

Your computer will boot up to the A: prompt. This boot disk bypasses the *autoexec.bat* and *config.sys* on your hard drive and starts up your computer in as clean a DOS environment as possible. Try re-installing the software if you were having trouble doing so, or try starting the software from the drive and directory you installed to. If the software you are trying to run requires a sound driver or mouse driver, don't forget to execute those before starting your game.

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Please be sure to include the following information in your letter:

- Type and model of computer you own
- Any additional system information (e.g. make and model of printer, hard drive, video card/display etc)
- Type of operating system or DOS version number
- Full description of the problem

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# Birds Of Prey

## Command Summary Card

### For IBM & Compatibles

## Getting Started

The manual included in your package was written as a general guide to all versions of *Birds Of Prey*. Certain features in the IBM version may differ slightly from those described in the manual. See *Amendments To The Manual* in this Command Summary Card for information specific to the IBM version. **Users Without A Mouse:** Please be sure to read the *Amendments To The Manual* section -some important amendments apply specifically to you.,

## System Requirements

To play *Birds Of Prey*, you need an IBM or compatible computer with a hard drive. You must have a minimum 480K of free space on your hard drive, and your system must be running DOS 3.0 or greater. The minimum amount of free memory you need is based on the kind of graphics adaptor you have:

VGA 256 Colour	567K
VGA 16 Colour	498K
EGA	498K
CGA	512K

If your computer has Expanded Memory Specification (LIM-EMS 3.0 or greater) and you're playing in VGA 256 colour mode, your computer will use 501 K free memory and 64K EMS. You'll need additional free memory for the sound mode you choose:

Sound Blaster	20K
MT-32	9K
LAPC-1	9K
AdLib	5K
PC Internal Speaker	3K
PC Sampled Sounds	37K

## Installing Birds Of Prey On A Hard Drive

**Birds Of Prey** is available on two 5.25 inch disks or one 3.5 inch disk. One of the disks contains an install program that lets you install the game on your hard drive. The install program does three things:

- Creates a directory on your hard drive for the game.
- Copies the necessary game files into the directory.
- Creates a batch file containing the graphic and sound configuration for your computer.

### To install Birds of Prey:

1. **Users with 5.25 inch disks:** Insert BOP\_INST\_1 into appropriate floppy disk drive. **Users with 3.5 inch disks:** Insert the Game Disk into appropriate floppy disk drive.
2. Switch to the floppy drive you inserted the disk in. For example, if you inserted the disk in drive A, type **A:** and press **Enter**. If you inserted it in drive B, type **B:** and press **Enter**.

**Note:** You must switch to the floppy drive before you execute the INSTALL command—you can't simply type A:INSTALL or B:INSTALL.

3. Type **INSTALL** and press **Enter**. The Configuration screen appears.
4. The Configuration screen options let you configure **Birds Of Prey** to your computer. To edit a setting, use the **up** and **down cursor keys** to highlight an option, and then press **Enter**. The various settings for the option appear. Highlight the new setting and press **Enter** again. If you have a mouse you can select options by simply pointing to an option or setting and clicking the left mouse button.

### Option

### Settings

#### Graphics

Choose CGA, EGA, VGA 16 Colour or VGA 266 Colour.

#### Sound FX

Choose MT 32, LAPC-1, Sound Blaster, Adlib, PC Speaker, PC Speaker Samples or No Sound.

Both PC Speaker and PC Speaker Samples use the internal speaker for sound effects — the difference is that PC Speaker only produces simple 'beeps', whereas PC Speaker Samples uses higher quality sampled sounds. Users with slower machines should choose PC Speaker, which won't affect game speed.

If you have a CM32L or CM64 module, select LAPC-1 as your setting.

#### Drive

Choose the drive you want the game to be located on: C:, D:, E:, F:, or G:.

#### Directory

The install program automatically creates a directory and places the game in it. The default name for this directory is BIRDS — its default location is at the root level of your hard drive. If you like, you can change the name and/or location of the directory. Select **Directory, type** a new name and path for the game, and press **Enter**.

5. Once you've configured the game to your computer, highlight **Continue** and press the **spacebar**. **Users with 5.26 inch disks:** Depending on your configuration choices, you may have to swap disks.

## Loading The Game

### To load Birds Of Prey:

1. Boot your computer as you normally would.
2. If you have a Microsoft compatible mouse, make sure that the driver is loaded.
3. Switch to the drive you installed the game on. For example, if you installed the game on the C drive, type **C:** and press **Enter**.
4. Type **CD\** and the path to the game. For example, if the game is in BIRDS (the default name of the directory), you'd type **CD\BIRDS**. Press **Enter**.
5. Type **BOP** and press **Enter**. The game loads and the Title screen appears. Press any key or click a mouse button to continue.

## Copy Protection

You're asked to enter a statistic concerning an aircraft or weapon in the game. Open your **Birds of Prey** manual and turn to **Chapter 6: Technical Reference** (pp. 123-184). Look for the aircraft or weapon called for on the screen. Type the statistic and press **Enter**. You must type this number exactly as you see it in the manual, including any zeros or decimal points.

You have three tries to get the answer right. If you fail all three attempts, you'll have to reload the game.

## Emulating A Mouse With The Keyboard

Many of the options on the pre-flight screens (**Chapter 2** in your manual) can be selected with either a mouse or the keyboard. However, a few of the options on these screens were designed for use with a mouse only -that is, you move a pointer to them and click the right or left mouse button to select.

If you don't have a mouse, you can use your keyboard to move the pointer and select options. To move the pointer, hold down **Left-Alt** or **Right-Alt**, and then press any of the four cursor keys. Your **Insert** and **Home** keys act as left and right mouse buttons, respectively. When the pointer is over the option you want to select, press **Insert** for a left-click or **Home** for a right-click.

### Saving A Pilot (Game)

You can only save a pilot at the Pilot Record screen. The pilot is automatically saved in the directory in which the game was installed.

#### To save a pilot to your hard drive:

1. Return to the Pilot Record screen.
2. Press S or select **Save** from the Pilot Menus. After a moment, the Save Pilot requester box appears.
3. Type a name for your saved game and press **Enter**.

### Loading A Previously Saved Pilot (Game)

You can only load a pilot from the Pilot Record screen.

#### To load a previously saved pilot from your hard drive:

1. Return to the Pilot Record screen.
2. Press **L** or select **Load** from the Pilot Menus. After a moment, the Load Pilot requester box appears.
3. Point and click with the mouse (or use the mouse emulation keys) to highlight the name of the pilot you want to load. The highlighted selection will appear over the **Load** command in the requester box.
4. Select **Load**. The pilot loads and you're automatically returned to the Pilot Record screen.

### Cancelling A, Load Or Save

Once you're in the Load Pilot or Save Pilot requester, you can cancel the load or save by selecting the Exit.option.

### Pausing The Game

During flight, you can pause the game by pressing:

- F4
- The second button on your joystick (experiment to see which button is joystick button 2)
- The right mouse button

When you're ready to return to the game, press F4.

### Exit To DOS

You can quit the game and exit to DOS at any point in the game by holding down the **Ctrl** key and pressing C twice.

## AMENDMENTS TO THE MANUAL

### Rudder Control (p.23,79)

Press **comma** (,) to rudder left and **full stop** (.) to rudder right.

Note: If you are using two joysticks (via a splitter) or you have special pedals for rudder control, you must press **Shift-zero (0)** to use your rudders.

### Weapon Selection (p.27,84)

To select a different weapon as the current weapon, press **F5**.

### Changing Terrain Types (P.33)

In the IBM version of **Birds Of Prey** you can't change terrain types.

### Reviewing Mission Record (P.35)

In the IBM version of **Birds Of Prey**, you can press M to bring up the Record Of Past Missions. Use the **cursor up** (↑) and **cursor down** (↓) keys to scroll through the text. When you're done reviewing the record, press M to return to the Pilot Record screen.

### Dots On/Off (p.36)

There are no dots in CGA mode.

### Dithering On/Off (P.37)

The Dithering option only applies to EGA and VGA 16 Colour modes.

In VGA 256 Colour this option is replaced with a landscape/sky option. Choose **one** of the following settings:

**Simple Sky/Land** — Land displayed with one shade of green, sky with one shade of blue. Your computer can update screens faster in this mode, thus increasing the apparent speed of the game.

**Graduated Sky** — Gradient used to shade sky while land remains simple.

**Graduated Sky/Land-Gradients** used to shade both sky and land.

### Side Menu (P.45)

There is no Side Menu in the IBM version of **Birds Of Prey**.

### MFD Map Mode (P.75)

In MFD Map mode, use the **semi-colon** (;) key to zoom in on the map. To zoom out, hold down the Shift key and press the **semi-colon** (;) key.

