

CD64-222

COMMODORE® 64/128™



Authentic HELICOPTER FLIGHT SIMULATOR, that not only teaches you how to fly rotary wing aircraft, but also sends you on six separate and exciting missions.

GAMES WORTH PLAYING

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415 North Figueroa Street, Wilmington, CA 90744

LOADING INSTRUCTIONS

DISKETTE VERSION

- 1) Attach the Commodore 64 or 128 Disk Drive to the computer according to the Disk Drive Instruction Manual
- 2) Turn on the computer and wait for the flashing cursor and the READY message. Now turn on the Disk Drive. Wait for the red light on the drive to go out.
- 3) Insert the program Diskette and close the drive latch. Type on the computer: LOAD "SH", 8 and press the RETURN key. The computer will respond with the message, SEARCHING FOR SH.
- 4) After a moment, it will read, FOUND SH-LOADING. When the READY message returns, type: run and press RETURN. The program title card will appear and the program and the program will start loading automatically. When the program is loaded, the game will begin immediately.
- 5) Do not turn off disk drive with diskette in disk drive.

CONTROLS

Start the engine and turn on electrical systems with the run/stop key (52). Accelerate the engine with the F7 key to between 500 and 600 RPM. If necessary, decelerate with the F5 key. The rotor will automatically engage and the rotor RPM will slowly rise to match the engine speed (at a 1 to 10 ratio).

Accelerate (F7) to around 2000 RPM and let the rotor catch up, then accelerate to 3000-3500 RPM and wait for the rotor. These steps are taken to avoid too great a difference between engine and rotor RPM that could increase rotor wear.

To take off, raise the pitch (F1) and monitor the level on the LCD (38). At a point above equilibrium, which is determined by the rotor RPM, the helicopter will lift at a rate based on the level of pitch; the higher the pitch level, the faster it will lift. Monitor the altitude at the altimeter (45). Now lower pitch (F3) and the rate of lift will slow until it stops at a hover. This is the point of equilibrium. If the pitch level falls below this point, the craft will begin to descend at a rate that increases as pitch level is lowered. The actual rate of lift or descent is displayed on the VSI Readout (36), in positive (lift) or negative (descent) values. To move the helicopter horizontally, push the joystick forward a slight amount. The speedometer (44) will start to increment, the attitude indicator (37) will rise above the horizon line and, if the altitude was steady, it will begin to fall. This is because as the joystick (which is the cyclic control) is moved forward, it tilts the rotor in the same direction. This transfers some of the lifting power to forward acceleration. Therefore, it affects the system in the same way as if the pitch was lowered proportionately.

To return to level flight at the established speed, increase pitch (F1). The more speed required, the greater the pitch level will need to be. However, at any pitch level, the cyclic control will transfer that power to forward motion. So that at full forward stick, the craft will always descend. To achieve the fastest level flight, raise pitch (F1) to full (38) and push the stick forward until the helicopter starts rising and pull back a bit if it starts to fall. The forward Speed will also depend on the engine RPM. Therefore, an increase in acceleration (F7) will increase both speed and lift and the pitch and cyclic controls will need to be adjusted.

To turn the helicopter, there are two general methods. The most direct and quickest is to push the joystick (cyclic) in the direction of turn. A half left turn (joystick to the diagonal forward/left) will accomplish a slower turn to the left while keeping the helicopter level. A full left will bank the craft and result in a faster left turn.

The second method is to change the pitch of the tail rotor using the anti-torque controls (39A). The LCD (39) shows a line across the center when the torque caused by the main rotor is compensated for by the pitch of the tail rotor. Normally, this control is internally automatic, keeping steady with any rotor RPM changes. When the pitch is manually altered, the LCD (39) will indicate the change in under-or-over-compensation which will result in turning the craft left or right at a rate determined by the degree of change. Any manual change will need to be manually corrected to stop the turning by taking the opposite action.

Given this control system, the suggested method of operation is to bring the helicopter to the desired altitude (45) and speed (44) and then fly the craft with the stick almost exclusively. Changes in altitude can be accomplished by moving the stick forward or back and turns done with the other directions. Alternatively, a method more like actual helicopter controls would be to affix the joystick to the work surface and operate it with the left hand while the right hand operates the pitch and engine controls (function keys) on the computer.

