referee must multiply the diameter by the number of rockets in the salvo; 5 rockets create a circular target area with a diameter of 50m, for example.

To dive for cover in the target area

Strength, 1-6 seconds, Average (0)

DMs:	+1	if behind 'soft' cover (civilian vehicle, wooden fence, forest)
	+2	if behind 'hard' cover (armoured vehicle, trench, foxhole)
	+4	if inside a stone building

Personnel hit while diving for cover in the target area suffer half damage (4D6 from a rocket, 3D6 from an autocannon or 2D6 from a heavy machinegun).

To continue a task without getting hit while in the target area

Dexterity, 1-6 seconds, Difficult (-2)

DMs:	+1	if behind any form of cover
------	----	-----------------------------

Personnel hit while continuing with a task in the target area suffer full damage (8D6 from a rocket, 6D6 from an autocannon or 5D6 from a heavy machinegun).

Dropping Bombs

Bombs are carried within the bomb-bays of USAF bombers or slung on the under wing hardpoints of fighters like the Sabre or the Thunderjet. The designated target area for a bombing run is approximately 50m; the assumption in these rules is that there are enemy personnel, vehicles or targets within that target area that require destruction. If unsuccessful a new attempt can be made after 1-6 minutes of fly-around time (if a jet).

To hit a target area with bombs

Gunner (Air), Int, 1-6 mins, Difficult (-2)

DMs:	-2	if flying low-level (below 5,000 ft)
	0	if flying medium level (5,000-10,000 ft)
	-2	if flying high level (10,000+ ft)
	+1	if dropping two bombs
	+2	if dropping six bombs
	+3	if dropping twelve bombs
	+4	if dropping eighteen bombs, or more

Bomb Type	Damage	Spaces	Weight	Cost
Light	8d6	¼	100kg	800
Medium	12d6	½	200kg	1,200
Heavy	14d6	½	450kg	4,000
Napalm*	10d6	½	450kg	4,000

*Napalm can only be carried on a hardpoint and must be dropped from low-level.

Damage: Assume a single bomb strikes the designated target vehicle or building, no matter how many were dropped by the aircraft, and then apply the listed damage. Napalm has little explosive effect, doing half damage against buildings and vehicles. Characters within the 50m target area are advised to dive for cover, or can attempt to continue about their business and risk getting hit. After bombs have dropped, the player should consider the Getting Shot Down rule (later).

To dive for cover in the target area

Strength, 1-6 seconds, Average (0)

- DMs: +1 if behind 'soft' cover (civilian vehicle, wooden fence, forest)
+2 if behind 'hard' cover (armoured vehicle, trench, foxhole)
+4 if inside a stone building

Personnel hit while diving for cover in the target area suffer only half damage (6D6 from a 200kg bomb, for example). Ignore all positive DMs when dealing with napalm, cover is irrelevant.

To continue a task without getting hit while in the target area

Dexterity, 1-6 seconds, Difficult (-2)

- DMs: +1 if behind any form of cover

Personnel hit while continuing with a task in the target area suffer full damage (14D6 from a 450kg bomb, for example). Ignore all positive DMs when dealing with napalm, cover is irrelevant.

Getting Shot Down

In a war zone an aircraft trying to drop bombs or strafe an enemy target will come under fire, at high altitude from anti-aircraft artillery and at lower levels from machineguns and small-arms. Little can be done to avoid this hostile fire other than to fly low and fast, or high enough to make it difficult for the enemy to target your aircraft.

To avoid ground fire

1-6 seconds, Routine (+2)

- DMs: +2 if flying low-level (below 5,000 ft.)
0 if flying medium level (5,000-10,000 ft.)
+2 if flying high level (10,000+ ft.)

If unsuccessful the referee should roll on the table below to determine what level of damage the aircraft has sustained during the attack run.

1d	Damage Sustained
1-3	1d6
4	2d6
5	4d6
6	8d6

SUSTAINING DAMAGE

The damage rules are found on TMB p.67. Roll the amount of damage inflicted on the aircraft. Remember to subtract the aircraft's armour points (2) from this total before referring to the Initial Hits Table, below.

Initial Hits Table

Damage	Effect
0 or less	No damage
1-3	Single Hits
4-6	Two Single Hits
7-9	Double Hit
10-12	Three Single Hits
13-15	Two Single Hits, Double Hit
16-18	Two Double Hits
19-21	Triple Hit
22-24	Triple Hit, Single Hit
25-27	Triple Hit, Double Hit
28-30	Triple Hit, Double Hit, Single Hit
31-33	Two Triple Hits
34-39	Two Triple Hits
For every six extra points	+1 Double Hit

Each hit is then applied to a particular location on the aircraft. Double or triple hits count as two or three hits on the same location. Select the appropriate internal location column, either fast jet or multi-engine aircraft (such as a cargo plane or bomber). Light planes and helicopters can also use the fast jet column.

Aircraft Location Table

2d6	External	Internal (Fast Jet)	Internal (Multi-Engine)
2	Hull	Structure	Structure
3	Sensors (or Hull)	Powerplant	Powerplant
4	Control Surface	Powerplant	Powerplant
5	Weapon	Cockpit	Cargo/Bombload
6	Hull	Structure	Structure
7	Armour	Powerplant	Passengers/Cargo
8	Control Surface	Structure	Structure
9	Weapon	Structure	Cargo/Bombload
10	Hull	Undercarriage	Undercarriage
11	Sensors (or Hull)	Cockpit	Cockpit
12	Hull	Cockpit	Cockpit

- **Hull:** Hull damage reduces Hull points by 1. If an aircraft runs out of Hull points then further Hull hits become hits on the same row of the Internal Damage table.
- **Structure:** Structure damage reduces Structure points by 1. If an aircraft runs out of Structure it is destroyed, breaking apart in mid-air. If the aircraft is destroyed by an attack that reduces it to negative Structure points then it explodes, doing 4d6

damage to all the passengers and crew. Anyone strapped into an ejection seat can attempt to eject in the moment before the aircraft explodes (see below).

- **Control Surfaces:** These are the ailerons, elevators, rudder and wing surfaces that provide control and lift.

First Hit: Reduce movement by 10% and apply a -1 DM to all aircraft control skill checks.

Second Hit: Reduce movement by 25% and apply a -2 DM to all aircraft control skill checks.

Third Hit: The aircraft has lost too much of its wing surfaces and spins out of control, it will crash. Eject (see below).

- **Undercarriage:** On the *first hit* the undercarriage will only partially deploy, forcing an Average (0) crash landing; on the *second hit* the undercarriage is destroyed forcing a Difficult (-2) crash landing. Further hits on this location become Structure hits.
- **Bombload:** The bombload and bomb bay doors are damaged, on the *first hit* half the bomb load will not drop, on the *second hit* none of the bombs will drop. Bombs will neither explode if hit in air combat or if the bomber crashes into the ground.
- **All Other Locations:** as explained in the *Traveller Main Book p. 68*.

Crash Landing

A crash landing may be attempted once control surfaces are shot to pieces and the aircraft becomes unflyable, or when all remaining Structure points are lost and the plane tries to fall apart in mid-air. An easier (Average or Difficult) crash landing can be made when undercarriage fails to deploy properly.

To attempt a crash landing

Flyer, Dexterity, Very Difficult (-4)

Success indicates that an unflyable, now unaerodynamic aircraft has been nursed to the ground without exploding. The referee rolls 1d6 on landing: on 4, 5 or 6 it will explode in 2d6 rounds. Failure means that the aircraft crashes into the ground at high speed exploding and killing all on board, ejection is impossible at this point.

Ejecting from an Aircraft

At any point (other than the moment of a crash landing) the pilot and co-pilot of a military jet can eject from the plane. Designed to allow crew to get clear of a fast-moving jet after World War Two, these ejection seats are powered by rocket motors that propel the seat and the crewman strapped to it up guide rails and out of the cockpit, parachutes are deployed and the crewman floats safely to the ground. The ride is rough and dangerous however, and there have even been fatalities. The cockpit canopy is jettisoned as the ejection lever is pulled (typically a bright yellow handle located between the crewman's legs...).

To eject from an aircraft

Endurance, Difficult (-2) or Very Difficult (-4) if the aircraft is Destroyed that round

Success indicates that the crewman suffered no ill effects from the ejection, his parachute opened and he landed safely. Failure indicates that he instead suffered damage, from the canopy, the G-force of the ejection or a partial chute. Damage ranges from 1-3d6.

MISSION TO MISSION

Player activities within **Attack Squadron: Roswell** come in two types; the first is the fast jet air combat mission, the second is the careful investigation of invader activity with the PCs operating in plain clothes. With some thought, both types of mission can be combined within a single scenario. The players get the best of both worlds with this approach, they intercept and shoot down invading flying saucers in aerial dog-fights against the alien foe one week, the next they are in plain clothes, trying to foil an invader plot to kidnap scientists from the United State's nuclear weapons' program. Switching from one to another retains the pace of a TV drama, too much fighter combat and the game becomes a war-game, too much investigation and it instead turns into a crime drama.

CREATING A SCENARIO

Player characters in this game are special, they aren't simply fighter pilots, they are fighter pilots also authorized to conduct investigations into invader activity. While the meat of the scenario will feature a ground-based mystery, it should be punctuated by at least one air combat mission if at all possible. Often this will come at the start of a mission and the consequences of the intercept can then be played out on the ground, or at the end of a scenario, perhaps as a climax to the investigation with the pilots acting on knowledge they gained during the case. Alternatively the air combat may come in the middle of the scenario, perhaps unconnected to the investigation and acting as a 'cathartic break', or perhaps it serves to fulfil a goal in the investigation, a key surveillance or interception mission that will help to resolve the case.

A number of scenario outlines are suggested below to illustrate how the air combat element might be inserted into an investigation in a way that makes sense and is fun.

Missing Saucer – The PCs are scrambled to intercept a flying saucer behaving erratically, they are able to shoot it down and although it disappears into low-level mist its crashed position can be recorded. An air force team go out to retrieve it, but there is no sign of the invader's wrecked ship. The PCs are sent into the area instead to nose around and locate it. Although there is no sign of wreckage they are able to interview witnesses at the local town and it turns out the saucer was quickly disassembled and rebuilt inside the tunnels of an abandoned copper mine where it is to serve as a base of operations.

