



**BASTOGNE, BELGIUM, December 27, 1944:** The 101st Airborne was isolated, surviving by desperation and courage alone. But even the best troops cannot fight without ammunition, and by Christmas day supplies of all types were dwindling. A desperate plan to attempt resupply of the pocket was formulated. From airfields in England, 50 Waco and Horsa gliders, towed by C-47s and each piloted by a single volunteer, set out for Bastogne. Unaware of whether their proposed landing site was still under American control, but fully aware of the volatile nature of their cargo, the glider pilots cast off their tow lines and started their descent into the frozen hell below.

Board Configuration



2	4	
		9

Rules Introduced: 141-143

VICTORY CONDITIONS

To win, the U.S. player must control 9 gliders by scenario end *or* have twice as many squads (or their infantry equivalent) as the Germans still in play. A halftrack and its inherent crew equals a squad for determination of victory conditions. Control of a glider is defined as being the last side to have sole

occupation of the hex containing that glider with an infantry MMC. Gliders which land on board 5 which are not subsequently occupied by a German unit are considered controlled by the U.S.

TURN RECORD CHART

☆ U.S. sets up first	☆ 1	☆ 2	☆ 3	4	5	6	7	8	END
☆ U.S. moves first									

Elements of the recently reformed 15th Fallschirmjaeger Regiment set up on any whole hex of board 2:

5 <sup>2</sup> -4-8	4 <sup>1</sup> -6-7	4-4-7	2-3-8	9-2	9-1	8-1	8-0	HMG 6-16 B12	LMG 2-8 B12	AA 20L (4)	18 -4 -5 -1S/5PP -/-/4
6	6	8	2			2	2		8		2

Entrench 5

7

Elements of 2nd Battalion, 327th Glider Infantry Regiment [ELR: 5]: set up on any whole hex of board 5:

7 <sup>3</sup> -4-7	9-2	9-1	8-1	8-0	7-0	HMG 8-20 B12	MMG 4-12 B12	44a 6 1PP [4] X11+	Mtr 60 #2-10 5PP	Entrench 5	6 BML 2 3 4 5
16			2			2	2	5	1	9	18

Elements of 439th Troop Carrier Group enter via air landing as per 140.3 and SSR 33.2:

SPECIAL RULES

**33.1** The weather is snow with no wind. Snow is present but is not considered deep. Therefore, only rules 111.81, .83, .86-.88 apply with the net effect being that the halftracks lose their road bonus movement rate.

**33.2** At the end of the U.S. MPH in each of the first three game turns, six gliders, facing east, will be placed on top of a red roof counter (to represent their mid-air status) in an initial intended landing hex of their choice which is solely located on board 4. DF vs airborne gliders is limited to the initial intended landing hex and any subsequently occupied final intended landing hex(es). The hex row of the initial intended landing hex for each glider is determined by a DR on the Glider Intended Landing Hex Table.

**33.3** Gliders landing off the board edge are considered eliminated for victory purposes. There is a +1 drm to the crashing dr (140.6) for each MC the glider fails. After landing, the red roof counters are removed. To represent a crashed glider (not shot down) the glider counter is flipped over and can still be counted as 1/2 glider for Victory Conditions. Gullies have a +2 crashing dr. Entrenchments do not affect the crash dr. Gliders remain on board until destroyed.

Gliders have no TEM, but are treated as a vehicular obstacle to LOS (144.2) and vehicular movement.

**33.4** After landing, gliders may be destroyed only by 143.7 or a German MMC as per 143.6. Gliders which have not crashed will be defended by their pilots who have an inherent FP of 1 for use in CC only. Note that elimination of the pilot can only occur in CC and is a prerequisite for destruction of the glider, although elimination of the pilot does not in itself destroy the glider.

**33.5** WP is not used in this scenario.

**33.6** The U.S. player need not set up his bazooka counters on the board until they fire or the unit possessing them is broken. Record the ID of those units possessing a bazooka on a sheet of paper; that unit must maintain control of the bazooka until it is exposed.

**AFTERMATH:** Coming in between 400 and 750 feet, drawing both small arms and AA fire, the tow pilots grimly held to their course. Upon arrival at the preselected landing zone, they discovered U.S. and German troops dug in at either end of the frozen field, separated by only a few hundred yards. Nonetheless, one by one the C-47s entered the killing zone like ducks into a shooting gallery, releasing the gliders, and falling with increasing frequency. As the gliders came down into the no-man's land between the lines, troops from both sides sprinted into the field. Pilots with sidearms drawn fought alongside G.I.s who were struggling to unload and carry their precious cargo back to safety. When the fighting ended moments later, 53 tons of sorely needed supplies had been salvaged from 35 gliders. Fifteen glider pilots fell with their craft into German territory and were lost. Another 11 were killed during the ensuing ground combat. 13 tow planes were shot down near the landing site while four more had to crashland on the return trip. A costly operation, but it had bought time for Bastogne to fight on.