The console displays dedicated to aircraft control are the engine (31) and rotor (30) RPM gauges, the altimeter (45), the speedometer (44), the compass (34), the attitude indicator (37), the pitch (38), tail-rotor (39), manifold pressure (40), LCD indicators and the VSI (36). The RPM and AVI (altitude/velocity indicator) systems have both slide gauge and digital readouts. All have warning lights on each side to indicate excessively low or high levels. The digital compass shows in degrees (000 - 360), the actual geographic heading of the helicopter with 000 being true north.

The attitude indicator, or artificial horizon, displays the deviation of the craft from the horizontal, or level flight. For example, when moving forward, the nose dips down and the A.I. rises. When slowing, the nose comes up and the A.I. moves down. If the dark lines go below the green half of the display, the helicopter is "flaring" and slowing very quickly to a halt. The helicopter should be level when landing. The four lights to the right of the A.I. are a graphic representation of horizontal displacement. These are useful when the display screen is completely covered or clear. The pitch and anti-torque LCD's show the level of change produced by the keyboard controls.

The manifold pressure LCD displays the power demands put on the engine. If the engine or rotor system is damaged, for example, it could put excessive strain on the engine driving up manifold pressure.

WARNING: At very high levels, the engine will automatically shut down to prevent rupture. The vertical speed indicator shows digitally the rate of lift (+) or descent (-). A safe landing should be made at the smallest possible negative rate.

Differences between a real cyclic control and joysticks should be noted. To reach a level of change with a cyclic, one would push it in a direction and hold it at the desired angle. Since the joystick is merely an on and off switch, to hold it "on" is to continue to change. Therefore, when using the joystick as a cyclic, hold it in the desired direction until the desired change has been achieved and then release it.

CAPABILITIES

The UH2X is equipped with two 9MM machine guns that hold 1000 rounds each. The guns are activated by the up-arrow key (8A) and fired by the joystick fire button. The ammunition supply is counted down while firing on the digital display (8). Two lights on the left indicate problems: either a low ammo supply (2) or a firing malfunction (5). The guns can be reloaded only at a base by using the loading commands on the computer. Turning on the 9MM deactivates the ATA Missiles.

The Air-To-Air Missiles are activated by the back arrow key (9A) and fired with the fire button. The UH2X carries a maximum of 20 missiles and can be reloaded only at Base. The missiles are short range and detonate automatically at five miles, or on impact. Three lights indicate low supply (3), launch malfunction (4), or arming malfunction (6). Turning on the ATA deactivates the 9MM guns.

The UH2X also carries a CO2 Tank for fire control capability. The tank release is set by the slash key (7A) and the CO2 is released with the space bar. A digital counter (7) displays the PSI Level and the light indicates low levels. The tank can be refilled only at a Base.

A hoist can be lowered and raised with the cursor keys (55). The computer screen displays a graphic image to help pinpoint the hoist line. An air radar screen (10) automatically activates when an airborne object comes into range. The center of the screen represents the location of the UH2X and the bottom half is in back of it.

Below the computer screen is an AM/PM digital clock (35). That determines the time of day and runs in real time. The clock can be set (35A) at the start of a mission only and runs from that point on.

NAVIGATION

The area available for flight is 200 miles square. The main base is at the exact center (Plot 00,00), and there are four secondary bases at the center of each quadrant (Plot 50,50). Each Base is equipped for refueling, reloading and repair.

An odometer (46) displays miles traveled and current direction. This same readout displays return mileage and direction when the Equals Key (46A) is pressed if the navigation system is tuned to a transmitting signal.

The navigation system can be tuned to three types of incoming signals with the tuning buttons (41A). On initial start-up, the days' VOR Frequency is established and is transmitted from the main Base only. Tuning through a range 000 - 999, a reception indicator will light at the proper frequency. The homing frequency is set each time a HOM command is used. The rescue frequency is established by the sender. All three signals can be transmitted simultaneously but only one can be tuned to.

The ground radar (11) is activated when the navigation system is tuned to an incoming signal. Each type of signal source is displayed on the grid if the appropriate key is pressed; Base (32A), HOM (42A) and Rescue (43A). The compass heading to the source is displayed at three digital readouts: Base (32), HOM (42) and Rescue (43).

The ground radar grid (11) has two modes. When the UH2X is within five miles of a signal source, the grid is green and each square represents one mile. Outside of a five mile area, the grid turns red and each square represents ten miles. When at the source of transmission, the grid will be green and the blip will cycle about the center. The center of the grid represents the position of the UH2X. The top half is north, the lower half, south. Right is east and left is west.