The Rogue – A prominent scientist is behaving oddly and the PCs are put onto him. He is working at White Sands, a remote desert base, during the week. His assistant suspects that he is Russian agent. Indeed the scientist suffers memory lapses and his behaviour at the weekend is odd. However, these are symptoms of memory theft perpetrated by the assistant who wishes to implicate him. The scientist is onto a technology that might interfere with saucer gravity drive fields. A test rig has been set up in the White Sands desert, and a grav module from the Roswell saucer has been set up nearby. As the capacitor builds up a charge over 3 hours, the timer counts down. The assistant may have evidence on him that an invader saucer will come to observe the test and try to steal back the Roswell grav module. Can the PCs scramble the jets in time to save the scientists work?

Saucer Down – A flying saucer has suffered a malfunction and is landed and in hiding, the crew waiting for an invader carrier to arrive. Unfortunately, a local girl of religious conviction has seen them. The PCs are dispatched to investigate her claims. The girl has been taken to the hospital by the sheriff who believes her crazy. She is not allowed visitors on police orders. Although the sheriff's office seem helpful, the sheriff himself is an invader and sets about misinforming the PCs and even arranging for an 'accident', a fire in their motel room. A senator on vacation gets caught up in the investigation, he may also be at the motel. He wants to help the PCs. They must get the girl out of the hospital, get to the saucer (invisible from the air) and defeat the few invaders on guard there. They can get aboard the damaged saucer but signals on-board show an incoming carrier, it will be there within 2 hours. Can the PCs arrange for the National Guard to come out? Can they get jets scrambled to shoot down the carrier? Maybe the carrier will arrive 'imminently' and the PCs are able to use the saucer's own missile weapons against it! Will they save the saucer? Get taken aboard the carrier with it? Or will the carrier activate a self-destruct code on board the saucer remotely?

Lights over Sandia - Prior to a new bomb-fitting test on a B-29 at Kirtland AFB, strange lights are seen in the sky. The PCs are scrambled and chase away the invader drones. Soon after, the squadron's executive officer calls the base, he is on vacation at Eagle Nest Lake, around 2 ½ hours drive north-east of Albuquerque. He has seen UFO activity over the lake and surrounding forest, and he calls the PCs for assistance. The PCs are scrambled and are able to shoot down the very saucer he is looking at. Next day the PCs are dispatched to follow up with an investigation in Eagle Nest town, next to the lake. Why was it there? Eagle Nest is the site of a government meteorological station, is this what the invaders were interested in? No, it is a red herring. The invader mission was to turn the exec into a host, which they did after he called in the air force! He returns to Kirtland. Back in Eagle Nest the PCs find evidence that points the finger of suspicion at the exec; they find a dead body murdered by him. Yet they still need solid proof and may find it back at Kirtland in his married accommodation, his wife. Unfortunately the exec is flying a B-29 mission, carrying out an A-Bomb test at the Nevada Testing Grounds. A carrier will rendezvous with the exec and take the B-29 (A-Bomb-and-all) on-board. If the PCs can find evidence at the base that he is an invader, perhaps testimony from his tearful wife, then the squadron commander may scramble the PCs to go protect the B-29, shoot down any saucers and force the exec to return ... if possible. If uncovered, might he detonate the A-Bomb while still on board the aircraft in an attempt to wipe out all of the PCs' planes?

Return to Roswell – An antique dealer at Roswell, south-east of Albuquerque, suffers from a strange illness. The PCs are sent to investigate. From his hospital bed he admits that he handled a strange crystal that had been brought in by a farm-hand working near the 'Mac' Brazel ranch. The crystal is in his safe and he is reluctant to let the PCs see it. His brother, back at the store, is adamant it's theirs and he is not going to budge, unless they pay handsomely. He shows them photographs which the PCs can take back to Kirtland for analysis if they wish. Other dealers are interested however, one a local rock-collector, the other a 'geology professor' (actually an invader). The hospitalized owner may actually have more information for them: he believes the crystal is part of a set; he wants to talk to the PCs about it. When they get to the hospital they find him almost insane, the invaders have gotten to him. He is babbling, with a look of horror on his face, and he repeats 4 digits: the code to the safe! If they get back to the store quickly they arrive to intercept the invaders who have gotten into the safe and knocked out the owner's brother. There will be a shoot-out with the aliens in the antiques store. Will they retrieve the crystal? If so, it proves to be a

strange enigma. If they lose it, then they can return to base, but a cop near Roswell calls in UFO activity low over farms in the area, conducting 'mind-wipe' operations on local people (the actual use for this experimental device) The PCs can be scrambled to intercept the saucer over Roswell and hopefully shoot it down.

Truck Stop – The PCs are scrambled after a tip off from the FBI. The bureau has been investigating a kidnap ring of Las Vegas mobsters that led them to a remote farm in New Mexico. Encountering strange alien technology, and witnessing invader firepower, they called the military. The mission is to conduct a ground attack, blowing up the farm buildings with napalm and bombs. Three cars and a semi-truck are making their escape when they get there, the cars can be picked off, but quite quickly the truck disappears around a bend in the road behind a hill and just ... vanishes. Invader missiles directed from the ground will target the planes. Back at base the PCs are dispatched to investigate the disappearance of the truck, taking over from the FBI. The farm-house had been the location for an alien meeting. Mind hosting low berth tubes were also there, but most of these ended up on the truck which now sits invisibly, parked off the road, the invaders waiting for the military activity and attention to die down before they drive on to Texas. The PCs must search for the truck. Maybe a local will stumble upon it first?

Cloud Burst – The air force has gotten involved with cloud seeding experiments, the dropping of tons of silver iodide into the atmosphere to create rainfall over the dry New Mexico farmland. Using a B-29 taking off from Kirtland AFB, PCs will act as the flight crew and carry along the lead scientist and his two assistants. On the flight the plane is pestered by invader drones, and the crew can shoot at them using the turrets. The next test is scheduled, and top brass suspects more invader attention, and want two PCs to fly jets as cover. Unknown to everyone, one of the assistants has been bribed by an invader (whom the assistant believes is a communist spymaster) to contaminate the iodide with nerve agent. The plan is to provoke fear, panic and mistrust of the air force. Will the assistant implicate himself? If the PCs conduct an investigation will they prove their suspicions before the flight tomorrow?

Out of Control – The PCs are ordered to crew a B-47 that has been fitted with additional experimental radar equipment in its bomb-bay, with seating for up to 4 operators. It is designed for high altitude flight in order to use the long range sensors for detecting saucer incursions. On the mission, the PCs detect an 'Irene' carrier, and fighter jets are sent out from Kirtland to intercept it. Meanwhile a flying saucer reveals itself at close range and although it may be driven away or shot down by the B-47's rear guns, it is able to use a new type of drone that can actually infiltrate the B-47. The drone aboard, it begins to control the B-47 and there is little the crew can do about it! It is being flown remotely toward the Los Alamos atomic laboratory! The PCs are trapped on board, there are no ejection seats or parachutes, can they damage the drone, force it off or take control of it? As an alternative, the referee might want to put a couple of PCs on the B-47 and a couple in the accompanying fighter jets.

The Prisoner – Flying saucer activity is reported over the small town of Farmington near the border with Colorado. The PCs are sent to investigate. Something came down, perhaps a secret landing. A bitter World War Two veteran has captured one of the invaders who is an important leader and he is holding him captive in his barn. While the PCs are in Farmington, invader drones are spotted over and around the town. Suddenly there is an unexplained power cut, a total black-out of lights, radios and phones. Within the hour a

company of National Guardsmen turn up to take control and they take-over, putting up road-blocks. The guard commander (a captain) is actually an invader. They guardsmen are ordered to search for a 'fugitive', and soon find the barn and recover the invader. However, the veteran has also managed to capture an invader drone inside a steel water tank, what will the PCs make of this situation? The soldiers will probably kill the veteran and a saucer will then arrive to take the invader leader away, he is valuable because has been under-cover within the governor's office. There is no jet combat in this scenario.

Eye of the Storm – An out of season hurricane devastates the Texas coast, all except the small coastal town of Sabine Pass, near Galveston. A meteorologist has investigated this anomaly, but after sneaking aboard a fishing boat that was seen at the eye of the storm at its height, he is mysteriously killed. The PCs are sent in and find out where he was staying and also that he spent some time at the local church, St Matthews'. Invaders are waiting there. The pastor at the church is in fact innocent, but his housekeeper is one of the invaders. The machinery installed within the church basement and on the fishing boat at the pier is designed to create a hurricane that will interrupt any rocket developments and tests over on the Florida coast when it is installed on a large ship. The invaders will try to defend their experiment; they have control of a drone from the fishing boat. Any machinery will be destroyed, vanishing in a blaze of red heat, if the invaders think their plan is compromised. This mission has no aerial component.

For Love – An officer in the squadron is being blackmailed by invaders based in Albuquerque. A top secret mission, known only to a few, involves the PCs escorting a new nuclear bomb to a new unit, the 9th Bombardment Wing at Mountain Home AFB, further north in Idaho. Despite no-one knowing about the flight, two saucers turn up on an intercept course at a radar blind-spot and must be dealt with by the pilots. The squadron commander is sure there is a leak within the unit. At the base, however, preparations need to be made for a visit by Vice President Richard Nixon. The referee should give the PCs a list of jobs to do, they decide who does what, in what order etc. During this preparation they should catch the young officer trying to photograph travel arrangements or sneaking around, he confesses the invaders have his wife hostage in Albuquerque. He must deliver the camera and plans of Nixon's visit to a warehouse where they will make an exchange. What will the PCs do? Rescue his wife? Hand over false plans and create a trap for the invader saucers that might arrive to snatch Nixon when he makes his planned visit to the Trinity atom bomb test site in Alamogordo?

Fishing With Bait - After a series of kidnappings of prominent scientists, a successful electrical engineer thinks he will be next. USAF intelligence agree with him, and send in the PCs to investigate, maybe use him as bait to find out where the scientists are being held. The engineer wants to help get the scientists back, how can he help? The PCs should use him as bait; they can bug him and then trace the invader's truck from the air. The aliens kidnap the wealthy engineer from his car on his way to work in the morning. They take him to a remote ranch where the other scientists are being held, most are mindless shells, victims of the memory copying machine they have there. The invaders have patrols out, masquerading as ranchers with modern rifles, they may even send an invader (pretending to be an escaped scientist) to intercept them as they approach. There are no air combats in this mission, though the PCs may track the engineer in a helicopter if desired.