## Flight Stick Control (P.79)

**Keyboard Users:** You must be in “Mouse Flight Control” mode to use the keyboard. Press **zero** (0) on the keyboard to switch from “Joystick Flight Control” to “Mouse Flight Control”. You can then use the following keys to control the flight stick:

<b>Alt-cursor up (↑)</b>	Pitch down
<b>Ah-cursor down (↓)</b>	Pitch up
<b>Alt-cursor left (←)</b>	Roll left
<b>AN-cursor right (→)</b>	Roll right

## Target Selection (p.83-84)

In manual target selection, users can move the circular reticle with their joystick after pressing F2.

## Autopilot (p.86-87)

**You** cannot use the **cursor keys** to set altitude and proximity options within the Autopilot requester. If you don't have a mouse, use the mouse emulation keys to change these settings.

## Flight Menus (p.95)

**Users Without A Mouse:** To access the Flight Menus, press F4 or **Home** to pause the game. Press **Home** to bring up the menus. Hold down **Home**, and then hold down **Alt** and press a **cursor** key to highlight the menu options.

## Real Flight (p.95)

If your screen turns black for a moment, you're experiencing a blackout from manoeuvring too hard.

## Game Detail (p.96)

When viewing the Pilot Record screen, you can press G to bring up the Graphic Detail Selector. When you are in flight, however, there is no keyboard equivalent for this option. To bring up the Graphic Detail Selector while in flight, you must pause the game (F4), press **Home** or the right mouse button to bring up the Flight Menus, and then **select Game Detail**. If you don't have a mouse, use the mouse emulation keys to change the settings.

## Taking Off & Landing STOVL Aircraft (p.III-112)

In the IBM version, the RCS is a Reaction Control System that gives you fine control of your airplane's attitude while hovering. Your aircraft's flight computer will automatically switch on the RCS whenever it decides that you need it, but you can also switch it on by holding down **Home** or the right mouse button. Your flight stick has the same function when the RCS is

active — pull back to pitch up, move it right to roll right, etc. -but it will feel different than using the flight stick in horizontal flight.

## Test Piloting (p.121)

Once you're over 1,000 ft, press F9 to release your experimental aircraft.

## Mid-Air Refuelling (p.121-122)

The **forward slash (/)** is an all-purpose refuelling key that both lets you perform actions and get information. Use it in the following way:

Once you've designated a tanker waypoint on the Tactical Map Display, press **forward slash** to launch the tanker aircraft. Close in on the tanker aircraft, pressing **forward slash** to get messages on how you should manoeuvre in order to begin the refuelling operation. Once you've met the refuelling conditions described in the manual, press **forward slash** again to activate the refuelling autopilot, which will guide your aircraft toward the fuel hose.

Once your aircraft is connected with the tanker, you need to pump the fuel. In mouse flight control mode, hold down **Alt-Insert** or the left mouse button to pump fuel. In joystick flight control mode, hold down joystick button 1. When the refuelling operation is complete, press **forward slash** a final time to release the tanker and restore normal control of your aircraft.

## Birds Of Prey In CGA Mode

In CGA mode, palette restrictions affect the following game features:

- The sky appears in solid blue, the land appears in solid green, and the sea appears in a dithered green and blue pattern.
- There is no palette change for day and night.
- All objects on maps appear in red.
- There are no blackouts.

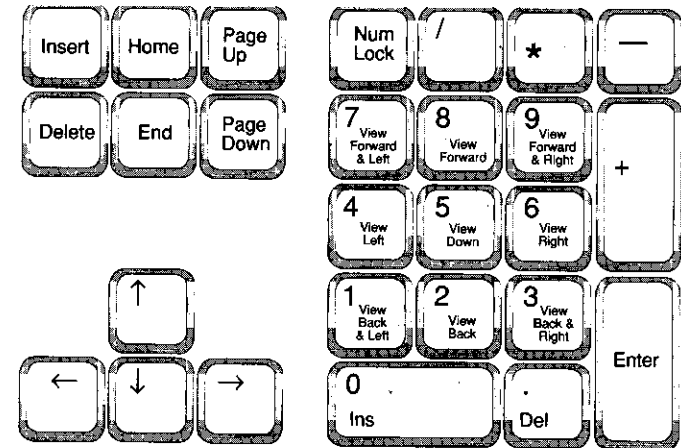
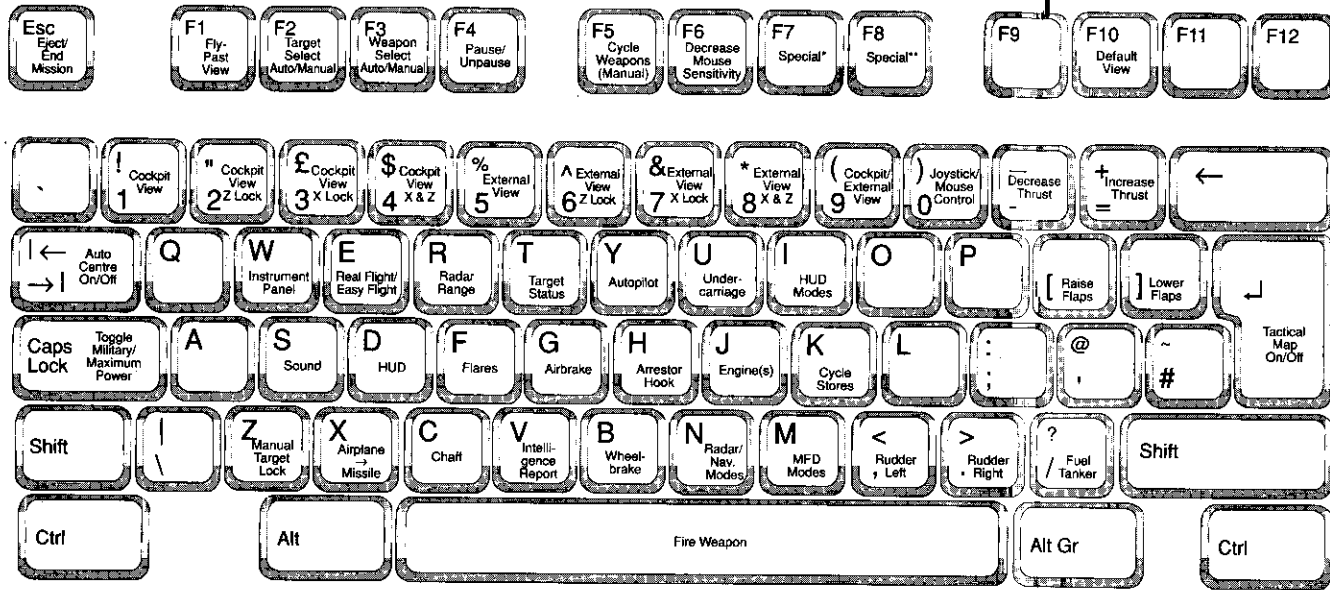
# Keyboard Command Summary

The following is a complete list of the key commands used in the IBM version of *Birds Of Prey*.

**Some of these commands differ from the commands noted in your *Birds of Prey* manual — such commands are shown here in grey.**

# Flight Control Diagram

## KEYBOARD LAYOUT



## Scan Keys

Quit Game	Ctrl-C (twice)	View From Previous Object	Shift-comma (,)	Zoom In	Shift-equal (=)
Increase Mouse Sensitivity	Shift-F6	View From Next Object	Shift-full stop (.)	Zoom Out	Shift-minus (-)
Pedal Rudder/ Joystick 2 Rudder Control	Shift-0 (keyboard)	Cycle Fly-Past Views	Shift-F1	Flight Stick Control	Alt-cursor keys
				MFD Map Zoom In	Semi-Colon (;)
				MFD Map Zoom Out	Shift-Semi-Colon (;)

\* Sweep wings back (swing-wing aircraft only)  
 Vector thrust down (STOVL aircraft only)  
 Open cargo doors (cargo aircraft only)

\*\* Sweep wings forward (swing-wing aircraft only)  
 Vector thrust up (STOVL aircraft only)  
 Close cargo doors (cargo aircraft only)

## Pm-Flight Screens

### Pilot Record Screen

New Pilot	N	
Load Pilot	L	
Save Pilot	S	
Edit Pilot Name	E	
Change Difficulty Level	D	
Wingmen	w	
Increase Hours	zero (0)	(Keyboard)
Decrease Hours	9	(Keyboard)
Increase Minutes	equal (=)	(Keyboard)
Decrease Minutes	minus (-)	(Keyboard)
Mission Record	M	
Scroll Mission Record Up	cursor up (↑)	
Scroll Mission Record Down	cursor down (↓)	
Return To Pilot Record Screen	M	
Battle Progress Report	F1	
Scroll Forward Through Graphs	comma (,)	
Scroll Back Through Graphs	full stop (.)	
Scale Graphs Left	cursor left (←)	
Scale Graphs Right	cursor right (→)	
Scale Graphs Up	cursor up (↑)	
Scale Graphs Down	cursor down (↓)	
Return To Pilot Record Screen	Enter	
Graphic Detail Selector	G	
Go To Choose Mission Screen	spacebar (Missions 1-6)	
Go To Choose Mission Screen	Enter (Missions 7-12)	