A wind speed and direction display (47) allows for course correction due to deviations caused by the wind. For example, if the wind speed is 10 miles an hour from the west and the UH2X is flying due north then the actual course is shifted to the Northwest by 10 miles an hour. This deviation will not show on the compass but will eventually show up on the navigation system.

Navigation in use might proceed as follows:

The UH2X takes off and flies due north, compass heading 000. The VOR navigation signal is initially set to the main Base which is the take-off point. Tune to the proper frequency (41A). The reception indicator will light up and the radar grid, which is green, will start to cycle. The odometer (46) will soon show one mile. The blip will stop cycling.

Continue flying north. When the odometer reaches 2 miles, the blip will move down one square; at 3 miles, it will drop another square.

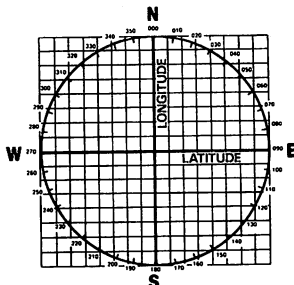
At this point, turn West, heading 270. After another mile, the blip will move one square to the right. The blip will always move in the opposite direction from the UH2X since it represents the source of transmission that the UH2X is moving away from or toward. At six miles out, the grid will turn red and the blip will move back near the center because now each grid square in 10 miles wide.

The base return heading is digitally displayed (32) and should read between 130 and 140. Press the Equals Key (46A) and the odometer display will change momentarily to a readout of the miles and direction to return to the source.

If the helicopter now turns to the heading shown in the VOR Display (32) and continues to follow this or changing headings, the grid should turn green again soon as the UH2X gets within 5 miles of the source. When reaching the source, the blip will start cycling again.

The Radar will operate like this for any signal source as the blip and various sources can be switched between by tuning them in and then pressing the proper key.

There is also an automatic course correction function. A compass heading can be dialed in (33A) and displayed (33). Then by pressing the Right shift key (33B), the UH2X will turn itself to this heading. This is one way to reach a very exact value, where steering might be less efficient. Once a heading is set, each time the shift key is pressed, the craft will come to this heading.



COMPUTER FUNCTIONS

The computer (49) displays various operations and messages and accepts commands from the keyboard.

Commands must be entered in alphanumerics only and activated by the return key (49A). The Pound Key (49B) clears the screen without acting on the input.

STATUS COMMANDS

- PLOT** – Display current position in mileage coordinates such as 10 miles north/25 miles east.
- GRAD** – Reports which navigation signal is currently tracked on the ground radar.
- FUEL** – Reports exact fuel supply.
- BASE** – Reports on the condition of all area bases.
- FIRE** – Reports location of fire hazards.
- STAT** – Reports the number of possible enemy ships, planes or other craft.
- ERTM** – Estimates time to helicopter failure based on damage to the craft.
- CLIM** – Climate conditions.

FUNCTION COMMANDS

- HOM** – Set a homing device. This establishes a new frequency and cancels transmission of any previous homing signals.
- GRID** – Displays a landing grid when coordinating signals are available such as landing on a carrier at sea.
- TARGET** – Displays a targeting grid for weapons. The grid flashes when a target is on line.
- THERM** – Displays a thermal radar image to center in on hot spots at fire locations for CO2 release.

- REPAIR** – Activates repairs of malfunctions at base. First reports time required for repair of the particular problem.
- CANCEL** – Abort repair if time reported is too long for current situation.
- LATA** – Reload missiles. Only at Base.
- L9MM** – Reload machine guns. Only at Base.
- LC02** – Refill CO2 Tank. Only at Base.

AUTOMATIC DISPLAYS:

Cycle system status checks.
Malfunction reports.
Air Radar Detection.
Incoming Missile Display.
Hoist Display.
Incoming Rescue Signal Message.

MALFUNCTION CHARACTERISTICS

1. ATA Missile Launch or arming problems will deactivate firing.
2. 9MM Machine Guns will not fire when light is on.
3. Oil Line breaks will increase temperature until engine shut-down.
4. Transmission problems will affect rotor operation.
5. Rotor wear can occur with excessive power or large differences in engine and rotor RPM as well as combat damage. Will increase manifold pressure.
6. Compression problems will reduce engine power, lift and speed.
7. Tail rotor wear or damage will result in control problems.
8. Coolant leaks will raise temperature.
9. Torque stabilizer damage will cause control problems.
10. Pitch controls and linkage damage will seriously disable flight controls.
11. Engine turbine problems will affect power and could cause failure.