United Airlines Flight 65 – Todd Lawrence is an airline pilot with a drink problem. When he spots a flying saucer from the cockpit of his DC-3 late one night on an approach to Albuquerque airport, he keeps it to himself. His co-pilot saw it, though, and reports the fact to United Airlines. Lawrence refutes it and so the PCs are brought in to investigate him. Why is he covering it up? It seems from witnesses on the ground that it might have landed, where and why? What was its mission? Does the pilot know, is he an accomplice? No, he is in fact covering up his drink problem, and one of the stewardesses knows this since she is having an affair with him. The suspected saucer landing site can be over-flown and inspected from the air, a drone and/or missile will appear and must be dealt with, but the launching site can be located for later investigation. The PCs can drive out there - something is buried, a cache of invader technology. However, before the PCs can get there Todd Lawrence drives out there himself and enters the buried base to warn the invaders himself! He is indeed being influenced by the invaders; they have threatened to expose him. In return he brings people out to the base to be hosts. The base requires bombing from the air to destroy it!

Blue Water - A US Navy warship, the USS Joseph P. Kennedy, Jr., has shot down a flying saucer that then crashed into the sea off the Florida coast. The PCs are sent to Mayport Naval Station in Florida to investigate, but Admiral Riddehauer, the base commander, will not reveal any information. He says that a secret project is in the offing and he suspects a mole is at work. In fact it is the admiral's own wife, who makes daily calls to her husband at work. If the PCs contact top brass back at Air Division HQ, they can send someone over in person to back up their requests. While they wait and enjoy the admiral's hospitality, they should investigate his wife. She is under invader influence, she is not an alien. When the top brass arrives, the admiral is free to tell the PCs about Snark tests. The Northrop SM-62 Snark is an experimental jet-powered cruise missile capable of carry an A-bomb. It is still in the early stages of development, the navy patrols the sea off Florida when the Snarks are launched from Patrick AFB at Cape Canaveral. It is decided that the PCs should stand by in air force jets from Patrick AFB for the next test. This test requires eight to be sent out simultaneously, unfortunately the invaders are able (thanks to data sent to them by the admiral's wife) to seize control of them all using drones! They are turned around and pointed toward Patrick AFB, Mayport Naval Base and at the patrolling USS Joseph P. Kennedy, Jr. The PCs are scrambled and must intercept and shoot them all down!

The Scoop – An eminent astrophysicist claims in the newspapers that he has documented proof that Earth is being invaded by aliens. The PCs are sent to find out what this proof is and to persuade him to keep quiet. He has a conference coming up and will reveal all to the assembled academics and scientists. Although infirm, his son helps him a lot. An attempt is suddenly made on his life at the motel, and almost immediately afterwards the aliens will kidnap him, copy his memories then kill him (using information from his son who they control). If stopped somehow, the aliens will pretend to kidnap the son and force the scientist to miss the conference and offer himself in return for his son's life. Their base is located at a disused TV factory. Will the PCs carry out the trade? This mission has no aerial component.

FIGHTER MISSIONS

Take Off

When the player characters want to scramble their jets, or are ordered to scramble their jets, they first don their flight suits then take a ride out from the operations room by jeep to the flight line at Kirtland. Here their jets will be waiting, armed and fuelled. They will conduct a brief visual check of the plane before climbing aboard. Each plane is assigned to a crew chief, an NCO with technical training who is 'in charge' of that particular aircraft, he is responsible for its fuelling, arming and maintenance. On some planes his name is stencilled onto the hull, just below the canopy and name of the pilot! The crew chief will be there to ensure the pilot gets fastened in safely, passes on any information he needs to know, locks down the canopy and then lets the pilot start-up the engines. Some aircraft, like the F-89 Scorpion are two-seaters, with a rear seat for a radar officer. It is best if this position is taken up by an NPC of a rank lower than the pilot, and controlled by the referee.

Pilots will taxi their aircraft away from the flight line to the end of the runway and they are able to take-off simultaneously, leaving only tens of metres between their planes. They will climb to a safe altitude (6000 ft or more) and circle around the airfield to put them on the correct heading to intercept their targets. They fly under radio direction from Kirtland tower and will normally be vectored in to their intercept by the local air defence radar station. In some cases the saucers do not show up on radar and the jets are flying to a position given to them from eye-witnesses. It is assumed that the pilots will provide complete descriptions of everything they see and do over the radio.

Project Pounce's air war against the invaders is still secret; the US military is loathe to admit the war or the true nature of the UFOs. Yet there are will be many witnesses to the air battles to come, and despite the commitment of air force intelligence to explain them away as manoeuvres and practice exercises, the public will soon realise what is going on...

Landing

If a jet cannot make it back to Kirtland, its pilot is able and authorized to land at any other military air base within reach, only in an emergency will the air force allow a damaged jet to touch down at a civilian airport. There will be embarrassing questions to be answered after all. The pilot plans his landing several miles out, sweeping around to line up with the distant runway and dropping down to 1500 ft or less with gear down and flaps extended. Flaps are additional wing surfaces that slide out when needed to create more lift at much slower speeds.

Pilots in aircraft marked as having 'no navigational tools' find their way by looking out the window and using a map and on-board compass. Those with 'basic navigation' use a system of radio beacons on the ground to carry out radio direction finding, this does not tell a pilot exactly where he is, but as he nears beacons and picks up their signals he can start to calculate his position.

Back at Kirtland the planes will be checked over by the base technicians and the crew chief while the pilots sit in at a debrief where an account of the entire mission is given to air force intelligence, the squadron commander and exec will sometimes attend these debriefs, particularly if they involve invaders and flying saucers! It will be a rare occasion that the

pilots need to return to the planes immediately for a second mission, if another sortie (air mission) is required, then other jets of the squadron will scramble to continue the fight.

Should a pilot lose his plane in action he can attempt to eject and the air force will send out an H-19 chopper to pick him up and return him for a medical and a debrief. As long as he is fit and able to fly, the pilot may re-join the squadron on their next mission; he may have a new jet or be borrowing a jet from another flight.

INVESTIGATIONS

Although the focus of the game is on 'shooting down flying saucers', the bulk of many scenarios will feature the activities of the player characters on the ground as they investigate the conspiracies of the invaders.

Role of Player Characters

The PCs are of course fighter pilots that have been given special training, some by the 4602nd Air Intelligence Service Squadron and some by the Air Technical Intelligence Center. They are certainly not police officers and they do not have the authority to conduct arrests or apply for search warrants. They do not have special powers to shoot suspects, they, like other civilians, will have to justify their actions to the police when they (inevitably) turn up. Air force intelligence will always be swiftly on the scene to vouch for the PCs of course, but the players must always keep in mind restraint and not become trigger happy. If they are shooting someone it is because they KNOW it is an invader, or because they (or someone else) are in imminent danger. The role of air force intelligence is not to cover up major crimes, but to 'tidy up loose ends', satisfying the civilian authorities that the incident was not as serious as it appeared and simply involved military matters now safely dealt with. Of course all and any invader technology should be handed over to the USAF, none should be allowed to be discovered by the civilian authorities. Air force intelligence can send in trucks, cars, helicopters and even C-119 cargo planes to ship alien technology out of New Mexico and to a safe location at Wright-Patterson AFB in Ohio.

This inability to go in, guns blazing, forces players to use stealth, guile and trickery to get into a nest of invaders. They must always beware, interview witnesses carefully, watch for unusual behaviour or clues in apartments or on untended desks. When they do act, they may need to act covertly, perhaps forcing a door or window, perhaps tapping a phone or stealing a key. Such minor crimes can be forgiven and covered up by military intelligence.

Identification

Although the player characters carry legitimate USAF identification and can always declare themselves as air force intelligence agents, they are under no compunction to show them at all times to everyone. If they want to pretend to be hunters on vacation or a bunch of investment bankers come to town to buy up real-estate or something else entirely, then fine! They won't have the identification to back that up, however, and so they should use such misdirection rarely and only when they are sure it will work. Telling someone at a savings & loans that you are from head office may spark a flurry of phone calls and ID checks, none of which will support such a claim. But telling Old Widow Marshum that you

are a geologist surveying for rocks in the area will certainly go down well and not provoke the fear, curiosity and hostility that flashing your USAF ID certainly will!

Player characters will probably be bank-rolled with \$200 each to cover expenses for each mission, they do not need to touch their own savings or wages, which are not specified or dealt with in this game. Additional funds can be wired to them from any bank, with the time it takes to receive the money depending on 'the speed of plot'.

Investigation Equipment

Player characters will need pieces of kit during their investigations, from jeeps to guns, typewriters to flashlights. This section provides a list of useful items grouped by type; it isn't definitive but should provide players with enough inspiration to get started. While an investigation taking place at a hotel in Denver might not warrant special equipment, an expedition out into the Nevada desert in search of a crashed flying saucer will certainly require a vehicle as well as assorted camping and survival equipment.

Outdoor Equipment	\$
4-man tent with sleeping bags	100
Kerosene Lantern	12
Binoculars	50
Pocket Knife	3
Compass & Maps	15
Stove & Pans & Cutlery	40
Climbing rope	15
Water Canteen	4
Rucksack	15
Camping Rations, One Week	10
General Equipment	\$
Portable Typewriter & Paper	50
Portable Fire Extinguisher	45
Straight Jacket	23
Microscope 250-power	24
Handcuffs	5
Flashlight	9
Suitcase	20
Complete set of Clothes	100
Ray-Ban Sunglasses	4
Scientific Equipment	\$
Lead-lined Canister & Handling Arm	180
Tape Recorder, Reel-to-Reel	50
Forensics Test Kit	45
Geiger Counter	75
Radiation Suit	120
Gas Mask	30
Medical Kit	100
Tool Kit	80
Small Gasoline Blowtorch	12
Heavy Oxy-Acetylene Torch and Mask	120
35mm Camera	120
Hand-held Movie Camera	200

Firearms

Player characters will want to carry guns to defend themselves and the USAF will authorize a pistol and concealed holster but probably no more. Carrying shotguns and rifles in the trunks of their cars shows intent to create mayhem that the police will certainly act on should they be discovered.