### Choose Mission Type Screen

Air Interception	1	(Keyboard)
Air Superiority	2	(Keyboard)
Long Range Bombing	3	(Keyboard)
Bomber Escort	4	(Keyboard)
Close Support And Ground Attack	5	(Keyboard)
Border Or Sea Patrol	6	(Keyboard)
Reconnaissance	7	(Keyboard)
Troop Drop	6	(Keyboard)
Supply Drop	9	(Keyboard)
Stealth Bombing	zero (0)	(Keyboard)
Stealth Reconnaissance	minus (-)	(Keyboard)

Test Pilot	equal (=)	(Keyboard)
Go Back To Pilot Record Screen	Esc	

### Choose Home Base Screen

Select Airbase 1, Side A	1	(Keyboard)
Select Airbase 2, Side A	2	(Keyboard)
Select Airbase 3, Side A	3	(Keyboard)
Select USS Nimitz	N	
Select HMS Invincible		
Select Airbase 1, Side B	F1	
Select Airbase 2, Side B	F2	
Select Airbase 3, Side B	F3	
Select Kiev	K	
Select Minsk	M	
Go to Aircraft Selection Screen	spacebar	
Go Back To Choose Mission Screen	Esc	

### Choose An Aircraft Screen

View Next Aircraft	full stop (.)
View Previous Aircraft	comma (,)
Armament Screen On/Off	A
Go To Mission Briefing Screen	spacebar
Go Back To Choose Home Base Screen	Esc

### Mission Briefing

Map On/Off	M
Go To Refuel And Load Weapons Screens	spacebar
Go Direct To Mission	Enter

### Refuel and Load Weapons Screen

Begin Mission	spacebar
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### Flight Controls

#### Game Controls

Pause/Unpause	F4	
Sound On/Off	S	
Eject/End Mission	Esc	
Quit Game	Ctrl-C	(hold down control, press C twice)
Decrease Mouse Sensitivity	F6	
Increase Mouse Sensitivity	Shift-F6	

## Information Controls

<b>HUD On/Off</b>	D
Instrument Panel On/Off	W
Switch HUD Modes	I
Switch MFD Modes	M
Select Pylon (Stores Mode)	K
Switch Radar Mode (Radar Mode)	N
Switch Destination (Navigation Mode)	N
Zoom In (Map Mode)	semi-colon (;)
Zoom Out (Map Mode)	Shin-semi-colon (;

## Throttle Controls

Engine On/Off	J
Increase Throttle	equal (=) (Keyboard)
Decrease Throttle	minus (-) (Keyboard)
Cycle Minimum/Military/Maximum Thrust	Caps Lock

## Flight Stick Controls

Auto-Centre On/Off	Tab
Joystick/ Mouse Or Keyboard	
Flight Control	zero (0) (Keyboard)
Pedal Rudder Control/ 2nd Joystick	
Rudder Control	Shift-zero (0) (Keyboard)
Pitch Down	Alt-cursor up (↑)
Pitch Up	Alt-cursor down (↓)
Roll Left	An-cursor left(<-)
Roll Right	Alt-cursor right (→)

## Rudder, Flaps & Airbrake Controls

Len Rudder	comma (,)
Right Rudder	full stop (.)
Flaps Down 1*	right square bracket (])
Flaps Up 1*	left square bracket ([)
Airbrake On/Off	G

## Other Flight Controls

Undercarriage Up/Down	U
Wheelbrake	B (hold down key)
Arrestor Hook Down/Up	H
Swing Wing Back (Swing-Wing Aircraft)	F7 (hold down key)
Vector Thrust Up (STOVL Aircraft)	F7 (hold down key)
Open Cargo Doors (Cargo Aircraft)	F7 (hold down key)
Swing Wing Forward (Swing-Wing Aircraft)	FE (hold down key)

Vector Thrust Down (STOVL Aircraft)	F8 (hold down key)
Close Cargo Doors (Cargo Aircraft)	F8 (hold down key)
Perform Next Refuelling Task	forward slash (/)
Drop Supplies Or Troops	spacebar

## Radar Controls

Cycle Radar Ranges	R
Switch Radar Modes	N

## Weapon Systems Controls

Auto/Manual Target Selection Modes	F2
Target Lock (Manual Targeting)	Z
Auto/Manual Weapon Selection	F3
Cycle Current Weapon (Manual Weapon)	F5
Fire Current Weapon	spacebar

## Countermeasures

Release Chaff	C
Release Flares	F

## Autopilot Controls

Autopilot Requester	Y
Engage Autopilot	spacebar
Cancel Autopilot	E s c

## Views

Default Point Of View	F10
Cockpit/External View	9
View From Previous Object	Shift-comma (,)
View From Next Object	Shift-full stop (.)
Fly-Past View	F1
Cycle Fly-Past Points Of View	Shift-F1
View Types	I-8 (Keyboard)
View Angles	1-9 (Numeric Keypad)
Scan Keys	cursor keys
	Left-Shift-2 (Numeric Keypad)
	Left-Shift-4 (Numeric Keypad)
	Left-Shift-6 (Numeric Keypad)
	Len-Shift-8 (Numeric Keypad)
Zoom In	Shin-equal (=) (Keyboard)
Zoom Out	Shin-minus (-) (Keyboard)
Airplane → Missile View On/Off	X

## Tactical Map Display

Tactical Map Display On/Off	Enter	
Show Next Navigation Point	zero (0)	(keyboard)
Show Previous Navigation Points	9	(keyboard)
Show Next Aircraft (Show Plane)	full stop (.)	
Show Previous Aircraft (Show Plane)	comma (,)	
Waypoint Cursor On/Off	w	
Tanker Waypoint Cursor On/Off	T	
Centre View On Home Base	H	
Centre View On Player's Aircraft	P	
Shrink/Expand Map	cursor keys (← ↑ → ↓)	
Zoom In	Shift-equal (=)	(Keyboard)
Zoom Out	Shift-minus (-)	(Keyboard)

## Target Status Report

Target Status Report On/Off	T
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## Intelligence Report

Intelligence Report On/Off	v
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## Easy Flight

Easy Flight/Real Flight	E
-------------------------	---

## Flight Menus

Access Flight Menus	Home (game must be paused)
Highlight Menu Options	Alt-cursor keys (← ↑ → ↓)

## Credits

<b>Game Design:</b>	Argonaut Software Ltd.
<b>Programmed By:</b>	Chris Sawyer
<b>3D Shape Design:</b>	Danny Emmett
<b>Flight Dynamics:</b>	Christopher Humphries
<b>Sound Effects:</b>	David Whitaker
<b>Artwork:</b>	Herman Serrano & Tom Ashton
<b>Producer:</b>	Joss Ellis
<b>Associate Producer:</b>	John Roberts
<b>Product Manager:</b>	Ann Williams
<b>Testers:</b>	Matt Webster & Jeff Haas
<b>Quality Assurance:</b>	Clive Downie
<b>Technical Assistance:</b>	Colin McLaughlan
<b>Manual Design:</b>	Carol Aggett

## PROBLEMS WITH THE GAME?

If you are having a problem installing or playing the game, we want to help.

First, please make sure you have read the installation and start-up section of your manual thoroughly, and make sure you have 460K free space on your hard drive. If you have followed the directions in the documentation, and are still having trouble installing or operating the software, here are some hints that might help solve the problem. Before attempting any of the following suggestions, please make sure you are familiar with the DOS commands being used. Consult your DOS manual for more information.

### TSRs/Device Drivers/DOS shells

TSR stands for Terminate Stay Resident. A TSR is a program, like SideKick@ that automatically executes itself when you start up your computer from a hard drive. They are generally installed in your autoexec.bat file. Device Drivers and DOS shells also are loaded automatically. They are usually installed in your *config.sys* file.

These TSRs or Device drivers sometimes interfere with games, or take up valuable memory the game may need, and it is generally recommended that you not run any such programs, device drivers, or shells when attempting to install or play a game.

### DOS Boot Disk

If you are having trouble installing, experiencing unusual lockups, or other problems that do not appear normal, we suggest you try starting up your system with a DOS Boot disk. Here are the steps for creating a DOS boot disk. Please follow these steps exactly.

1. To create a DOS disk you will need a blank disk the same size as your A: drive.
2. Type C: and press **Enter**.
3. Place the blank disk into drive A:
4. Type **FORMAT A: /s** and press **Enter**. Note: If you are formatting low density disks on a high density drive, use the following commands:  
5.25 inch low density disk: **FORMAT A: /s /n:9 /t:40**  
3.5 inch low density disk: **FORMAT A: /s /n:9 /t:80**  
You will be prompted to insert a blank disk into drive A. Do so if you haven't. Press the **Enter** key when you are ready.
5. Once the disk is finished formatting you will be asked whether you wish to format another or not. Answer N and press **Enter**.
6. You now have a DOS boot disk. You can start your computer from this disk by inserting it into the A: drive and restarting your machine.