12. Manifold ruptures will seriously affect power and performance and could cause the engine to explode.
13. Electrical problems can disable various console displays, navigation and the computer.

Malfunctions can occur in many ways and cause various problems from disabled displays to complete destruction. If in combat, for example, being hit may not destroy the UH2X but will cause some damage. This can accumulate to a point of destruction or inability to control the aircraft.

MISSIONS

1. RENEGADE

A UHIX Helicopter has been stolen by a madman who threatens to destroy all the bases in the area. Only the UH2X has a chance to stop him. As a challenge, he has sent a message saying he will follow a square course from base to base and will save the main base for last. However, he has not said which direction he will be travelling in. Try to intercept him. Unfortunately, that gets easier as more bases are destroyed. Keep in mind that the UHIX is armed with machine guns and missiles also. The bases are numbered 1 to 4, starting with the Northeast Quadrant. The main base is Base Zero. Use the "Base" computer Command to check on their conditions. If two bases get wiped out, you will know which way he is heading. Consider this: He may have radioed in his intentions because he knew that you would come after him.

2. BRUSH FIRE

The rolling hills of California are burning again. With UH2X's new fire fighting abilities, you can help. Get location reports on the computer and get there fast! Remember, fires spread. The longer it takes, the more damage is done. Fighting the fire with UH2X is like a bombing run. Fly over the fire using the thermal image and release the CO2 when the hot spot is center screen. Hovering over the fire to release CO2 may put the fire out more quickly but the helicopter's external temperature (48) will rise quickly too. It's up to you which method to use. You must return to base to refill the tank. Also, there may be calls for the rescue of other fire fighters. Do the best you can.

3. GULF OF TERROR

You are on carrier duty in the Mediterranean. Your job is reconnaissance of shipping in the area and to report on possible terrorist activities. There are gunboats and submarines patrolling all along the shore and hostilities could flare at any time. It is inadvisable to fire on unprovocative vessels but you are free to defend yourself if necessary. Good luck! We're all counting on you!

4. OIL FIRE

While in the Mediterranean area, an American Oil Drilling Operation has come under attack by hostile intruders. The rigging has been set ablaze and American working crews are in jeopardy. The UH2X, with its fire fighting, defense and rescue abilities has the best chance of dealing with the situation. Coordinates will be transmitted. Good luck! We're all counting on you!

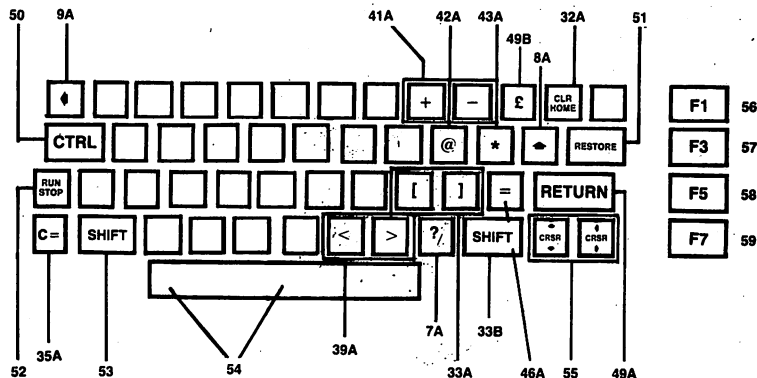
5. BERMUDA TRIANGLE

The hurricane season has come to the Florida region. The UH2X is assigned to weather reconnaissance in the infamous Bermuda Triangle and no other information on your mission is available because no one really knows what will happen in "the Devil's Triangle."

6. ARCTIC RESUCE

At a Scientific Station near the Pole, the UH2X encounters some of the most severe conditons for flying possible. Researchers may get lost in a blizzard, or fall into constantly moving crevices in the ice, or other helicopters may go down in gale force winds. Flying near the Pole will affect the compass operations. Of course, nothing at all can happen, too, but don't count on it.

In all scenarios, the main base and four secondary bases are located at the same coordinates, although in the Gulf of Terror, they are carriers instead of bases, and in the Bermuda Triangle, they are located on islands. Various messages and displays will aid you in your assignments but the pilot is under no obligation to perform his or her duties in any prescribed manner.