Smith & Wesson Chief's Special [.38 Special]

Popular with police forces as well as the USAF, the .38 is an easily concealable revolver.

Range (m)	Dmg	Auto	Recoil	Mass (kg)	Magazine	Cost (\$)	
						Weapon	Ammo
Pistol	3d6-2	no	0	1	6	30	5

Colt M1911 [.45]

The standard military service pistol, rugged, large and hard to conceal.

Range (m)	Dmg	Auto	Recoil	Mass (kg)	Magazine	Cost (\$)	
						Weapon	Ammo
Pistol	3d6	0	1	1.1	7	60	5

Colt M1917 Revolver [.45]

An extremely common .45 revolver used by civilians and soldiers alike. Hard to conceal.

Range (m)	Dmg	Auto	Recoil	Mass (kg)	Magazine	Cost (\$)	
						Weapon	Ammo
Pistol	3d6	no	1	1.1	6	40	5

M3A1 'Grease Gun' Submachinegun

An ugly but functional SMG used throughout the Korean War.

Range (m)	Dmg	Auto	Recoil	Mass (kg)	Magazine	Cost (\$)	
						Weapon	Ammo
Assault	3d6	4	1	4.6	30	-	-

M1 Carbine [.30M1]

A 'short rifle' that is handier and easier to use than an infantry rifle.

Range (m)	Dmg	Auto	Recoil	Mass (kg)	Magazine	Cost (\$)	
						Weapon	Ammo
Rifle	3d6	no	0	3.5	5	-	-

Winchester Model 70 Hunting Rifle [.22]

A high velocity hunting rifle capable of taking down anything from racoon to deer.

Range (m)	Dmg	Auto	Recoil	Mass (kg)	Magazine	Cost (\$)	
						Weapon	Ammo
Rifle	3d6	no	1	3.5	5	100	5

Garand M1 Rifle [.30]

The standard infantry rifle of Korea, reloaded using clips of 8 rounds, accurate and reliable.

Range (m)	Dmg	Auto	Recoil	Mass (kg)	Magazine	Cost (\$)	
						Weapon	Ammo
Rifle	3d6+3	no	1	6.0	8	-	-

Ithaca 37 Pump Action Shotgun [12 gauge]

This shotgun is used by both the police and military in the 1950s.

Range (m)	Dmg	Auto	Recoil	Mass (kg)	Magazine	Cost (\$)	
						Weapon	Ammo
Shotgun	4d6	no	2	3	5	80	10

...TOP SECRET.....TOP SECRET.....TOP SECRET.....TOP SECRET.....TOP SECRET..... TOP SECRET.....

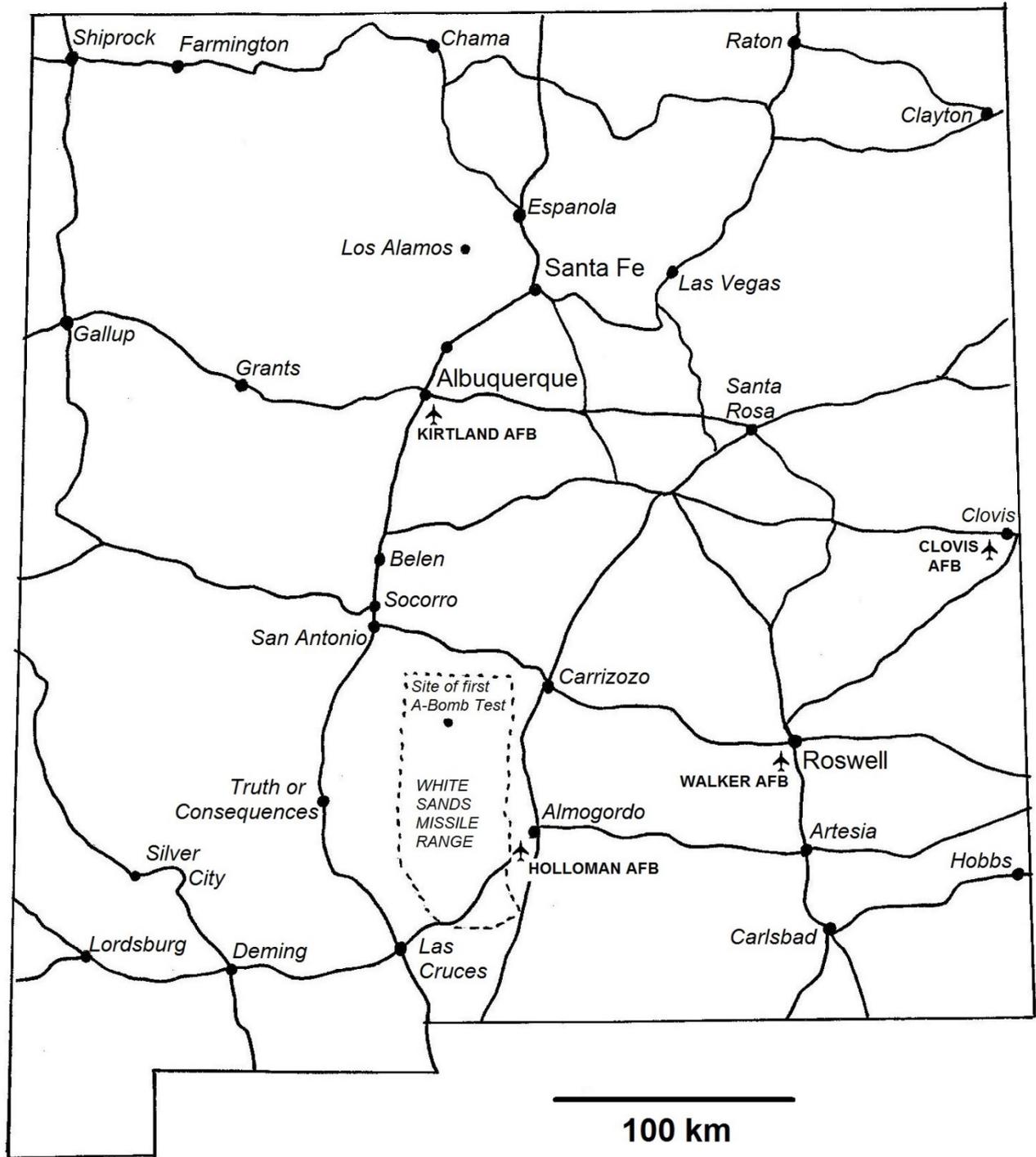
NEW MEXICO

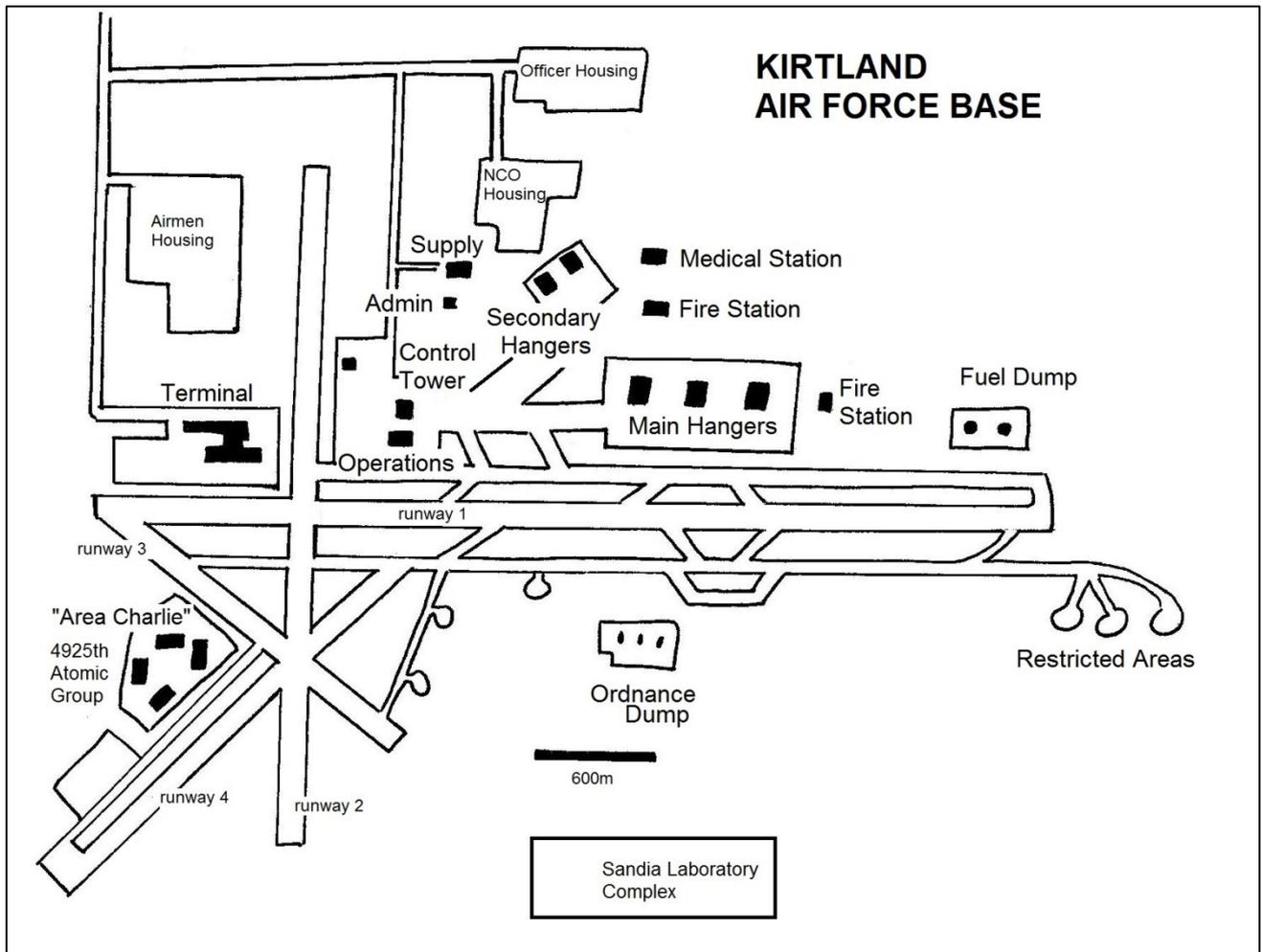
New Mexico is a state in the south west of the United States. Originally inhabited by Navajo Indians it was later colonized by the Spanish and later by US settlers. New Mexico was crucial to the military development of the nation, since it was here at Los Alamos that the first atomic bombs were developed and tested. Military sites of most significance are the Los Alamos and Sandia Laboratories, White Sands Missile Range and Kirtland, Walker, Holloman and Clovis Air Force Bases. Holloman AFB, at Alamogordo, is used by the 2754th Experimental Wing to develop and test missiles and drones for USAF. Clovis AFB at Clovis, New Mexico, is the headquarters of the 50th Fighter-Bomber Wing, flying F-86F Sabres.

