

From the edge of space you scream toward Earth at Mach 3. Suddenly, your \$30 million needle of rocket-fueled titanium spins violently out of control. You've only got 8 seconds - just 20,000 feet - before you dig a fiery hole in the desert. Experience and instincts take charge as you struggle with the controls... Yeager's words echo through your mind: *The real hero is the test pilot who somehow manages to survive...*

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Learn advanced flying the Yeager Way. Unique Windscreen Cursors teach you in air. Flawless takeoffs, landings, aileron rolls. Cuban 8's, even hammerhead stalls.

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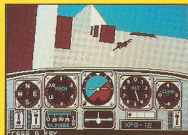
"Black box recorders" to save your finest stunts.
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Race wide open, full throttle. Compete against 6 computer adversaries. Record your wins and let your friends try to outpace you.

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In-depth instruction manual compiled by pro flight instructors and Chuck Yeager.



These screen shots represent IBM version. Other versions may differ.



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Home Computer Software

CHUCK YEAGER'S ADVANCED FLIGHT TRAINER ELECTRONIC ARTS 5

C64/128

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CHUCK YEAGER'S Advanced Flight Trainer®



Chuck Yeager



ELECTRONIC ARTS®

TEST PILOTS ARE ONLY WRONG ONCE.

"Way I see it, you're taking the terror factor out of flying... just for fun."

"One mistake that a lot of people make is they think you have to fly the airplane. That's not true - the airplane flies itself; you just make it do what you want it to."

"When I started, the instructor just slapped your butt in the front seat, demonstrated the airplane, then moved you back - and you had to learn."

GENERAL YEAGER has been piloting aircraft since he joined the Air Force at eighteen. By twenty-two he had risen through the ranks on the wings of his heroic exploits. For more information on America's greatest test pilot read his book *Yeager* from Bantam Books.



NED LERNER played his first war game in the second grade and has been playing games ever since. His previous game development includes everything from an Arabian Nights fantasy adventure to a 3D game of *Deep Space*. Ned was bitten by the simulator bug several years ago, and turned his programming talent into developing this next-generation simulation experience.



ELECTRONIC ARTS®
Home Computer Software

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CHUCK YEAGER'S ADVANCED FLIGHT TRAINER™

Getting Started

1. Remove all cartridges and plug your joystick into port 2.
2. Turn on the disk drive and insert the AFT disk in the drive.
3. Turn on the monitor and computer. C64 owners continue to step 4. AFT boots automatically on a C128.
4. At the READY prompt type, LOAD "EA",8,1 and press Return.

Menus

You can choose commands from the Main menu by pushing the joystick forward to move the highlight up, or pulling back to move the highlight down. When the mission you want is highlighted, press the joystick button or Return to select it. Some missions contain a single menu, while others contain a menu bar containing the titles of several pull-down menus. You begin flying immediately at the start of every mission, press the Commodore key to see the mission menu or menu bar. Select a pull-down menu by moving the joystick left or right, and press the button to pull it down. Push the joystick forward or pull it back to highlight commands within the menus, and press the button or Return to select.

Use the Commodore key as your "Escape key" to close menus and return to flying without selecting any command. In missions with multiple menus like Flight Instruction and Test Flight, you'll need to use the Commodore key to close the currently open menu before you can open a different menu. To return to the Main menu, press Return while you are flying.

Controlling AFT Planes

The joystick is your main control device for AFT planes. It controls the ailerons and rudder, which in turn affect your plane's attitude. The rudder is always coupled to the ailerons in the Commodore version of AFT. For instance, when you move the joystick to the right, to bank the plane right, the ailerons and rudder move in unison to coordinate the turn. In a real airplane, the rudder is controlled with a set of pedals while the stick affects only flaps and ailerons. However, you can slip (see manual glossary) toward the turn, and skid (see manual glossary) away from the turn using the $\uparrow\downarrow$ key and the $\leftarrow\rightarrow$ key. Press the joystick button or Spacebar during flight to cancel the slip or skid and neutralize the rudder and ailerons.

Keyboard Commands

There are a number of keyboard commands you'll use in AFT. They are listed below, categorized by those commands that control menus, the airplane, and the simulator itself; i.e., your view, zoom factor, and so on.

NOTE: DO NOT move the joystick while you are using the keyboard.

Menus: **Int/Del**.....Intro Flight
F1.....Test Flight
F3.....Airplane Racing
F5.....Formation Flying
F7.....Flight Instruction
Return.....(During flight only) Main Menu

Airplane: 1 to 0.....Set throttle %
1=10%, 0=100%
 $\leftarrow$Throttle off
 $\uparrow\downarrow$Trim rudder left
 $\leftarrow\rightarrow$Trim rudder right
B.....Toggles brakes on/off
F.....Puts flaps up/down
G.....Puts landing gear up/down
H.....Toggles HUD on/off

Simulator:

Q = Satellite view W = Up view E = Rear view P = Pause
A = Left view S = Cockpit view D = Right view
Z = Tower view X = Belly view C = Chase Plane view N = Sound on/off
 $\leftarrow$ = Zoom in/out Left Shift Key = Full Forward view

Control = Switches from "Observe" to "Fly" in Flight Instruction; i.e., puts you in control.
(Note: using Control doesn't change the menu setting — you'll be back in "Observe" mode if you restart the lesson.)