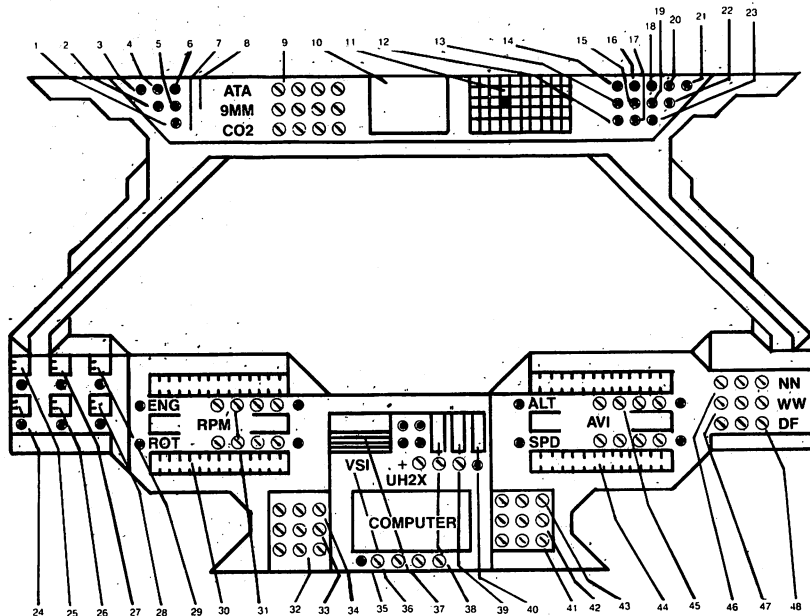


CONSOLE DISPLAYS

- 50. Program pause control
- 51. Cancel program
- 52. Engine run/stop button
- 53. Load new program control
- 54. CO2 release
- 55. Hoist control
- 56. Pitch level UP control
- 57. Pitch level DOWN control
- 58. Engine Decelerator
- 59. Engine Accelerator

- 7A. CO2 on/off switch
- 8A. 9MM machine guns on/off switch

- 9A. ATA missile on/off switch
- 32A. Base VOR on ground radar
- 33A. Automatic course setting
- 33B. Auto course activation switch
- 35A. Clock advance button
- 39A. Tail rotor control
- 41A. Radio frequency tuner
- 42A. Homing signal on ground radar
- 43A. Rescue signal on ground radar
- 46A. Distance and direction on button
- 49A. Computer command enter key
- 49B. Clear computer screen button



CONSOLE DISPLAYS

1. CO2 low level indicator light
2. 9MM machine gun low ammunition supply indicator light
3. ATA missile low supply indicator light
4. ATA missile launch malfunction light
5. 9MM machine gun firing mechanism malfunction light
6. ATA missile arming malfunction light
7. CO2 psi digital readout
8. 9MM ammunition digital readout
9. ATA missile supply digital readout
10. Air radar screen
11. Ground radar screen
12. Oil line malfunction light
13. Transmission malfunction light

14. Main rotor wear indicator light
16. Tail rotor wear indicator light
17. Engine coolant indicator light
18. Rotor torque indicator light
19. Pitch control malfunction light
20. Control linkage malfunction light
21. Turbine malfunction light
22. Engine manifold pressure malfunction light
23. Electrical systems malfunction light
24. Generator gauge
26. Carburetor gauge
27. Oil pressure gauge
28. Exhaust temperature gauge
29. Fuel gauge
30. Rotor RPM slide and digital gauge and high/low indicator lights
31. Engine RPM slide and digital gauge and high/low indicator lights
32. Base VOR digital readout
33. Automatic course correction digital readout
34. Compass digital readout
35. Clock and AM/PM light
36. Vertical Speed Indicator
37. Attitude indicator LCD and correction lights
38. Pitch level LCD
39. Anti-torque control LCD
40. Manifold pressure LCD and warning light
41. Navigation radio frequency digital readout
42. Homing signal digital readout
43. Rescue signal digital readout
44. Speedometer slide and digital gauge and hi/lo lights
45. Altimeter slide and digital gauge and hi/lo lights
46. Odometer/Distance and direction readout
47. Wind speed and direction
48. External temperature readout
49. Main computer screen