New Mexico is known as the 'Land of Enchantment' and although its largest city is Albuquerque, the state's capital is Santa Fe. The population in 1953 is around 700,000 people; there are Apache and Navajo reservations in the state as well as a significant Hispanic and Mexican population. The Mexican influence is reflected in local language as well as the culinary preferences of locals. West is the state of Arizona, south and east is Texas and north is the state of Colorado. The southern border of New Mexico is shared between Texas and Mexico across the Rio Grande River. Although the state does contain large arid and barren areas, large parts of the north are heavily forested mountain wilderness. There is good skiing in the winter! Still, the baking deserts of New Mexico are famous around the world. The classic monster movie *Them!* is set in the state; gigantic ants are on the rampage, mutated by the first A bomb tests of 1945. There are a number of ghost towns in New Mexico, many abandoned due to environmental difficulties or poor mining returns.

Geographically, Albuquerque sits very roughly in the centre of New Mexico. Major highways head off north, south, east and west. To the north the highway heads north-east and passes through the the capital, Santa Fe. South the highway heads to Socorro, La Cruces and then hits the Mexican border to reach El Paso. From Albuquerque, east and west the highway heads out to Arizona and Texas. Roswell is a major town, located south-east of Albuquerque, off the major highways. South in the Guadalupe Mountains is Carlsbad, home to the famous and huge Carlsbad Caverns. They are one of the most complex and astounding cave systems in the world with vast caverns and tortuously inter-connected tunnels. The nineteen Pueblo tribes of New Mexico are descendants of the Anasazi Indians, who once lived in the arid Four Corners region five centuries ago. Today, New Mexico's Pueblo tribes are spread along the river between Albuquerque and Taos, with a few to the west such as Zuni and Acoma. Many of the adobe buildings that line the dusty streets of these towns were built hundreds of years ago, and pickup trucks and TV aerials are often the only signs of modernity.

NEW MEXICO





THE INVADERS

The invaders - aliens from a distant planet orbiting a red dwarf star. This star has in recent decades become unstable and prone to dangerous flare activity. A terrible crisis engulfed the alien 'planet x' and starships were hastily dispatched to find a new world, a haven that could accommodate their dying population. They found Earth.

Planet X is an Earth-sized world with a very dense, hot atmosphere. Here on their home world, the aliens are vaguely humanoid in appearance with heads wide and flattened at the top. Two large, insect-like eyes are able to focus the dim rays of their red star and the alien skin appears loose and folded, in colour it is a shiny brown. Each hand ends in four fingers and two opposable thumbs. When an invader dies, either in a host body or in its natural form, it disintegrates in a red glow within seconds, leaving behind no trace.

Using Hosts

When the aliens of Planet X stepped out of their flying saucers onto Earth's surface they found the environment extremely hostile, far colder than they were used to and with an air pressure five times less. The aliens were sluggish and those who pushed themselves to explore usually died within 3 hours. To mitigate this problem the invaders are able to transfer their minds into host human bodies, destroying the human mind within. This allows the invaders to move freely amongst the population of Earth, paving the way for the final invasion when the alien population of Planet X will arrive en masse. It is for this reason that the invaders are planning a covert invasion, they desperately need humans and their infrastructure in order for the transfer of populations to succeed. Weapons of mass destruction or any open attack that will create panic and a violent knee jerk human response, must be avoided at all costs.

Plots and Plans

What do they want? How do they intend to get it? The invaders want to colonize our planet Earth; since they cannot tolerate our environment in their natural form they also want to keep the human race alive. In this way they can transfer the hundreds of millions of alien minds from Planet X into human hosts. Within a decade this population of human-hosts will have recreated alien society, industry and technology here on Earth. The invasion, therefore, must be covert and the take-over slow and careful. Humans must not become aware of the invasion, those that do are to be discredited or, in extreme measures, killed.

The plan is to establish small operating bases in lonely out of the way places, a host will use his influence and money to buy an abandoned factory or to allow access to some warehouse or ranch. Here the invaders can set up rest areas, an interociter for long range communications, a supply of equipment and food, as well as some other pieces of alien technology. Sometimes low berths are installed, complete with a sleeping alien within ready for mind transference to a host human. Tampering with or opening such a low berth destroys the alien within, which vanishes in a cloud of red mist ... the low berth self destructing soon after. An empty low berth cylinder makes a perfect mind-transference unit should a human be forced inside one, his memories read and copied during tortuous week-long sessions of interrogation.

Crews arrive in saucers and the aliens-in-host-bodies go out and target people, luring them back to the hidden ship for mind transference. These become new crewmen for freshly arrived saucers. Host invaders target everyday folk, abducting them in order to use them as host bodies. Later a plot may form to put an alien agent inside some large organization, but it is often difficult to trick such a high profile figure out to a remotely located saucer or lonely warehouse. Instead it is easiest to take-over the bodies of lesser folk who work close to the target personality. Sometimes the mind-key can be used to temporarily brain wash an influential figure, but the effects aren't permanent and it can still be difficult to get close to the individual.

Most plots involve small victories that will try to further the invaders' grip, while lessening the hold the humans have over their own world. Can the public be convinced UFOs aren't real? Can a TV company become sympathetic to the invaders and help cover up any accidents or discoveries of their plots? Can the space race be slowed or stopped? Can a weapon that numbs the human brain be developed and tested? Can host bodies be made more powerful than normal? Can people be kept away from their bases while the invaders go about the slow and steady take-over of human bodies? Little victories, preparing the way, keeping the authorities and the public unsure or unaware of the secret invasion, these are the short term goals of the invaders...

Those who have met them describe the invaders as 'soulless' and 'heartless', they will lie if it serves their purposes and they can affect the role of another if needed. The invaders are logical, emotionless, cold and calculating. Often an invader will use the residual memories that are hardwired into the nervous system and brain of its host. Human targets identified as useful agents in society or potential hosts for newly arrived saucer crews are lured to some remote invader base, sometimes even to a disguised ship. Twenty minutes are required in order to transfer the mind of an invader into a host, with the now spent alien body crumbling to dust soon after.

INVADER TECHNOLOGY

The invaders are equipped for scientific research and investigation, not for warfare. They have with them plenty of advanced materials, construction and fabrication equipment as well as sensors and scanning gear. In human form away from the carriers, the invaders wear dark green overalls of a synthetic-metallic-type material. The boots they wear are of an unearthly, yet functional manufacture. An invader could easily pass as some kind of workman or engineer in these coveralls. If masquerading as a particular human individual, the invader will wear suitable human clothing.

Equipment

The invaders have access to the following items of equipment, but referees are advised to limit their deployment. If all invaders have all of this kit at their fingertips, they will easily dominate the player characters and make things inordinately difficult for them. Allow their use as the scenario dictates. Want the invaders to be armed? Give them a heat gun. Want an invader to be able to control an important NPC? Give them a Mind-Key. The items of most interest are:

Mind-Key - The mind key is used by the invaders to temporarily subvert and control the mind of a human. It resembles two small spinning crystal cubes linked by a silver stem. Holding the mind-key close to a victim's head for 1-3 rounds will send him into a trance, he is compliant and can be 'programmed'. The victim can resist the programming:

To resist the mind-key.

Endurance, 1-6 minutes, Difficult (-2).

Failure means that the victim will succumb to programming. Success means that the victim is still brain-washed, but that a critical decision or action forced upon him may suddenly snap him out of the invaders' programming. The referee should roll 2d6, with a 10+ indicating a successful 'snap-out', bonuses may be applied for particularly critical actions (such as killing one's own brother, or signing a contract that could harm hundreds of human lives).

Brainwashing is temporary, lasting only 3 days, unless the invaders repeat the process. Whilst the initial brainwashing is often done with the victim bound and helpless, repeat programming can be done with a compliant, willing victim.

Heat Gun - A disintegration pistol, looking large and black with radiator fins. It can attach to a magnetic holster that hangs from an invader's belt. The pistol vaporises a person with ease. If it hits the target, the target dies, glows red, then vaporises with a moderate blast of heat. If it misses it will disintegrate a similar sized object or part of an object, wall or vehicle.

Invader Heat Gun

An alien ray gun capable of disintegrating a target 2m in diameter.

Range (m)	Dmg	Auto	Recoil	Mass (kg)	Magazine	Cost (\$)	
						Weapon	Ammo
Pistol	see text	no	-	1.0	6	-	-

Comm - A small disc, with an array of otherworldly flashing lights. This comm allows fast and secure communication with other invader teams anywhere within 100km. In 1953 this miniature cell phone is a very alien and stunningly amazing device.

Interociter - For long range communications the large interociter (pronounced 'inta-rossiter') is used by the invaders. In appearance it is shaped as a black, metal unit the size of a desk, from which rises a stem connecting to a large rectangular view screen. Simple touch controls on the 'desk' allow the interociter to be controlled. Other interociters can be contacted via the 2-way view screen, whether they are on opposite sides of the continent, on the other side of the world, in orbit around the Earth or Saturn, or on the invaders' home world, Planet X. An interociter is used to control drones and missiles. All flying saucers, carriers and some of the most important bases have their own interociters.

Inside the Flying Saucers

The invaders use a variety of spacecraft. In Traveller terms they travel from Planet X in 800 ton starships called 'phase ships' (due to their ability to jump onto 'phased space' and appear to travel faster-than-light). The USAF give these rarely seen cylindrical, cigar-shaped carriers the code-name Irene. The phase ships carry a complement of Traveller small craft, these are the infamous flying saucers seen in the skies over America and come in three different sizes. The invaders refer to these small craft as 'system ships'. Code-

...TOP SECRET.....TOP SECRET.....TOP SECRET.....TOP SECRET.....TOP SECRET..... TOP SECRET.....

names for the three types of flying saucer encountered by the USAF are Oscar, Nate and Mike.