## MANUAL ADDENDUM

The following additions were made to the *Birds Of Prey* manual after it went to print.

### ADDITIONAL VIEW KEYS

To see an external "fly-pal view of your aircraft, press the tilde-grave (~`) key. You can also watch your aircraft fly past from other external points of view such as the control tower of your home base. To watch a fly-past from these other external points, hold down the Ctrl key and press the tilde-grave (~`) key.

### NOTE ON MID-AIR REFUELLING

Since mid-air refuelling is difficult, you only need to line up with the fuel tanker- a special refuelling autopilot finishes the task for you. However, since the refuelling autopilot isn't very clever, you must switch to "Easy Flight" before lining up with the fuel tanker. To switch to Easy Flight, press E or select Easy Flight from the Flight Menu.

# BIRDS OF PREY

## OPERATIONS MANUAL

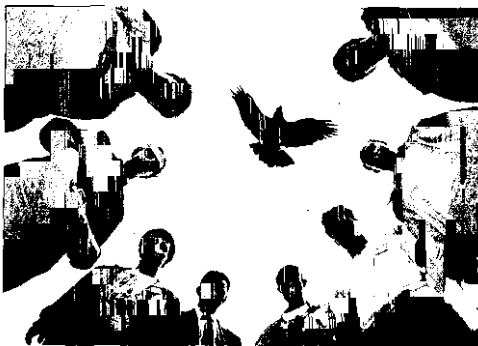
# Argonaut Software

Back in 1982, Argonaut Software started life as one-man company run by Jez San from his bedroom. By 1991, Argonaut has grown into a large 10,000 sq. foot office in North London, employing nearly 30 people and specialising in 3D games and simulations. We seem to double in size each year, moving office faster than we can print business cards.

Now we have diversified into researching future gaming concepts. This consists of development systems using both hardware and software techniques, and serious state of the art 3D graphics on a variety of computers and video game consoles.

Argonaut's future interests are varied, including multimedia data capture and processing, video and audio compression, photorealistic graphics and unbelievably realistic sound-stage imaging. It's hard to think what we will be up to a few years from now

Birds of Prey has taken the best part of 4 years to develop, and over 12 man-years of work. Most of the time spent developing and researching the realistic flight and strategy of all the dynamic elements of the game. All that effort has culminated in what we think is an extremely realistic and capable flight simulator game. To recoup that amount of development investment in royalties we will probably have to sell 5 copies to every games player in the solar system. It's hard to believe we could ever afford to do a project this massive again, but who knows?



Anti-clockwise from the top left: Rick Clucas, Ian Crowther, Adam Polanski, Chris Humphries, Giles Goddard, Danny Emmett, Pete Warnes, Jez San

# Contents

<b>Argonaut Software .....</b>	<b>2</b>
<b>Chapter 1 : Welcome .....</b>	<b>.9</b>
<b>Overview .....</b>	<b>10</b>
<b>Quickstart .....</b>	<b>13</b>
<b>Chapter 2 : Preflight .....</b>	<b>.31</b>
<b>Pilot Record .....</b>	<b>32</b>
Creating a New Pilot .....	.3 2
Loading & Saving Pilots .....	32
Editing a Pilot Name .....	.3 2
Changing <b>Terrain Types</b> .....	<b>.3 3</b>
Changing Difficulty Levels .....	.3 3
Adding Wingmen .....	34
Starting Time .....	34
<b>Reviewing Mission Record .....</b>	<b>34</b>
<b>Battle Progress Report .....</b>	<b>35</b>
<b>Graphic Detail Selector .....</b>	<b>36</b>
<b>pilot Menus .....</b>	<b>38</b>
<b>Next Option .....</b>	<b>38</b>
<b>Choose Mission Type.. ..</b>	<b>.39</b>
<b>Choosing Your Mission .....</b>	<b>39</b>
<b>Previous Option .....</b>	<b>40</b>
<b>Choose Home Base .....</b>	<b>.41</b>
<b>Using The Map .....</b>	<b>41</b>
<b>Checking Base Status .....</b>	<b>41</b>
<b>Selecting Your Home Base .....</b>	<b>42</b>
<b>Previous Option .....</b>	<b>.43</b>
<b>Choose an Aircraft .....</b>	<b>.44</b>
<b>Aircraft Menus .....</b>	<b>44</b>
Armament .....	46
Next Option .....	.4 6
Previous Option .....	46
<b>Mission Briefing.. ..</b>	<b>.47</b>
<b>Map Option .....</b>	<b>47</b>
<b>Next Option .....</b>	<b>48</b>
<b>Refuel and Load Weapons .....</b>	<b>49</b>
<b>Selecting Ordnance Types .....</b>	<b>49</b>
<b>Loading Weapons To Pylons .....</b>	<b>50</b>

Loading Internal Bombs .....	50
Refueling ..	51
External Fuel Tanks..	51
Monitoring Weight .....	.51
Information .....	52
Next Option .....	.52
<b>Chapter 3: Flight Controls .....</b>	<b>55</b>
<b>Game Controls .....</b>	<b>56</b>
Pausing The Game .....	56
Aborting The Mission .....	.56
Quitting The Game..	.56
<b>Head-Up-Display (HUD) .....</b>	<b>57</b>
The HUD With The Instrument Panel Off .....	57
Universal HUD Information..	.57
<b>Flight Information .....</b>	<b>.58</b>
Altitude .....	.59
Angle of Attack .....	59
Compass Heading .....	.59
Control Surface Deflection indicator..	59
C-Force .....	59
Mach..	59
Ladderbar Pitch Lines .....	.59
Slip..	.59
Swing-Wing Angle..	.60
Target Indicators..	.60
Throttle Setting .....	.60
Velocity .....	.60
Vertical Velocity .....	.61
Vertical Thrust/Weight..	.61
Waterline Marker .....	.61
Radar Information .....	62
Weapon Information .....	.62
The HUD In Radar Mode..	.63
The HUD In Navigation Mode..	.65
The HUD In Bomb-Aimer Mode..	66
The HUD In Landing Mode .....	.68
<b>Instrument Panel .....</b>	<b>70</b>
Confirmation Display .....	70
Flight Instruments .....	.70
Altimeter .....	.70

Angle of Attack Indicator .....	71
Artificial Horizon .....	71
Fuel Gauge .....	71
G-Force Indicator .....	71
Mach Metre .....	71
Pitch .....	71
Velocity Indicator .....	72
Vertical Velocity Indicator .....	72
Mission Clock .....	72
<b>Multi-Function Display (MFD) .....</b>	<b>72</b>
MFD Stores Mode .....	72
MFD Radar Mode .....	73
MFD Navigation Mode .....	74
MFD Map Mode .....	74
<b>Status Indicators .....</b>	<b>75</b>
Airbrake Status Indicator .....	75
Arrestor Hook Status Indicator .....	75
Flap Indicator .....	76
Fuel Indicator .....	76
Landing Gear Status Indicator .....	76
Reheat Status Indicator .....	76
Throttle Setting .....	76
Thrust Percentage Indicator .....	76
Wheelbrake Status Indicator .....	76
Throttle .....	76
<b>Warning Lights .....</b>	<b>77</b>
Missile Warning Signal .....	77
Stall Warning Signal .....	77
Target Warning Signal .....	77
Throttle Control .....	.78
<b>Flight Stick Control .....</b>	<b>78</b>
Auto-Centre .....	78
Joystick .....	78
Mouse .....	.79
Keyboard .....	79
Rudder, Flaps & Airbrake .....	79
Other Flight Controls .....	79
<b>Using Radar .....</b>	<b>80</b>
Setting Radar Range .....	80
Setting Radar Modes .....	80
Range-While-Search (RWS) Mode .....	80