**SUPPLEMENTAL
INSTRUCTIONS
FOR
SUPER HUEY II**

SUPPLEMENTAL INSTRUCTIONS FOR SUPER HUEY II

I. RENEGADE

Start the engine with the run/stop key. Raise engine RPM to 500. Check ATA with the back arrow key. If the missile supply is low, turn off ATA with the back arrow key and load with the LATA Command. NOTE: Do not attempt to load while ATA or 9 mm is active. Increase RPM to 3500. Tune in base frequency with the plus-minus keys. The light to the left of the frequency number will come on and the blip on the green ground radar grid will cycle. Raise pitch to three-quarters and forward with the cyclic to an altitude of 500 feet. Level off with cyclic. Observe the air radar screen on the panel over the windshield. The dark blip shows the location of the enemy helicopter. If it is above and to the right of center, then your pursuit heading will be 45 degrees. The air radar screen displays the location of the enemy craft relative to the UH2X. That is, if the blip is in the upper part of the screen, then the target is ahead of you, and if the blip is in the lower half of the screen, then the target is behind you. Periodically, the computer screen will read AIRRAD and two coordinants such as 7 miles north, 7 miles east. This is the exact plot of the enemy. Clear the computer screen with the L key and enter the plot command on the computer. This will give you exact coordinants to compare to the enemy's position. In order to engage the enemy, the map coordinants must be exactly the same. When the blip appears on the Air Radar screen, use the target command to display a firing grid. The grid on the computer screen shows the position of the enemy craft relative to your firing site. If the plus signs are flashing, the enemy is too high, and if the minus signs are flashing, the enemy is too low. When the two center brackets are both flashing, the enemy is on target. Missiles are the most effective although a good missile firing position will expose you to enemy missile fire.

Machine guns require many rounds and aiming is more difficult but the enemy eventually can be destroyed. The goal of the pursuit is to prevent the enemy helicopter from reaching any other base and destroying it. Until shot down, the enemy will proceed in a regular pattern to each base until finally returning to the main base and destroying it, at which point, you will have no further options. In direct combat with the enemy, the helicopter will approach you from left or right and begin firing. If he lines up directly in front of you, he will fire a missile. If he flies past you, turn and pursue in the direction that he left the screen. If this is done quickly enough, you can catch him from the side or behind and pursue without being fired upon. If pursuing from behind, an increase in speed will bring you closer and a decrease will allow him to escape. During the course of the battle, if your ship is damaged, you can attempt to reach the nearest base for repair, refueling and rearming.

II. ARTIC RESCUE

Navigation is the key to Arctic Rescue. In this mission, there are two active frequencies that you can tune to, using the plus-minus keys. One is the base frequency which will cause the ground radar blip to cycle, and the other is the rescue frequency. The rescue frequency can be tuned in but the system will not operate on it until you are in the air. Once you are clear of the base, and have made a note of your base frequency, tune in the rescue frequency and press the asterik (*) key. This will put the locator blip on the ground radar screen at the location of the lost team. The exact heading will be displayed at the top number on the right side of the computer screen. This is the course to follow to find your target. The return distance activated by the equal sign key which is displayed at the top number on the far right side of the console, which is normally the odometer, will give you the exact distance to the source of the rescue signal. The obstacles encountered will be the terrain, consisting of snowy peaks of

varying elevations. You must fly around or over these while attempting to maintain your course. The weather may become increasingly hazardous to the ship's system and flying ability. While flying, the rescue heading number will change depending upon your position and will always reflect a line-of-site heading to the target. When you have reached the same coordinants as the transmitter of the rescue signal, a flare will be fired from the ground. At this point, use the plot command to note the exact map coordinants. If you land at these exact coordinants, you will find the research team. The computer screen will say "Secure for Takeoff", after the team boards the helicopter. Tune in base frequency and return the ground radar to base frequency with the clr/home key.

III. BRUSH FIRE

Locate the point of origin of the fire using the fire command. Over time, the fire will spread from this point outward depending upon the wind direction. Fly to this starting point to put out the first fire and to determine the direction of the fire spread. All the fires will be connected as they spread outward, usually along one line, although this can vary somewhat. Houses are located at every five mile intersection. Therefore, if a fire is determined to be approaching one of these points, the leading fire should be dealt with first. Use the thermal command to display a thermal readout on the computer screen. When not near a fire, the screen will be filled with zeros. As you approach the fire, the numbers on the screen will change. An increase means a rise in temperature. At some high point, usually around 5, you should release CO² to put out the fire.