Interior Features - The craft share many similar features; they are of saucer shape, powered by a fusion powerplant and propelled by an anti-gravity drive that allows them to travel vertically, hover or make radical changes in direction. They are saucer shaped for aerodynamic reasons and when moving at speed, fly 'edge on', like a Frisbee moving through the air. All are equipped with an airlock and either a ladder (on the Mike) or an entrance ramp (on the Oscar). The Nate has a ladder *and* cargo loading ramps. Folding legs support the craft while they are on the ground. The motors make a quiet throbbing noise, but during manoeuvres can become quite shrill. All of the saucer hulls are of an unearthly metal alloy; when landing or during landing, and at other times while in the air (see below) the saucers retain this obviously mechanical, vehicular appearance.

Preferred weapon systems for the invaders' spacecraft is the standard Traveller missile which comes in two versions, guided and smart (smart missiles provide a -1 for a jet pilot trying to outfly them). Use is also made of drones, which also come in two versions, guided (remotely controlled) and smart (intelligent and autonomous). The USAF has codenames for these smaller alien vehicles. The drones and missiles, while mechanical, are typically enveloped in a glowing plasma field which is a by-product of their gravity drive. To an observer these auxiliary vehicles are simply glowing lights in the sky.

Most saucers are fitted with accommodation, and many include Traveller low berths, cryogenic suspension chambers for the transport of aliens from Planet-X. Each low berth is also fitted with a mind transfer device; a human host sat in the seat at the foot of the cryogenic tube is bombarded with alien energies incapacitating him ready for the transfer of alien mind into the host. This takes 3d6 + 10 minutes and cannot be resisted; the mind of the host is presumably destroyed... the alien body enters heat death and is vaporized.

All saucers have a control room as well as an interociter for the control of missiles and drones as well as for communication with other invader interociters. The interociter can act as a remote control station for any vehicle, item of equipment of surveillance system set up in advance by the invaders.

The Unearthly Abilities of Saucers

UFO witnesses have mentioned seeing glowing discs, bright lights, and pulsating lights of different colours and so on, while others described bare metal hulls. Why the variation? In addition, the behaviour of flying saucers has varied, from hovering for minutes on end in one place or drifting slowly, to zipping wilding at velocities and turn radii that defy modern physics. Assuming these UFOs are all the same type of invader craft, the differences in appearance and motion should be explainable.

The referee can use the following rules to provide player characters with those entire observed phenomenon. First assume all flying saucers have a basic **Power rating of 6**. There are several abilities that saucers can utilise, but all cost power; be flexible in the manner of their use and their utility. Many of these abilities change the appearance of the spacecraft and so during a single encounter, the saucer may change in appearance. The referee should decide as the encounter progresses, what type of abilities the crew of the saucer wish to employ and describe the visual manifestations to the players. They may

soon detect a correlation between what the saucer can do, and what it looks like at any given moment. These are clues that may help them to defeat the invaders.

Acceleration & Evasion (3 pts) - The anti-gravity motor used by the flying saucers can be used to hover or to glide at Mach 1 speeds through the air whilst in Earth's atmosphere. Out in space there is no such restriction. There *is* a way that the saucers can move at extremely high (hypersonic) speeds, but only using large amounts of power and travelling along the twisted lines of gravimetric distortion, where magnetic field lines intersect with lines of gravimetric stress. As a result some UFOs seem to zip at random through the air, while carrying out crazy zigzag manoeuvres. An Earth-made aircraft will struggle to keep up, and so use of this ability grants a flying saucer a +4 to break-off from air combat. During these manoeuvres the saucer glows brightly in a number of colours.

Saucer Ability	Power Cost
Acceleration & Evasion	3 points
Anti-Nuclear Shield	2 pts/hour
Attractor Beam	2 points
Full Scan	0 points
Interrupter Beam	2 points
Invisible to Sight	1 pt/hour
Invisible to Radar	1 pt/hour
Kinetic Shield	1 point/attack

Anti-Nuclear Shield (2pts/hour) – This can protect a saucer from the blast, shock, heat and radiation effects of a nuclear detonation. The saucer glows brightly and intensely whilst the shield is activated. An early 1950s strategic A-Bomb would inflict 6d6 ship damage (plus a crew hit) on an invader craft should the USAF find a way to drop such a bomb on a stationary or landed saucer.

Attractor Beam (2 pts) – This is a 'tractor beam' that can haul people, vehicles and other objects toward the saucer and into its cargo hold (if large enough). Range of this Attractor Beam is approximately 200m. The referee should decide exactly how powerful the beam really is. A green pulsing light surrounds the saucer and its target.

Full Scan (0 pts) – Although the probe drones make fantastic point location recon devices, a fall-back system exists whereby a saucer can conduct a scan of the area around it. This scan requires the saucer to be stationary or slowly drifting for 10 minutes, but provides a 3-D map of the area within 10 km, including terrain, weather, aircraft, ground vehicles, buildings, roads, communications nets, heat emissions and energy readings. During the scan the saucer glows and patterns of lights dance across its surface.

Interrupter Beam (2 pts) – With a 200m range, the Interrupter Beam is able to interfere with electronic devices, cutting lights, vehicle ignition switches, radar, etc. The effect will typically last until the UFO is out of range. In air combat where the saucer has the advantage this takes the form of a non-lethal attack. The referee rolls 2d6 and on 8+ the target aircraft suffers electronic failure, including comms failure, engine flame-out and weapons-lock. The pilot may be able to restart his plane and recover the situation:

To recover an unresponsive aircraft
Flyer and Engineer, Education, Difficult (-2)

Invisible to Sight (1 pt/hour) – Some UFOs have been detected on radar scopes, but not to observers on the ground or in the air. This ability renders the saucer invisible for up to an hour. This is useful for reconnaissance or when a saucer is landed on the ground and

wishes to remain undetected. However, the invisibility fails when an observer approaches within 100m of the saucer.

Invisible to Radar (1 pt/hour) – Some UFOs have been observed by people on the ground, or in the air, but radar operators at distant installations could not detect these UFOs on their scopes. This was caused by the Invisible to Radar ability. This ability renders the saucer invisible to radar for up to an hour.

Kinetic Shield (1 pt/attack) – This acts as a deflector shield, providing a protective layer of energetic plasma that prevents micrometeoroids, bullets and rockets doing too much damage to the saucer hull. When activated, the shield acts as a layer of 8 point armour for one combat round. It can be activated at the very last moment. The saucer glows brightly and intensely whilst the shield is activated.

Types of Flying Saucer

There are four main types of invader craft: three saucer designs and a large interstellar carrier. The descriptions below are given as standard Traveller spacecraft write-ups. The vehicle data sheets that follow immediately afterwards present each alien craft as a vehicle in order that it is compatible with the air combat rules.

Type 10 (code-named Mike) – Using a streamlined and stealth-coated 10 ton hull, the 'Mike' is a small invader scout ship. It has manoeuvre drive-sA and powerplant-sA giving a performance of 2G. Fuel tankage of 1 ton allows for two weeks operation. Adjacent to the cockpit is a Model/1 hardened computer and a standard electronic suite. An airlock is fitted. There is no on-board accommodation, although cargo space for 8 tons is included. There is a bay for 5 'Slim' type guided probes. The vehicle has one hardpoint fitted with a single missile launcher as well as a magazine containing 6 'Junior' type guided missiles.

The Mike requires a crew of two: pilot and engineer. The vehicle costs MCr 7.84.

Type 40 (code-named Nate) – Using a streamlined and stealth-coated 40 ton hull, the 'Nate' is a medium-sized general purpose invader craft capable of carrying passengers and cargo in order to conduct scientific research. It has manoeuvre drive-sD and powerplant-sD giving a performance of 2G. Fuel tankage of 1 ton allows for two weeks operation. Adjacent to the cockpit is a hardened Model/1 computer and a standard electronic suite. An airlock is fitted. There are three staterooms and four low berths installed; cargo capacity is 12 tons. There is a bay for 5 'Zeke' type smart probes as well as a complement of repair drones. The vehicle has one hardpoint fitted with a double missile launcher and a magazine containing 12 'Tex' type smart missiles.

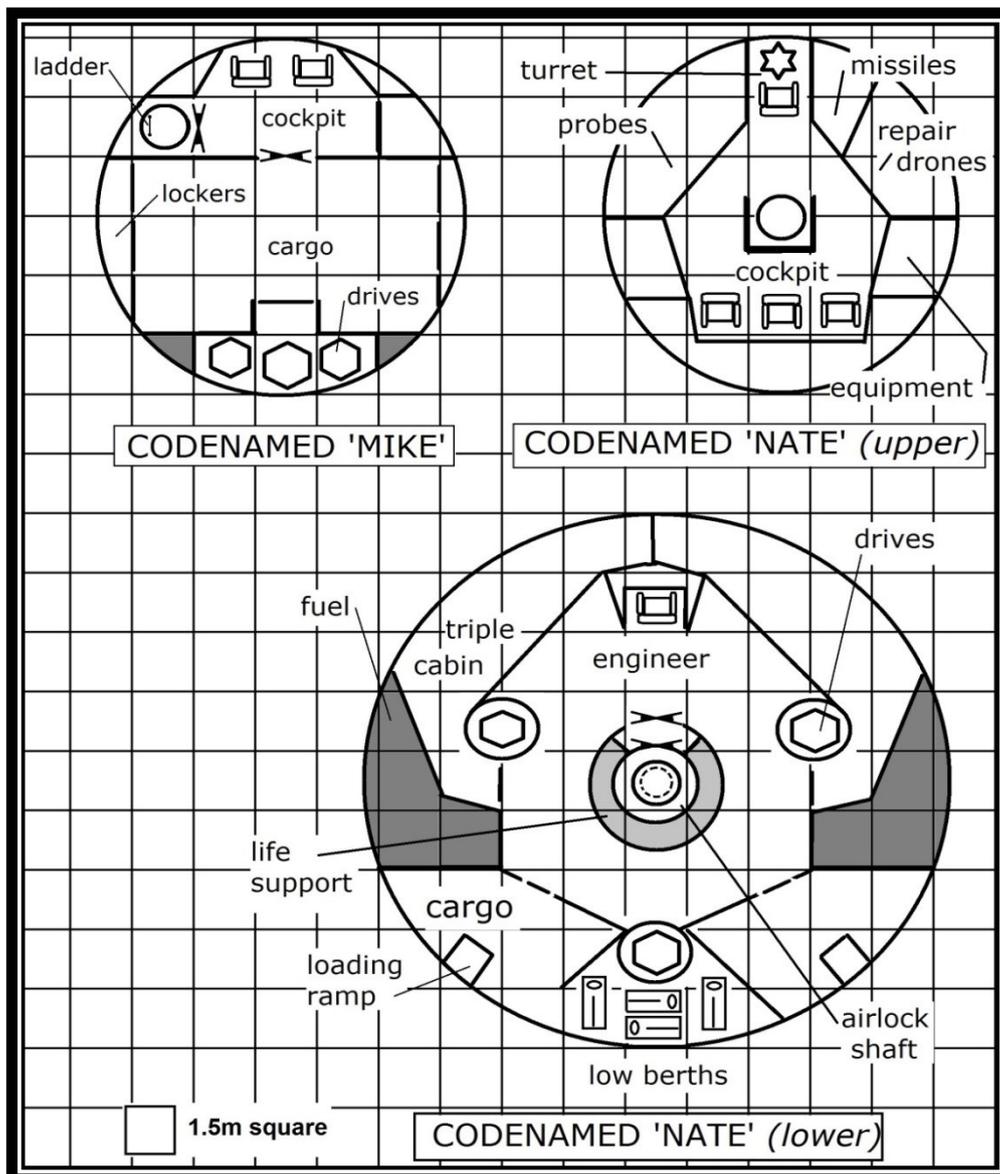
The Nate requires a crew of three: pilot, engineer and lead scientist; it can carry three additional crew. The vehicle costs MCr 18.28.

