

7.B.4 Tactical Rebasing. "Light" air units during the second world war were able to rebase more frequently than "heavy" air units. For the purposes of this rule, light air units are defined as:

1. All Type F excluding Type J and HF.
2. All Type D.
3. The following Type A air units: I12 (All Variants), HS123A, FW190 (All Variants), ME109 (All Variants), BA65, Audax, Hindustan, Vildebeeste, Swordfish (All Variants), Nisr, LATE298, Yak "A" types, R5, R10, Kate, and those others as specified in Air Orders of Battle.

Heavy air units are defined as:

1. All Type B, T, all HF, JF, RF, all Code X
2. All air units as specified in Air Orders of Battle.

To enable air units to tactically rebase, the originating air base and the destination air base must be:

1. On a friendly owned rail line that can trace a LOC to either an ST on the Overseas System or the national source of supply on the Continental System.
2. At a permanent air base within the QM MSR on the Overseas System.
3. A permanent airbase that has existed for at least 1 game turn. The player may not construct an airbase on the same game turn as it is used as a target for a tactical rebasing mission.
4. The rebasing air units may fly up to twice their printed range to the target air base.
5. As an option, friendly owned transport counters that are listed in the normal air reinforcement system as not being allocated to other purposes may be used to assist tactical rebasing:
 - a. The target air base must be within short range transport missions from the base at which the transport is based.
 - b. The target air base must be owned by the player prior to commencing the rebasing mission.
 - c. The transport unit may not fly in the following player turn for any reason as it is still providing logistical support for the rebased air units.
 - d. Not more than 4 air unit counters may be assisted by any single transport unit.
 - e. The owning player must keep a written record to show which transport air units have been allocated to this task. Failure to do so to the satisfaction of the opposing player means that all air units involved in the tactical rebasing are eliminated and removed from the game. Such eliminated air units may not be replaced in the context of the game.
6. Limits. Due to the complex nature of combat aircraft, and the high demand for POL, munitions and spare parts as a result of combat operations, there are limits on air units that take advantage of tactical rebasing:
 - a. Units that have rebased using this rule may only fly one air mission during that game turn. Mark air units with a convenient marker to show that they have rebased using tactical rebasing.
 - b. The air units may only fly CAS, BAI, Interception or Escort missions after tactical rebasing.
 - c. The mission may only be up to its printed range.
 - d. The mission may not take advantage of increased combat or bombing strengths normally gained for flying at short range.
 - e. The air units if flying interception missions suffer a -1 DRM in air combat.

General Notes: Whilst I am relatively certain that most if not all Type B and HB units could if necessary operate from rough fields, or barely prepared air bases, the logistical effort to do so was extreme (for example, for each B24 or B29 mission flown from Chinese air bases in the region of 10 transports or 4 "Bombers as Transports" were required for each air craft to launch a single mission). This is probably not viable in Europe and of extremely dubious value elsewhere. This rule is intended to show tactical air units as having somewhat greater mobility than is currently permitted. There is an argument that tactically rebased air units should be grounded for a game turn after their arrival unless they are supported by a transport or are at an air base on a rail line. Furthermore there is strong evidence that in arid desert areas, but NOT the steppes in Russia, Type B and ALL Type A air units should be permitted access to the rebasing rule.