Track-While-Search (TWS) Mode .....	.81
HUD Mode .....	.81
Ground Attack Mode .....	.82
Gun-Director Mode.. .....	.82
<b>Weapon Systems .....</b>	<b>.83</b>
Target Selection .....	.83
Weapon Selection .....	.84
Firing The Current Weapon .....	.85
Countermeasures .....	.85
<b>Autopilot .....</b>	<b>....86</b>
<b>Views .....</b>	<b>88</b>
Default Point Of View .....	.88
Point Of View Keys.. .....	.88
Cockpit / External Toggle .....	.88
View Types .....	.89
View Angles .....	.89
Scan Keys .....	.90
Zoom Keys .....	.90
Airplane → Missile On/Off .....	.90
<b>AWACS Information.....</b>	<b>91</b>
Tactical Map Display .....	.91
Target Status Report .....	.93
Intelligence Report.....	.93
<b>Flight Menus.....</b>	<b>95</b>
<b>Mission Debriefing .....</b>	<b>98</b>
<b>Chapter 4: Basic Aerodynamics .....</b>	<b>99</b>
<b>The Basics of Flight .....</b>	<b>100</b>
<b>Basic Manoeuvres .....</b>	<b>108</b>
Level Flight.. .....	.108
Taking Off .....	.108
Coordinated Turns .....	.108
Landing .....	.108
Autopilot For A Perfect Line Up .....	.109
Landing In HUD Landing Mode .....	.110
Standard Takeoff From An Aircraft Carrier .....	.110
Standard Landing On An Aircraft Carrier .....	.110
Taking Off In STOVL Aircraft (Harrier or YAK-38) .....	.111
Landing In STOVL Aircraft (Harrier or YAK-38).....	.111
<b>Chapter 5: Mission Tactics .....</b>	<b>.113</b>
<b>Air-to-Air Combat.....</b>	<b>114</b>
Detection .....	.114
Close & Attack.....	.114



Missile Guidance Types .....	115
<b>Guns .....</b>	<b>115</b>
<b>Bombing Missions ....</b>	<b>116</b>
Air-To-Surface Missiles.....	.117
Freelfall Bombs .....	.117
Special Weapons .....	.118
<b>Close Support &amp; Ground Support.. .....</b>	<b>.119</b>
<b>Reconnaissance Missions .....</b>	<b>119</b>
Flying A Reconnaissance Mission .....	.119
<b>Troop &amp; Supply Drops.. .....</b>	<b>.120</b>
Executing A Troop Drop .....	.120
Executing A Supply Drop.....	.120
<b>Test Piloting .....</b>	<b>121</b>
Flying The X-1 5 .....	.121
Mid-Air Refuelling .....	.121
<b>Chapter 6: Technical Reference .....</b>	<b>.123</b>
<b>Aircraft &amp; Weapon Descriptions .....</b>	<b>.124</b>
NATO & Allied Airplanes .....	.124
British Aerospace Hawk Mk.66 .....	.125
British Aerospace Hawker Siddeley Harrier GR.Mk 3 .....	.126
Boeing B-52H Stratofortress .....	.127
Boeing 747.400 jumbo Jet.. .....	.128
Dassault-Breguet Mirage F.I E .....	.129
Dassault-Breguet Rafale A .....	.130
Fairchild A-1 OA .....	.131
General Dynamics F-1 11 .....	.132
General Dynamics F-1 6C .....	.133
Grumman F-1 4A+ Tomcat.....	.134
Grumman X-29 .....	.135
Lockheed C-1 30H-30 Hercules .....	.136
Lockheed F-1 04S Starfighter .....	.137
Lockheed SR-71 Blackbird .....	.138
Lockheed TR-1 A .....	.139
Lockheed F-1 1 7A .....	.140
McDonnell Douglas F-4 Phantom II .....	.141
McDonnell Douglas F-1 5E Eagle .....	.142
McDonnell Douglas KC-1 OA .....	.143
McDonnell Douglas/Northrop F/A-1 8A Hornet .....	.144
North American X-1 5A .....	.145
Northrop F-5E Tiger II .....	.146
Northrop F-20A Tiger Shark .....	.147

Northrop B-2 Stealth Bomber .....	148
Panavia Tornado F Mk.3 (ADV) .....	149
Rockwell B-1 B .....	150
Saab JAS-39 Gripen .....	151
<b>NATO &amp; Allied Air-To-Air Missiles.. .....</b>	<b>152</b>
AIM-9P Sidewinder .....	152
SA Matra Magic R-550.. .....	153
AIM-7M Sparrow .....	153
Hughes AIM-I 20A AMRAAM .....	154
BAe/BGT AIM-1 32 ASRAAM .....	154
AIM-54A Phoenix .....	155
BAe Dynamics Skyflash .....	155
<b>NATO &amp; Allied Air-To-Surface Missiles .....</b>	<b>156</b>
ACM-88A HARM .....	156
Hughes ACM-65 Maverick .....	156
Rockwell ACM-1 14 Hellfire .....	157
SA Matra Durandal .....	157
Martin Marietta Bullpup .....	158
McDonnell Douglas Astronautics ACM-84A Harpoon ....	158
Aerospatiale AM.39 Exocet .....	159
BAe Dynamics Sea Eagle .....	159
MBB Kormoran .....	160
<b>NATO &amp; Allied Bombs .....</b>	<b>161</b>
<b>Soviet Airplanes .....</b>	<b>164</b>
Antonov An-I 24 CONDOR .....	164
Mikoyan-Gurevich MiG-21 BIS FISHBED N .....	165
Mikoyan-Gurevich MiG-23 FLOGGER G .....	166
Mikoyan-Gurevich MiG-25 FOXBAT E .....	167
Mikoyan-Gurevich MiG-27 FLOGGER J .....	168
Mikoyan-Gurevich MiG-29 FULCRUM A .....	169
Sukhoi Su-21 FLAGON F .....	170
Sukhoi Su-24 FENCER D .....	171
Sukhoi Su-25 FROGFOOT .....	172
Sukhoi Su-27 FLANKER B .....	173
Tupolev Tu-95 BEAR G .....	174
Tupolev Tu-26 BACKFIRE B .....	175
Yakovlev Yak-38 MP FORGER A .....	176
<b>Soviet Air to Air Missiles .....</b>	<b>177</b>
<b>Soviet Surface to Air Missiles .....</b>	<b>181</b>

# Chapter 1 :

# Welcome

## Overview

### Experience Every Aspect Of Modern Air Combat

When imagining air combat, it's often the fighter aircraft that first springs to mind. No doubt the agility and high-speed of a dedicated fighter or interceptor kind of sports car in the & imbues it with a certain amount of well-deserved glamour. But air warfare involves considerably more than intercepting enemy aircraft, escorting bombers, and winning air superiority. It takes the coordinated use of many types of aircraft — flying very different kinds of missions — to make air power an effective tool of war.

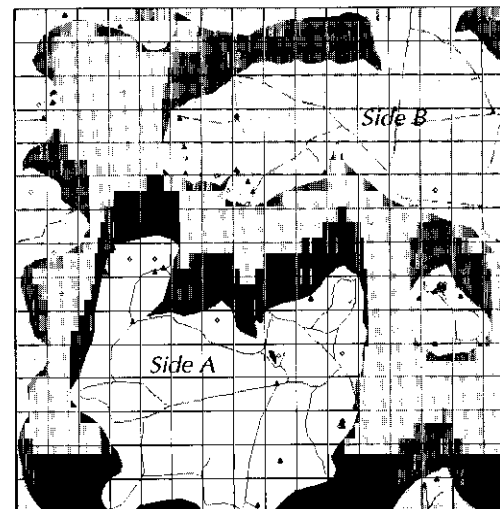
It's true that aircraft can't seize or occupy territory, but they can help ground forces achieve these objectives. On the battlefield, ground attack aircraft armed with tank-busting missiles and cannon are needed to direct firepower at enemy forces. Transport aircraft must deliver supplies to friendly forces and drop paratroopers behind enemy lines. Enemy airbases, factories, and cities must be debilitated via surgical strikes and long-range bombing sorties. Finally, high-speed reconnaissance aircraft are required to successfully gather information on enemy firepower.

*Birds Of Prey* is a unique air warfare simulation that gives you a cockpit view of all aspects of air combat. It models some of the best aircraft serving in air forces across the world.

### The Campaign — East vs. West

Each mission you fly is part of a total war between two forces, Side A and Side B. Side A is equipped with hardware from NATO and other countries allied with the west, while Side B is equipped with Soviet aircraft and armaments.

Each side has a limited number of aircraft, airbases, radar stations, SAM sites, factories, and cities with which to wage war. As you destroy enemy locations and equipment, you limit the amount of offensive and defensive action the enemy can take. Attack his radar stations and he'll be blind to further attacks. Destroy his SAM sites and you've eliminated a vital part of his airfield protection. Blow up his runways, hangars, and control towers to knock out his airbases. Finally, reduce his ability to rearm himself by destroying his factories and cities.



The idea is to pound the other side so severely that it can no longer effectively wage war.

### Each Pilot Fights His Own War

Each campaign is tied to a pilot. If you want to start a new campaign, you need only create a new pilot. Likewise, if your pilot is killed in combat, that campaign is over (though a pilot saved to disk always has another chance!)

No pilot is restricted by the types of missions he can fly. The same pilot can fly bombing missions, intercept enemy pilots, drop supplies, etc.

### Using This Manual

You don't need to read this manual to start playing. If you're familiar with flight simulations, you may only need to look at the keyboard command diagram on the Command Summary Card as you take to the air. Perhaps the easiest way to jump into the cockpit is to let the Quickstart section in this chapter guide you through an air superiority mission. The Quickstart will introduce you to important controls and game concepts as well as indicate places in this manual where you can look for further information.