Type 80 (code-named Oscar) – Using a streamlined and stealth-coated 80 ton hull, the 'Oscar' is a large expedition craft used for long-term scientific study. It has manoeuvre drive-sK and powerplant-sK giving a performance of 3G. Fuel tankage of 2 tons allows for two weeks operation. Adjacent to the cockpit is a Model/1 hardened computer and a standard electronic suite. An airlock is fitted. There are eight staterooms, a laboratory and eight low berths installed; cargo capacity is 19.1 tons. There is a bay for 5 'Zeke' type smart probes and the vehicle has one hardpoint fitted with a triple missile launcher and twin magazine containing 12 'Tex' type smart missiles and 12 'Junior' type guided missiles.

The Oscar requires a crew of four: pilot, co-pilot/navigator, engineer and lead scientist; it can carry twelve additional crew. The vehicle costs MCr 39.83.

Type 800 (code-named Irene) – Using a streamlined and stealth-coated 800 ton hull, the 'Irene' is an interstellar phase ship and system-ship carrier. It has manoeuvre drive-J, jump drive-J and powerplant-J giving a performance of 2G and jump 2. Fuel tankage of 178 tons allows for two weeks operation. Adjacent to the bridge is a Model/3 hardened computer and advanced sensors. There are eight airlocks. There are 40 staterooms, two laboratories, a large workshop and 100 low berths installed. Cargo capacity is 53 tons. There is a bay for 20 'Zeke' type smart probes and a set of repair drones is installed. The vehicle has four hardpoints, one fitted with a single beam laser turret, the other three fitted with double missile launcher turrets. A complement of missiles is carried on-board; 24 'Tex' type smart missiles and 24 'Junior' type guided missiles. Much of the Irene is taken up with a huge 270 ton internal hanger space. This is capable of holding one Oscar, two Nates and three Mikes simultaneously, although several other combinations are also possible.

The Irene requires a crew of nineteen: commander, executive, 2 pilots, navigator, 6 engineers, 2 medics and 6 scientists; it can carry twenty one additional crew. The vehicle costs MCr 416.89 (without carried craft).



NAME: <i>Flying Saucer Codenamed 'Oscar'</i>		ATTACK SQUADRON: ROSWELL VEHICLE SHEET	
CHASSIS: <i>Grav Vehicle</i>	SPACES: <i>-</i>	DAMAGE TRACKS: 	
TL: <i>9-12</i>	CREW/PASSENGERS: <i>4/12</i>		
SKILL: <i>Flyer/Grav</i>	CARGO: <i>19.1 tons</i>		
AGILITY: <i>0</i>	OPEN ?: <i>-</i>		
SPEED: <i>1000 kph</i>	COST: <i>MCr39.83</i>		
RANGE: <i>Unlimited</i>	SHIPPING SIZE: <i>80 tons</i>		

OTHER EQUIPMENT/MODIFICATIONS:

Model/1 Hardened Computer
 Advanced (+2) sensors
 Standard Navigation
 Meson Communicator
 Airlock
 5 'Zeke' type smart probes
 3 Missile Launchers + 12 'Tex' smart, and 12 'Junior' guided missiles
 8 double capacity staterooms
 8 cryogenic low berths, laboratory
 Repair drones

ARMOUR:

FRONT:

RIGHT:

LEFT:

REAR:

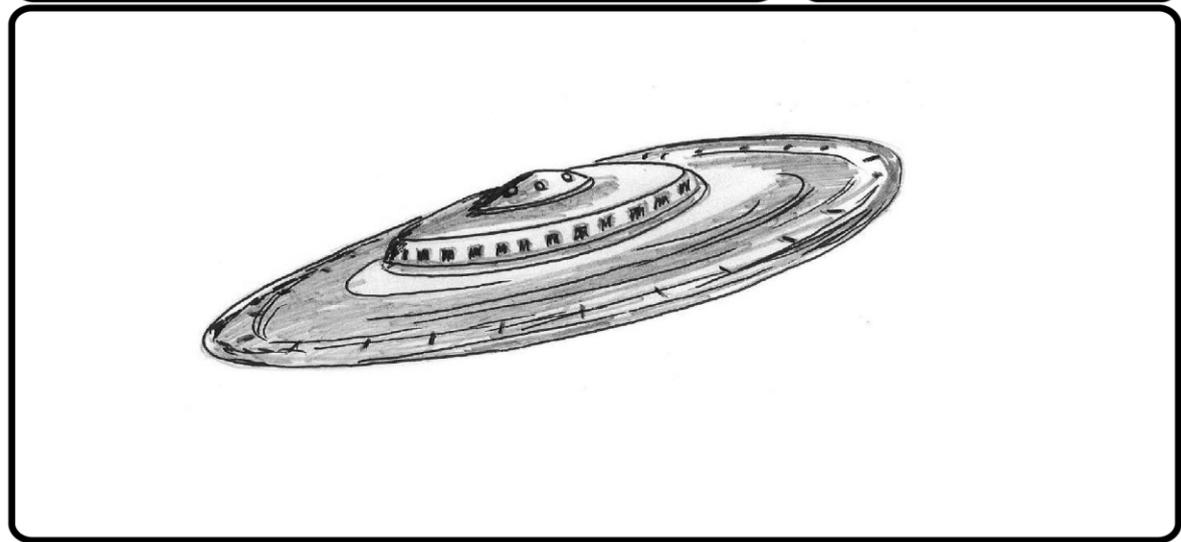
TOP:

BOTTOM:

WEAPONS:

Weapon	Location	Damage	Range	Auto	Ammo
Junior Guided Missile	Turret	8d6	50km	-	12
Tex Smart Missile	Turret	8d6	50km	-	12

DAMAGE EFFECTS:



Using a streamlined and stealth-coated 80 ton hull, the 'Oscar' is a large expedition craft used for long-term scientific study. It has manoeuvre drive-sK and powerplant-sK giving a performance of 3G. Fuel tankage of 2 tons allows for two weeks operation. Adjacent to the cockpit is a Model/1 hardened computer and a standard electronic suite. An airlock is fitted. There are eight staterooms, a laboratory and eight low berths installed; cargo capacity is 19.1 tons. There is a bay for 5 'Zeke' type smart probes and the vehicle has one hardpoint fitted with a triple missile launcher and twin magazine containing 12 'Tex' type smart missiles and 12 'Junior' type guided missiles.

The Oscar requires a crew of four: pilot, co-pilot/navigator, engineer and lead scientist; it can carry twelve additional crew. The vehicle costs MCr 39.83.

NAME: Invader Mother Ship Codenamed 'Irene'		ATTACK SQUADRON: ROSWELL VEHICLE SHEET																																																																																	
CHASSIS: Starship	SPACES: -	DAMAGE TRACKS: <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small; margin-right: 5px;">HULL:</div> <table border="1" style="border-collapse: collapse; text-align: center;"> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table> </div>																																																																																	
TL: 9-12	CREW/PASSENGERS: 19/21																																																																																		
SKILL: Pilot	CARGO: 53 tons																																																																																		
AGILITY: -1	OPEN ?: -																																																																																		
SPEED: 1000 kph	COST: MCr 416.89																																																																																		
RANGE: Unlimited	SHIPPING SIZE: 800 tons																																																																																		

OTHER EQUIPMENT/MODIFICATIONS:

Model/3 Hardened Computer
 Advanced (+2) sensors
 Standard Navigation
 Meson Communicator
 Airlock x 8
 20 'Zeke' type smart probes
 8 Missile Launchers + 24 'Tex' smart, and 24 'Junior' guided missiles
 40 double capacity staterooms
 100 cryogenic low berths, laboratory x2
 Repair drones

FRONT:

RIGHT:

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REAR:

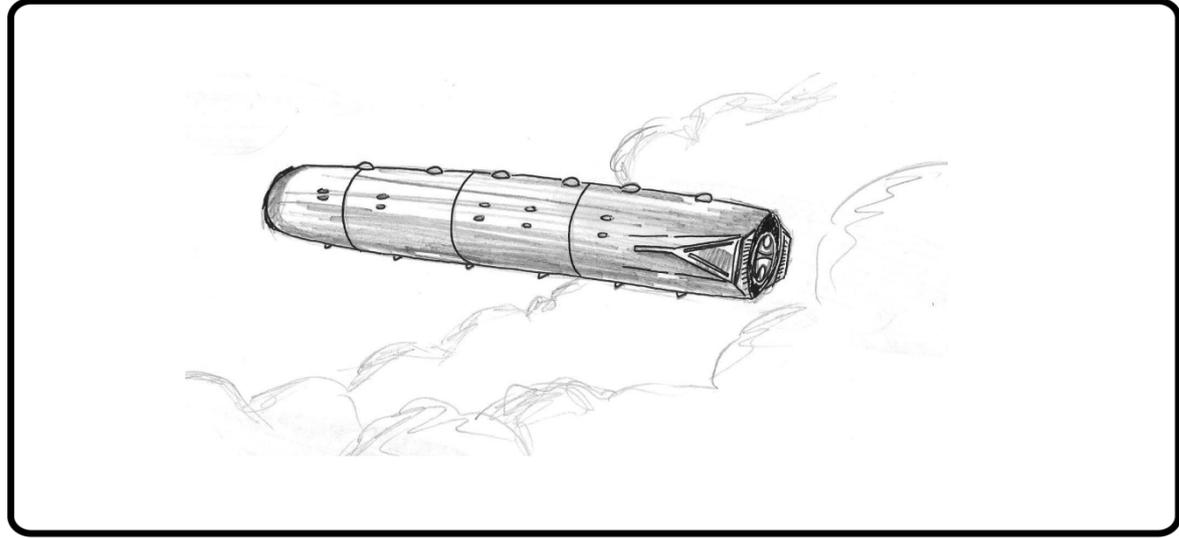
TOP:

BOTTOM:

WEAPONS:

Weapon	Location	Damage	Range	Auto	Ammo
Junior Guided Missile	Turret	8d6	50km	-	24
Beam Laser	Turret	10d6	100km	-	-
Tex Smart Missile	Turret	8d6	50km	-	24

DAMAGE EFFECTS:



Using a streamlined and stealth-coated 800 ton hull, the 'Irene' is an interstellar phase ship and system-ship carrier. It has manoeuvre drive-J, jump drive-J and powerplant-J giving a performance of 2G and jump 2. Fuel tankage of 178 tons allows for two weeks operation. Adjacent to the bridge is a Model/3 hardened computer and advanced sensors. There are eight airlocks. There are 40 staterooms, two laboratories, a large workshop and 100 low berths installed. Cargo capacity is 53 tons. There is a bay for 20 'Zeke' type smart probes and a set of repair drones is installed. The vehicle has four hardpoints, one fitted with a single beam laser turret, the other three fitted with double missile launcher turrets. A complement of missiles is carried onboard; 24 'Tex' type smart missiles and 24 'Junior' type guided missiles. Much of the Irene is taken up with a huge 270 ton internal hanger space. This is capable of holding one Oscar, two Nates and three Mikes simultaneously, although several other combinations are also possible.

The Irene requires a crew of nineteen: commander, executive, 2 pilots, navigator, 6 engineers, 2 medics and 6 scientists; it can carry twenty one additional crew. The vehicle costs MCr 416.89 (without carried craft).

HISTORY OF INVASION

1880-1901

The invaders have only sent exploration and scientific teams to Earth, they have nothing that would resemble a military force and find the concept of organised warfare abhorrent. Four cylindrical carrier craft arrived in the 1880s and spent more than a decade overflying the Earth in reconnaissance sweeps and covert surveys.

1901

All but one of the four carriers returned to Planet X in 1901. The fourth vessel suffered a mutiny of the mutant underclass that operated the carrier's fusion motors. In the struggle for the ship it was destroyed, exploding over Tunguska in Siberia. A number of the mutants fled the explosion in an Oscar flying saucer; they landed in Russia and transferred their minds into the host bodies of Russian victims.

1901-1940

On Planet X the mutant rebellion is in full swing. Despite putting up a stiff resistance the mutants are put down and their enslavement continues.

1940-1945

Free now to continue the reconnaissance of Earth another alien carrier arrives in orbit. A rapid increase in human technology and the ferocity of the on-going World War forces the aliens to remain in orbit. Long range drones are instead dispatched to observe aspects of the new human technologies. The German army within Russia finds a strange saucer shaped craft within a hanger (the Oscar from 1908). It is shipped back to Germany for testing...

1946

Now that the World War is over, four more carriers arrive over Earth from Planet X. Each carries the usual complement of system ships (the familiar 'flying saucer').

1947

One of the invader's system ships crashes due to unknown causes at Roswell, New Mexico. The invaders are unsure of the cause and suspect that along with the atomic weapon the Americans have developed some kind of particle beam weapon or other mysterious death ray.

1948-1951

The invaders begin cautious over-flights of the United States to assess in order to properly assess that nation's technological level. System ships and long range recon drones are extensively used.

1952

In 1952 the invaders decide to bait the USAF into attacking with its suspected 'super weapon' and an over flight of Washington DC provokes almost no military response! The invaders realise there is no 'super weapon' and decide to begin the covert invasion, the careful and organised take-over of the United States by deception and body transfer.

1953

Fearful now of a real threat from outer space, the USAF is directed, through Project Pounce, to intercept, photograph and shoot down flying saucers. The fight back begins!

The Soviet Union

Throughout the 1920s and 1930s, the Soviet Union rose to prominence. Joseph Stalin ruled the nation and its communist party with an iron grip. In the 1950s, suspicion, paranoia, fear and terror lock the Russians into total obedience of the state and its secret police agency, the KGB. A fact unknown to most Russians and to the rest of the world is that the alien mutineers have infiltrated Russian society and the upper echelons of the communist party. The mutants' ice cold emotional state and soulless demeanour have tainted the Russian state apparatus. The Americans call the Russian communists 'evil' and 'godless', and they are right, but for the wrong reasons. Society is steered by the mutant elite, right under the noses of the invader recon flights. The aim of the mutant elite within the highest ranks of Soviet society is complete domination of the Earth using the Soviet Union and its primitive industrial capacity to do just that.



RESOURCES

Attack Squadron: Roswell is inspired by several movies and TV shows, all of which should provide the referee with ideas for scenarios, NPCs and situations.

TELEVISION

The Invaders - The greatest influence on this game is the classic conspiracy thriller from Quinn Martin productions, *The Invaders*. Taking its cue from the alien invasion movies of the 1950s, *The Invaders* followed the architect David Vincent as he tries to find proof of the alien invasion. Often he foils the alien plots but any evidence he finds is always destroyed. As the series progresses Vincent gains a number of allies in his struggle. Famous guest stars, wonderful plots and acting and a menacing voice-over make this a very watchable series, even today.

UFO - A British TV series produced by Gerry Anderson; it depicts the struggles of SHADO, a unit established to defend the Earth from hostile UFOs. Considered a classic by many, but *UFO* looks dated and some of the stories are very weak.

Captain Scarlet - Another Gerry Anderson series, famous for its use of marionettes and its eponymous hero, Captain Scarlet. Scarlet and his colleagues work for SPECTRUM, which, much like *UFO*'s SHADO, protects Earth from alien invasion in the near future. Many of the plots involve sabotage by the evil Mysterons. **Gerry Anderson's New Captain Scarlet** was a 2005 CGI remake with new plots and characters.

Space Above & Beyond - Alien invasion, this time in the late 21st century. The forces of Earth are fighting the alien 'chigs' in far off solar systems. It is relevant here because the marine fighter pilots of the 58th 'Wild Cards' squadron fly their fighters in an episode, then get involved in other activities later on. The show was great at showing the pilots getting stuck into the fight in the cockpit, plotting in garrison and having adventures on the ground.

MOVIES

Earth Versus the Flying Saucers (1956) - Special effects by Ray Harryhausen. A fleet of alien flying saucers make mincemeat of US military forces, until scientists develop a magnetic ray to destabilise the saucers' antigravity drive. Some great scenes that could easily be dropped into a scenario, from surveillance drones to saucer interiors, first contact, to the military response.

Invaders from Mars (1953) - A flying saucer in the sand quarry turns local townspeople into hosts for alien invaders. A creepy movie that illustrates the paranoia of the 1950s.

Invasion of the Body Snatchers (1956) - The classic alien invasion movie capitalising on the Red Scare conspiracies of the day. Here the invaders haven't arrived by saucer but as pods, replicating and replacing their targets. One by one the town is replaced with alien copies... a brilliant movie.

...TOP SECRET.....TOP SECRET.....TOP SECRET.....TOP SECRET.....TOP SECRET..... TOP SECRET.....

This Island Earth (1955) - Not invasion as such, but aliens are here, they have a base and a flying saucer and they are recruiting scientists to their secret cause willingly. The remote controlled aircraft are neat.

War of the Worlds (1953) - The invasion movie featuring overpowering and relentless aliens intent on destroying all life on Earth. A little intense for this game, where the emphasis is on a more subtle scale. Yet War of the Worlds is certainly worth watching for the period details.

Bridges at Toko Ri (1954) - A great Korean War movie featuring Navy pilots flying from carriers in Grumman Panthers.

Strategic Air Command (1955) - James Stewart stars in this movie about a B-36 bomber squadron. It features the new B-47. Lots of planes on camera and impressive flying scenes.

The Hunters (1958) - Based on a novel written by Korean fighter pilot James Salter, The Hunters shows an F-86 Sabre squadron in action.

GAMES

GURPS Atomic Horror – Written by the author of **Attack Squadron: Roswell**, Atomic Horror makes a good companion book to this game since it features several more alien races intent on taking over Earth. Of course being much broader in scope it also covers everything from giant spiders and ants to zombies, carnivorous plants, dinosaurs, radioactive blobs, espionage, conspiracies, mutants and more. It also describes the 1950s setting in greater depth, gives an encyclopaedic listing of period B-movies and gets to grips with what B movies are and how a referee can emulate them.

Cold Space – Published by Better Mousetrap Games, this SF RPG is a ‘what if’. What if the USA and Russia were able to develop interplanetary space travel in the 1950s, taking their Cold War rivalries out to the stars and beyond. Using Cold Space it is quite possible to run the game in the 1950s during the first voyages to other planets, concurrently with **Attack Squadron: Roswell**. Invaders could be pursued out to Mars, to a USAF base on the Moon and perhaps further to the invaders’ homeworld!

X-COM – A successful series of computer games released by Mythos Games and Microprose in the late 1990s that let's players defend Earth against a UFO invasion.

COAAC – Close Orbit and Airspace Control Command is a 1989 aircraft supplement for the Megatraveller game. Air combat rules in this game were based on those in COAAC.

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