Recording

Flight recording in the Commodore version is different than the descriptions in the manual. You can record your flights in the Formation Flying and Airplane Racing missions only.

Formation Flying: The Formation Flying mission has three recording slots you can use for your own stunts. These recording slots use a P-51 flying near the main airport until you record your own stunts with your own planes. The following example shows how to record a stunt with your own plane in Formation Flying:

1. Select Formation Flying from the Main menu, and press the Commodore key after the Deadman stunt loads and begins.
2. Select the #1 recording slot (or #2 or #3 if you prefer) from the Formation Flying menu and press N to cancel the recording, and immediately press Return to go to the Main menu.
3. Select Test Flight from the Main menu, then press the Commodore key to show the menu bar.
4. Select your Plane and Location from those menus, and press Return to go to the Main menu.
5. Select Formation Flying, then press Y to begin recording with your plane and location selections.
6. Press the Commodore key and select any option to end the recording.

Airplane Racing: Airplane Racing gives you the option to record your race to disk at the end of a race which you win. Enter Y to record it, any other key to cancel.

Differences in Commodore AFT

Because AFT is available on a wide variety of computers with differing capabilities, some commands and features described in the AFT manual are different or unavailable in the Commodore version. The following sections describe the differences.

Menus: The menus that aren't used in the Commodore version of AFT include:

1. Demo — now called "Intro Flight"
2. Eye
3. Option
4. Sys
5. Zoom

5. Zoom

NOTE: Even though the above menus are not used in the Commodore version, most of the commands they contained are still available. You can access those menu commands by using keyboard equivalents (see "Keyboard Commands" above for a list of the menu commands you can issue from the keyboard).

Commands: The menu commands are fully spelled out on screen in the Commodore version (they are abbreviated in the manual to match their appearance in the IBM/Tandy version). The menu commands that aren't used in the Commodore version of AFT include:

- | | |
|---------------|-------------------|
| 1. Coupled | 6. Record Manoeuv |
| 2. Rudder | 7. Record Basic |
| 3. Instant | 8. Redo Stunt |
| 4. Replay | 9. Wind. |
| 5. Next Stunt | |
| 6. Record | |
| 7. Advance | |
| 8. Record | |
| 9. Aerobat | |

Instruments: The instrument panel differences in the Commodore version include:

1. Altimeter — it has a digital display for thousands of feet instead of a second needle.
2. Control surface monitor — it does not display flap, rudder, and aileron positions, it only shows the class of plane you are flying.
3. HUD rudder indicator — it appears only when you use the *slip* or *skid* keys (see "Controlling AFT Planes" above).
4. The rudder is always coupled to the ailerons (see "Controlling AFT Planes" above).
5. There is no "direction finding radio" to find the airport — a + appears in the HUD to mark the airport's position. The second airport is 40 miles east instead of 40 miles north.
6. Slip indicator — there are no reference marks on the indicator.
7. Brakes — you don't have to hold down the brake key; the plane's brakes will remain on until you press **B** a second time to turn them off.

Test Flight: The Test Flight differences in the Commodore version include:

1. There is no flight recorder, and thus no instant replay, in Test Flight.

Formation Flying: The Formation Flying differences in the Commodore version include:

1. Each manoeuvre consists of only one stunt, thus you cannot Redo, Skip, or go to Next stunt as described in the manual.
2. The scoring method does not display a graph of your performance; only a score from 1 to 100, with 100 being a perfect score.
3. Recording a Stunt — you must use the procedure in this Command Summary Card instead of the one described in the manual.
4. Formation Flying has the six routines described in the manual, plus three recording slots for your own routines (see "Recording" above for more information).
5. "Recording Considerations," discussed in the manual, doesn't apply to the Commodore version of AFT — the recordings are limited in length however, and recording will end when you reach the maximum length.

Airplane Racing: The Airplane Racing differences in the Commodore version include:

1. You can race against only one opponent in Airplane Racing, and the planes start at zero throttle.
2. The Airplane Racing mission has only one menu with an additional command called, *Clear Checked Race* — it clears all the competition from the currently selected race (you must successfully fly the course again before a new opponent will be added).
3. The 2milebox race uses the P-51 instead of the Spitfire described on page 23 of the manual.
4. You can record your race to disk only at the end of a race that you win.

Flight Instruction: The Flight Instruction differences in the Commodore version include:

1. There is no flight recording in the Flight Instruction mission.
2. Demo is under the Aerobatic Instruction menu, not Advanced Instruction.

Software Design Implementation: Ned Lerner.

Aerodynamic Model: Gabe Hoffman.

Technical Consultant: Brig. General Chuck Yeager USAF (Ret.)

Producer: Stewart J. Bonn.

Program Art: Richard Antaki, Michael Kosaka.

EuroPak Design: Grapplegroup Ltd.

Package Photography: Northrop Aviation/Allen Quinn.

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