The manual is organized as *follows*:

### 1 Welcome

Provides an overview of the game as well as the Quickstart mission.

### 2 Preflight

Details each of the screens leading up to the actual mission

### 3 Flight Controls

Explains the HUD and Instrument Panel and covers all aircraft and game controls.

### 4 Basic Aerodynamics

An introduction to the basics of flight and simple manoeuvres such as taking off and landing.

### 5 Mission Tactics

Explains general mission tactics as well as specific manoeuvres you can use to achieve mission objectives.

### 6 Technical Reference

Provides technical data on all aircraft and weapons found in the game. This is where you'll find answers to copy protection questions.

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**PC Users Without A Mouse:** Some instructions in this manual assume that you have a mouse. If you don't have a mouse, see your *Command Summary* Card for instructions on keyboard commands that emulate a mouse.

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## Quickstart

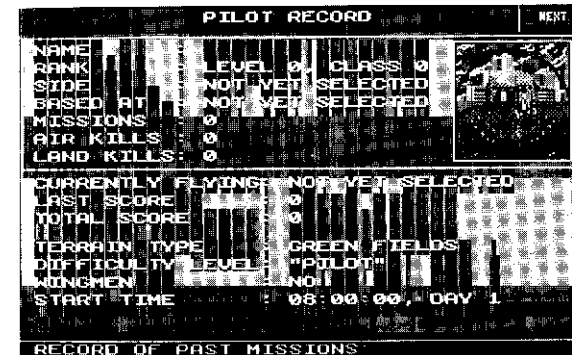
The Quickstart leads you through the preflight screens and then helps you attack and defend yourself against several Soviet opponents.

Install & Load Birds Of Prey

Use the instructions on your *Command Summary Card* to install and load *Birds Of Prey* on your computer. The instructions explain everything you need to do to get to the Pilot Record screen.

Create A New Pilot

The Pilot Record screen is where you create, load, and save pilots (games). You can also change certain game parameters like graphic detail, terrain type, difficulty level, and the presence of wingmen.



Go To Next Screen

Type a name for your pilot and press Return. Since this is your first mission, you're going to change the difficulty level to its easiest setting and add wingmen to your flight. Press D until "Rookie" appears next to Difficulty Level, and then press W to fly this mission with wingmen.

You're now ready to select a mission. To go to the Choose Mission Type screen, press the spacebar or left-click on the Next button.

---

*Most options have both a mouse and a keyboard interface. To see the interface for each preflight screen, see Chapter 2: Preflight.*

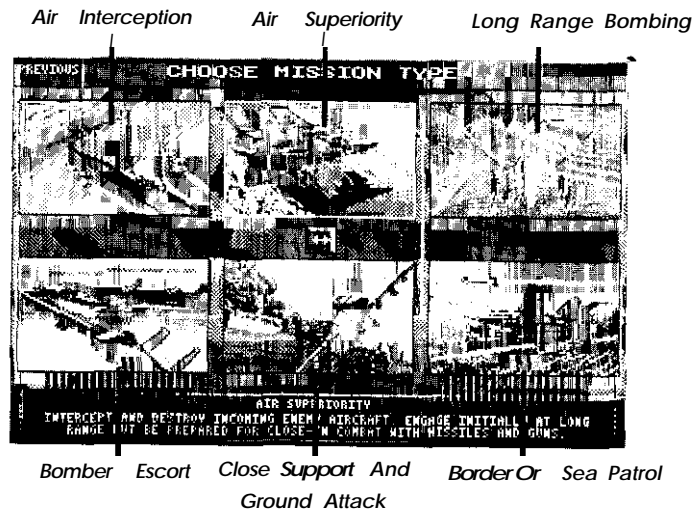
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## Choose A Mission

Though you only see one Choose Mission Type screen, there are actually two screens displaying six mission types — 12 types in all.

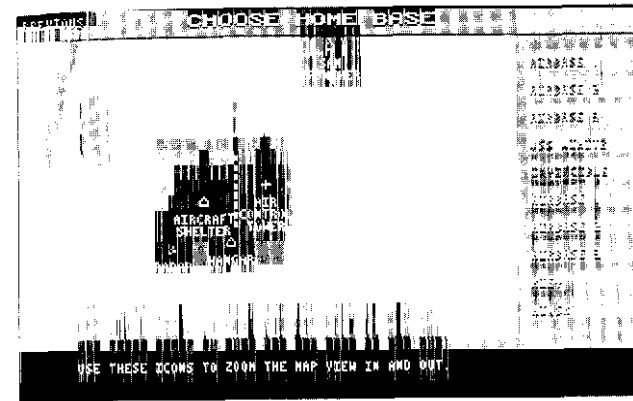
You're going to fly an air superiority mission. If you move the cursor over the air superiority window, you'll see that your mission objectives are simple: to intercept and engage enemy fighters at long range, moving in to close range if necessary.

To go to the next screen, press 2 or left-click on the air superiority window.



## Choose A Home Base

At the moment, your pilot doesn't belong to either side. The Choose Home Base screen lets you designate which side this pilot is fighting on as well as where he's based. Left-click several times on the Zoom Out option until you can see the whole world.



The map shows you the location of targets — airbases, carriers, radar stations, SAM sites, cities and factories — as well as landscape features such as hills and canyons.

You're going to fight for Side A in this mission. Left-click on the Airbase 1 option.

## Choose An Aircraft

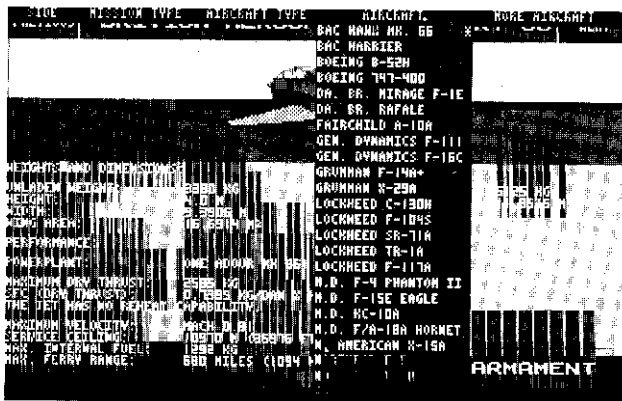
There are 27 aircraft in Side A's inventory from which to choose. The BAe Hawk is currently displayed.



To display each of the available aircraft in the inventory list, use the period (.) and comma key (,) keys. The period key scrolls *forward* through the list; the comma key scrolls *backwards*.

As you'll discover, 27 aircraft are a lot to look at, and many of them are entirely inappropriate to an air superiority mission. To help you choose an appropriate aircraft for any mission, special menus have been provided. These help you select by *limiting your choice* of aircraft.

Move the mouse cursor up to the top of the screen and hold down the right mouse button. The Aircraft Menus appear:



Move the mouse over to the Aircraft and More Aircraft Menus. These list all of the aircraft currently available to you. Now move the cursor left over to the Mission Type Menu. Drag the cursor down to highlight the Air Superiority option and release the mouse button.

You've now limited your choice of aircraft to those capable of fulfilling the air superiority role. Move the cursor back up to the top of the screen and hold down the right mouse button to access the Aircraft Menus again. Open the Aircraft Menu again. You'll notice that now only 13 air superiority fighters appear in the menus.

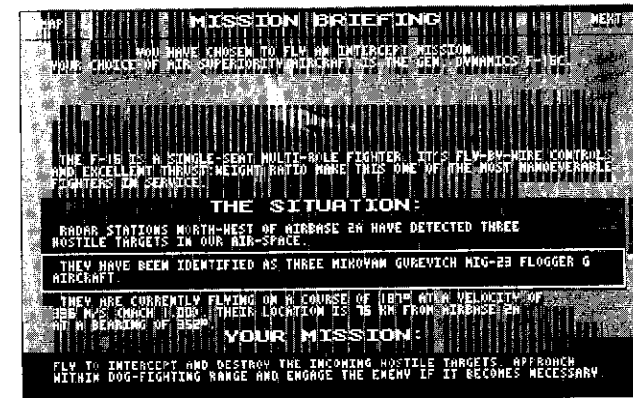
Any of these aircraft are appropriate, but for the sake of this Quickstart mission we'll take up an F-16. Highlight Gen. Dynamics F-16C and release the mouse button.

The F-16 is a fast, highly-maneuvrable multi-role fighter capable of carrying a large variety of weapons. To take a look at the kinds of weapons it can carry, press A or left-click on the Armaments button.

When you're done reviewing the weapons the F-16 can carry, press A again or left-click on the Aircraft button. You're now ready to receive your mission briefing. Press the spacebar or left-click on the Next button.