Watch the external temperature of the helicopter. This number is located on the far right side of the console at the bottom followed by the letters DF (degrees Fahrenheit). If the temperature rises above 200, the ship is in danger and you should fly away from the fire to cool the outer skin. Periodic computer messages will tell you the

III. BRUSH FIRE (continued)

number of fire locations and the number of houses burned thus far. It is possible although difficult to extinguish all the fires. You will need to return to the nearest base to refuel the CO² tank.

IV. OIL BLAZE

The Oil Drilling Station that has been sabotaged and set ablaze can be located with the fire command. The map coordinants will be given and the burning tower will be located at this point. From the start of the mission, there is an unknown time element before the tower blows up. If you are within sight of the tower when it blows, the shock wave will destroy the helicopter. Therefore, the first priority is to put out the fire. The method is to fly directly over the blazing structure and release CO². Several passes may be required. The station is surrounded by terrorist armored vehicles and these terrorists will attempt to shoot you down. Naturally, you must fly quite close to the ground in order to combat with these land vehicles. Remember that the fire must be put out as soon as possible. After this is done, the terrorist forces can be dealt with at will, to free the station.

V. BERMUDA TRIANGLE

The Bermuda Triangle will involve you in a series of enigmatic phenomena for which there is no defense. Your navigation systems may be interfered with, flying control can be hampered, and the basic task is survival. There is, however, a secret to the Bermuda Triangle, involving a UFO. From time to time, you will possibly see a small black sphere moving erratically across the sky. If you can destroy this with a missile, all phenomena will cease.

However, if a large alien craft should descend in front of you, pull away immediately or you will be destroyed. Lots of luck!

Among the phenomena you will experience are multiple spheres rising from the water. There will be a flash of white light and your location will instantly change.

VI. GULF OF TERROR

As a reconnaissance mission in the Mediterranean, your duties are to locate and make note of the positions of ships and submarines in the area. If you should be fired upon, you are at liberty to defend yourself. Some ships are armed with anti-aircraft rockets, and submarines may fire missiles. Ships and submarines are difficult to destroy even with your missiles. It may take several hits.

Machine gun fire can be effective but with great difficulty and much ammunition. Stat command will tell you how many ships are in the area. Missiles fire straight out from the nose of the helicopter, therefore, in most cases you will need to dive at your target on the surface of the water.

When your computer screen reads "all clear", you are free to return to base.

THE COMPUTER SCREEN

The on-board computer screen displays various internal system messages that can be ignored by the user. The messages that are relevant appear during individual scenarios. For example, in RENEGADE, the message "AIRRAD" appears followed by two coordinates. In BRUSH FIRE, messages concerning burned houses and the number of fires appear on the screen.

Whenever a significant readout appears, the screen will go blank and some data that is obviously relevant to the mission will be clear.

To type commands on the computer screen, it is necessary to clear the screen using the pound (#) key and then type the command and press return. If the command is not the only word on the top line of the computer screen it will not be acted upon. It is sometimes necessary to clear the screen again if a message appears while a command is being entered. Also, whenever a function key or any keyboard switch is pressed, the nature of that function is written on the bottom line of the computer screen.

When the commands THERM, TARGET, or GRID are used, the accompanying screen display becomes permanent and no other messages can appear while these commands are active. To disengage these commands, press the pound (#) key.

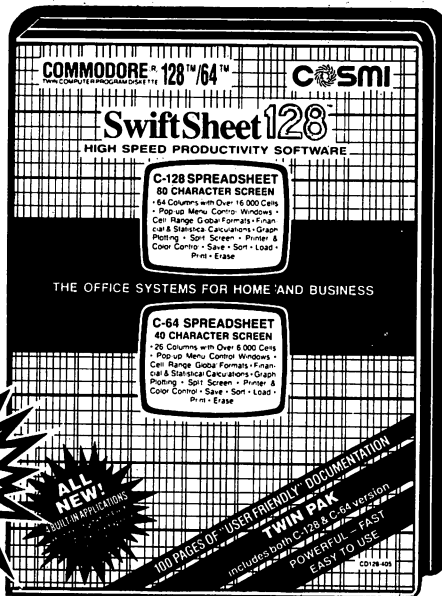
Paul Norman

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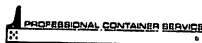


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