

JETPilot

The Pinnacle of Realistic Flight Simulation



INSTRUCTION MANUAL

Copyright 1996 Vulcan Software Limited.

INTRODUCTION

JetPilot is an advanced Flight Simulator featuring the *Lockheed F-104* and the *English Electric Lightning*.

Your aim is to successfully complete some 20 qualification missions on one or both aircraft.

A high level of concentration and situational awareness is required as you intercept targets in the huge arena from Scotland to the Eastern Mediterranean at any time and in any weather.

PLAYING FROM FLOPPY

Switch on your computer and your monitor. At the disk prompt insert *Disk1*, insert the other disks when requested.

Do not write protect the *Jetpilot* disks as presets and qualification status must be saved while the program runs.

INSTALLING ON HARD DRIVE

Start the program from floppy as described above, click on the *System* button to activate the *system screen* and then on the *Install* button. You can now select a device from the list and the installation will begin.

The installation will create a directory called '*JetPilot*' on your hard drive and copy 4MB of information to that location. Once complete you can simply double click on the *JetPilot* icon to run the simulator.

OVERVIEW

This manual is designed only to give you a brief insight into the workings of *JetPilot* as there is an online interactive Flight Manual within the simulator that covers all aspects in great detail.

(See section entitled Manual)

INPUT DEVICES

All of the functions in *JetPilot* are controlled by *mouse* or *keyboard*.

The *mouse* is used to make selections on the menu screens as well as the many in-flight operational functions, (*most have keyboard equivalents*).

To actually fly the aircraft you can use either the *mouse* or an *analogue joystick*.

THE MENU SCREEN

After initialising *JetPilot* you will be faced with the *Menu* screen.

The various *menu* options at the top of the display are described in detail in the following pages.

THE SYSTEM SCREEN

Click on the *System* button to view the *system* screen which give you full control over all the hardware configuration settings in *JetPilot*.

You can set detail levels of the aircraft and airfields as well as enabling or disabling the many added functions in the simulator. Most of the functions rely on *system memory* and *processor speed*, the number of options you can take advantage of depends on the amount of memory you have and the speed of your *Amiga*. To exit the *System* screen simply click on another *menu* icon.

THE SITUATION SCREEN

In the *Situation* screen you can exercise full control over the *preferences* in *JetPilot*. You can change elements such as weather, time of day, time of year, wind speed, temperature, pressure, the aircraft you wish to fly, the airfield starting place and air traffic configurations.

(*In certain scenarios these settings will default to the required configuration*).

OPERATING DATA SCREEN

Click on the *Data* button to switch to the *Operating Data* screen. The performance of various aircraft can be displayed and compared in graphical form.

(See the Flight Manual for more details)

THE FLIGHT MANUAL

Click on the *Manual* button to access the *Flight Manual* which is a disk based interactive document.

Apart from scrolling and paging in the normal way you can also click on highlighted words to quickly find the section of text you want.

Activate the *Panel* button to display your instrument panel in the lower half of the display. Click on any instrument, switch or indicator light to see the relevant page of the manual.

RESET & CONTINUE

Once you are happy with all the option configurations and wish to start any exercise, practice, demo or mission simply click on the *Reset* button.

If at any point you wish to return to the *Menu* screens you can press the *Help* key on the keyboard. To return to your flight simply press the *Continue* button.

MISSION SCREEN

The missions are divided into four categories. These are as follows...

DEMO

These are missions where all aircraft are controlled by the computer.

PRACTICE

Missions specially designed to allow you to practise your flying skills

EXERCISE

These are missions that must be completed for qualification.

COMBAT

These missions can only be accessed after you have qualified by successfully completing all exercise missions.

Click on your choice to reveal the corresponding list, the *Run* button will start your selection and the *Notes* button switches to the briefing notes.

THE CONTROLS

Once you have made your selection and you are inside the cockpit of your plane, pressing the *Alt-Left* key will switch your mouse to *pointer mode* and the yellow mouse pointer will appear. Move the pointer to the top left of the display and a *view control window* is shown. Move the pointer to the top right of the display and the *communication control window* appears. Many buttons and switches on the forward instrument panel are also activated by the mouse.

FLYING CONTROL

If you are not using an analogue joystick to fly your plane you will need to read the following section.