## Mission Briefing

Read the briefing carefully, paying close attention to the types of opponents you're facing, their reported distance, and their bearing. If you want to know more about the kind of aircraft they're flying, turn to the Soviet Aircraft section in *Chapter 6: Technical Reference*.



You're now ready to arm your aircraft. Press the spacebar or left-click on the Next button.

## Arm Your Aircraft

The Refuel And Load Weapons screen is where you choose weapons for your mission and adjust fuel levels.



Your aircraft's internal fuel tank is automatically filled when you come to this screen. Since the incoming enemy aircraft are probably within 150 km, you won't need any additional fuel in external tanks.

You will need weapons, however. Your role in this mission is to engage enemy aircraft, so you'll need a lot of air-to-air missiles. Click on the second missile from the left.

The cursor turns into a small missile icon and a description of the weapon appears in the upper right corner. You've just selected the AIM-120A Advanced Medium-Range Air-to-Air Missile. With a range of 48 km, this missile will give you an advantage to all but the most powerful Soviet air-to-air missiles. Point the missile cursor at the All button and click a mouse button.

Since AMRAAMs are radar-guided, they'll alert their target as they home in for the kill, thus giving him the chance to take countermeasures. You may also want to take along some infrared-guided (IR homing) missiles, which silently track the target's engine heat.

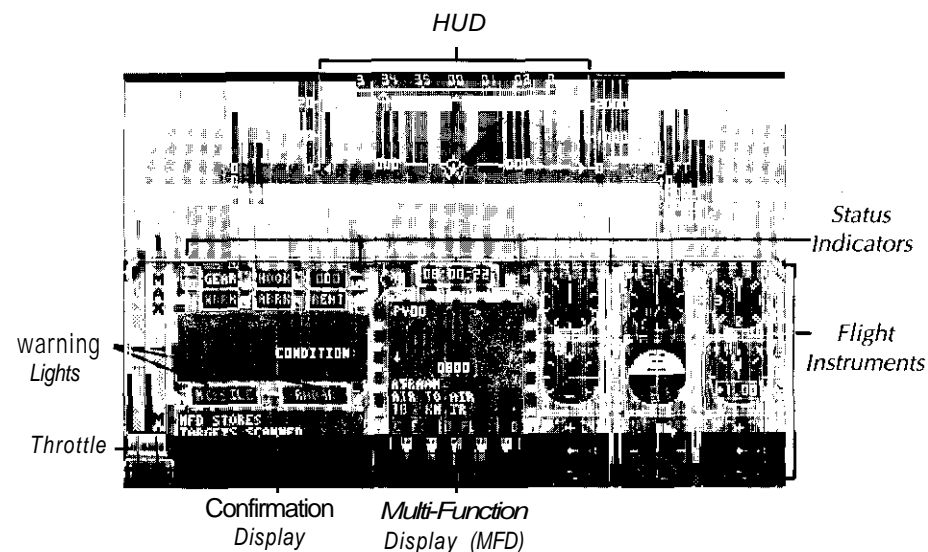
To add some IR-homing missiles, you'll need to remove a few AIM-120s. Point to missile on the left wingtip of the Aircraft Schematic and click the right mouse button.

Remove the missile on the right wingtip as well. Click on the missile furthest to the left to select the IR-homing ASRAAM. Now load ASRAAMs onto the two empty pylons.

To begin your mission, press the spacebar or click on the Next button.

## You Begin In The Hangar

When the hangar doors open, you're ready to take off. But before you do that, take a minute to familiarize yourself with the HUD, Instrument Panel, and some important controls.



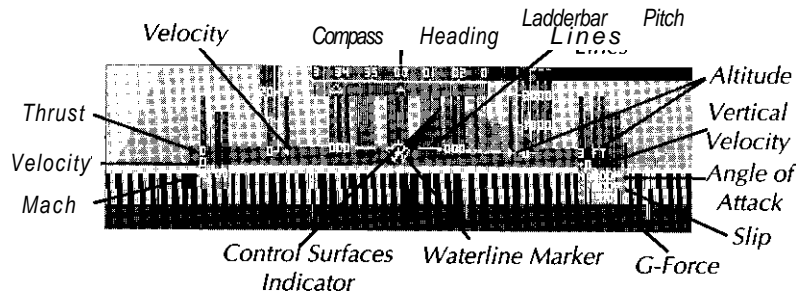
### The Pause Key

To pause the game while you get to know the cockpit, press the backspace key (t). In fact, use the Pause key liberally as you go through the Quickstart.

Press any other key to go back to the mission.

## HUD

Projected onto your windscreen is the Head-Up-Display (HUD), which provides you with important flight and target information.



There are four HUD modes: Radar, Navigation, Bomb-Aimer, and Landing. You're currently in HUD Radar mode — that means that your radar is actively searching the air for targets.

For more detailed explanations of HUD symbols, turn to *Head-Up-Display (HUD)* in *Chapter 3: Flight Controls*.

## Flight Instruments

The Flight Instruments are a group of gauges that display much of the same information as the HUD: altitude, velocity, Mach, etc. Since this information is more easily obtained from the HUD, it's recommended that you look there for performance information while flying.

For more detailed explanations of Flight Instruments, turn to Flight Instruments under *Instrument Panel* in *Chapter 3: Flight Controls*.

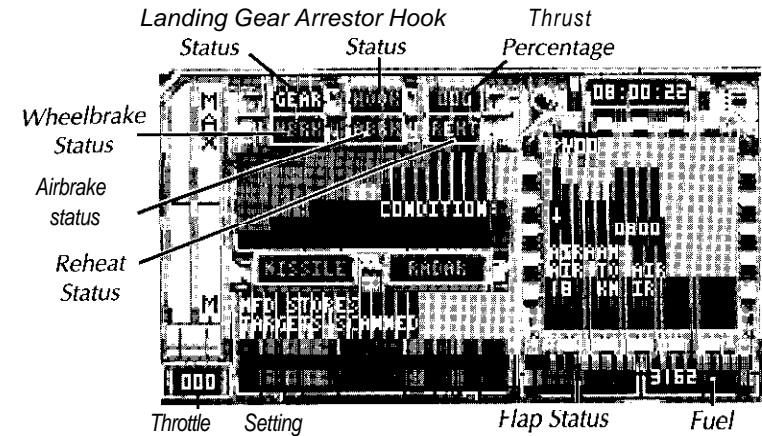
## Multi-Function Display (MFD)

The MFD lets you switch between four displays: Stores, Radar, Navigation, and Map. You're currently in MFD Stores mode, which displays all of the weapons currently carried by your aircraft.

For more detailed explanations of Flight Instruments, turn to Multi-Function Display (MFD) under *Instrument Panel* in *Chapter 3: Flight Controls*.

## Status Indicators

The Status Indicators indicate the status of certain important systems.

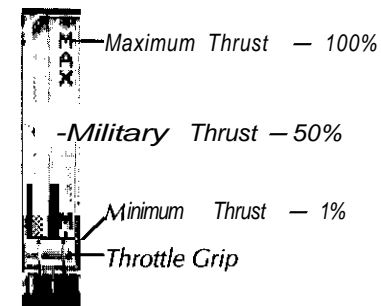


The Reheat, Airbrake, Wheelbrake, Landing Gear, and Arrestor Hook Status Indicators are simple - either they're illuminated, meaning the system is active, or darkened, meaning the system is inactive. The Flap Status Indicator displays your current flap setting, and the Fuel Indicator displays the current amount of fuel you have left. The Thrust Percentage and Throttle Setting Indicators tell you the status of your engines.

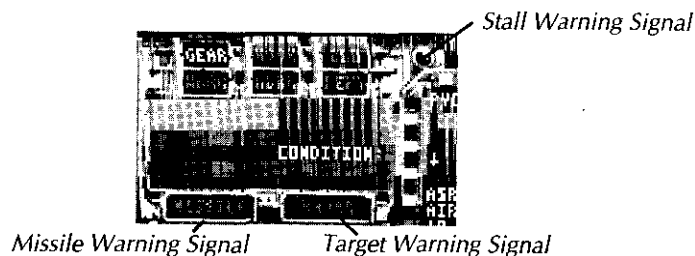
For more detailed explanations of each of the Status Indicators, turn to Status Indicators under *Instrument Panel* in *Chapter 3: Flight Controls*.

## Throttle

The throttle grip indicates your current throttle setting.



## Warning Lights



The Warning Lights flash when a missile is locked on your airplane, when your aircraft has stalled, and when your radar has detected an enemy target.

## Select Easy Flight

There's no use making the control of your aircraft difficult on your first mission. Hold down the right mouse button to bring up the Flight Menus. Move the cursor up to the Came Menu and highlight Easy Flight. Release the mouse button.

Click the left mouse button to continue the mission.

## Take Off

Using the following instructions, you'll learn how to take off on the shortest amount of runway possible.