MOUSE CONTROLS

The mouse controls *elevator* and *ailerons*, the mouse buttons are used to *set rudder* and to *steer* while taxiing on the ground.

An A4 sized area is needed for full travel of aileron and elevator and the mouse should be placed just above the centre of this area as the elevator has to travel further up than it has to go down.

All other major controls are located on the left side of the keyboard and should be operated with the left hand while the right hand can remain with the mouse for most of the time.

KEYBOARD FUNCTIONS

Most *keyboard* functions can be duplicated by the *mouse*.

DEL & HELP

Pause function and return to *Menu* screens respectively.

AMIGA-LEFT

Aileron centre function.

This key moves and holds ailerons in a neutral position and is very useful in a rapid pull-up manoeuvre or when resetting the *mouse*.

CTRL

Amongst many extended functions this key also stops all elevator, aileron and rudder movement and can be used to hold the controls while moving the *mouse* to a comfortable position if it has been upset too much in a sharp manoeuvre.

TAB & '

Throttle movement, as seen on throttle position indicator.

F & V

Leading edge flaps up and down for F-104 aircraft. Selection and travel can be seen on the flaps position indicator. Leading edge flaps are also referred to as *take-off flaps*.

S & X

Wheel brakes and *wheel brakes lock*. Brake pressure increases when *S* is pressed and decreases as the key is released. Any given brake pressure can be sustained if *S* and *X* are both held down simultaneously. The wheel brakes indicator shows the level of brake pressure. Once it has reached 100 percent key *X* locks the brakes for parking. Unlock with *S* or *X*.

D & C

Trailing edge flaps up and down.

Selection and actual travel can be seen on the flaps position indicator. Trailing edge flaps are also referred to as *landing flaps*.

A & Z

Airbrakes in and out.

Movement can be seen on the airbrakes position indicator.

G

Undercarriage up and down.

The undercarriage status is indicated by the *undercarriage lights*.

B

Brake chute release which can be seen by using the arrow keys or *F3* and *F4* to look back. The chute is jettisoned by pressing key *B* again.

MORE CONTROL WITH F KEYS

F1 for a quick glance to the left.

F2 for a quick glance to the right.

F3 for looking over left shoulder.

F4 for looking over right shoulder.

(Good for checking your wingman is still there)

ESCAPE key to look up.

F6 & F8 allows you to select '*Track View*' in order to view aircraft from the outside.

F7 allows you to select '*Spotter View*' in order to view from any airfield.

By pressing the arrow and numerical keypad keys you can control the direction.

F9 allows you access to the *map*.
(see the *Flight Manual* for details).

F10 - Air Traffic Control

This includes the surveillance radar and approach radar as well as the aircraft movements board with a list of all active aircraft.
(See the *Flight Manual* for details).

F5 returns you to cockpit view.

IN- LIGHT HELP FUNCTION

To use this function point at any item or instrument on the forward instrument panel with your *mouse* while holding down the *Amiga-Left* key. In most cases a short description will be shown in the window just above the panel.

TROUBLESHOOTING

The major problem on a 1MB or 2MB system is memory shortage.

To be able to run in 1MB many facilities are disabled by default as the bitmaps and the full cockpit are too large to fit into the original 512KB chip RAM. On a standard A1200 you can choose between the full cockpit or the menu and radar bitmaps. It is recommended that you use the full cockpit. A MC68000 based system and even the A1200 with MC68020 is unable to produce maximum object density, scenery, detail and visibility at an acceptable frame rate. You can experiment with different settings on the *system* screen but overall **Vulcan** recommend you acquire an accelerator and extra fast RAM to gain the full benefits of *Jetpilot*.

JETPILOT

Programming, Conception & Design

Michael Bauer

Cockpit Graphics

Andrew Whittall

Additional Design

Paul Hale Carrington

Special thanks to

Nathan Wain

(and all the 060 web testers)

Vulcan Software Limited

Vulcan House

72 Queens Road

Buckland

Portsmouth

Hants PO2 7NA

England

Tel: +44 (0)1705 670269

Fax: +44 (0)1705 662226

Email: Paul@vul-soft.demon.co.uk

Pages: www.vulcan.co.uk

Copyright 1996 Vulcan Software Limited

All Rights Reserved