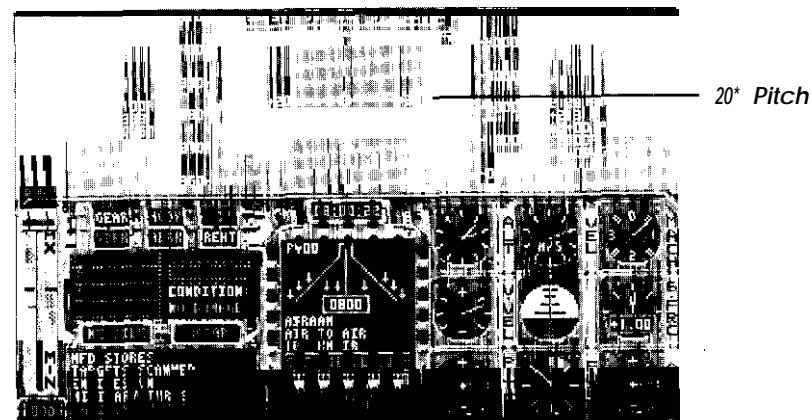
### *Flight Stick Control*

You can control the aircraft's flight stick with a mouse, joystick, or the keyboard. Which control device you use is as much a matter of preference as what your computer is equipped with. Since different players will use different control devices, this Quickstart simply refers to "the flight stick." Turn to *Flight Stick Control* in *Chapter 3: Flight Control* for details on how to control your aircraft with a mouse, joystick, or the keyboard.

Press J to turn on your engines. Press the equal key (=) a couple of times until the Throttle Setting on the HUD or below the Throttle is somewhere between 9 and 15. Let your aircraft taxi out of the hangar.

Use the rudders (Del and Help) to manoeuvre your aircraft to the beginning of the runway. When you get to the beginning of the runway, press and hold down B. This activates the wheelbrake, which prevents your aircraft from rolling forward (the Wheelbrake Status Indicator shows that the brake is on). While continuing to hold down B, press the backslash key (\) twice. This automatically increases your throttle to 100%.

Watch the Thrust Percentage Indicator. When the engines have created the 100% thrust you called for, release the B key. Wait until your F-16 has reached about 160 knots, and then pull back on the flight stick until the Ladderbar Pitch Lines indicates that your aircraft is at 20° pitch.



Once your F-16 is off the ground, press U to raise the undercarriage.

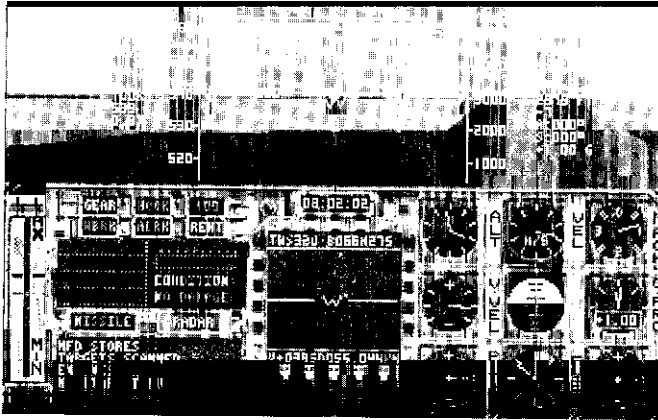
## Level Off At 5000' Feet & Reduce Speed

Let the aircraft climb to around 5000', and then gently push the flight stick forward so that the horizon is level with the top of the Waterline Marker (pitch = 000"). Don't worry if your aircraft continues to climb slightly.

You can now reduce speed. Press the minus key (-) until the Throttle Setting is between 30.35.

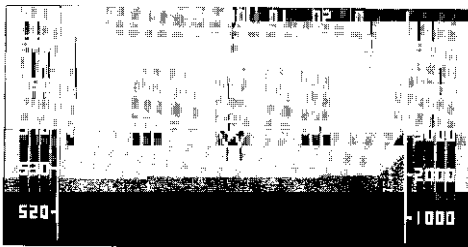
## Switch to MFD Radar

The flashing Target Warning Light and slow beeping sound indicate that your radar has picked up targets. Press M to switch to MFD Radar mode-the display should look like this:

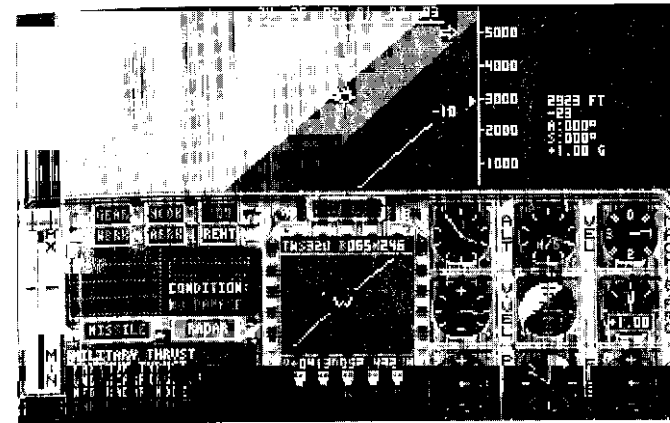


## Turn To Intercept Incoming Enemy Aircraft

The objects won't appear on the display or on the HUD until your aircraft is pointed more or less at it. If no objects currently appear on your display, look to the top of your HUD to see which direction you should turn *to* intercept the aircraft.



To turn, gently move the flight stick left or right. When the plane has banked about 60°, centre the flight stick again.



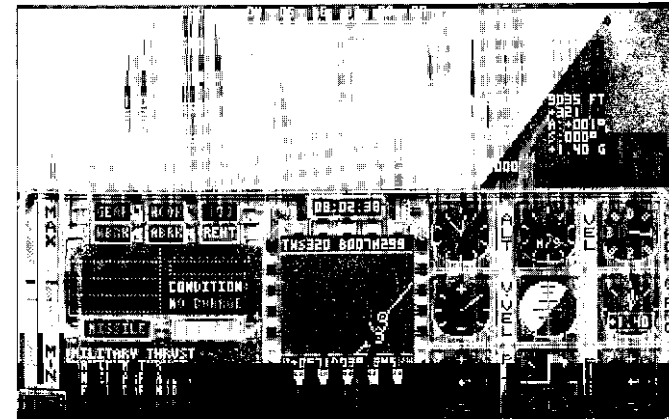
*Flight Stick  
Centred In  
60° Turn*

---

*"Gentle" is the key term when performing any aircraft manoeuvre. Be easy on the flight stick when climbing, diving, or turning. The best method is to move the flight stick, centre it again, and then wait to see what effect this has on your flight path.*

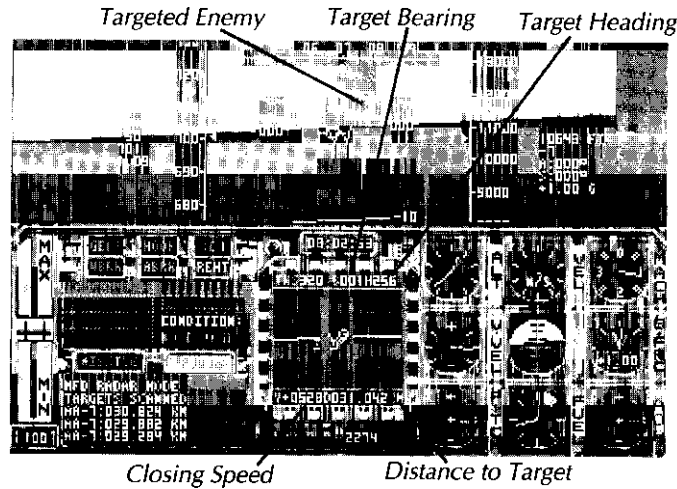
---

Pull back gently on the flight stick to haul the nose around. Keep an eye on the top of the HUD. When the triangle appears at the top of the HUD, the object is somewhere on the screen. Continue to turn until the triangle is somewhere near the centre of the Compass.



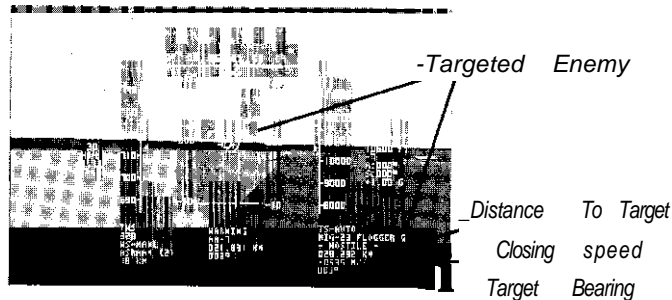
Centre the flight stick again, roll the aircraft the opposite direction, and then adjust pitch so that you're in level flight. You may find that you've increased altitude-don't worry about it as long as the target is still in sight.

At this point the enemy aircraft should be targeted on the MFD and on the HUD.



If you don't see the enemy aircraft, your Instrument Panel may be in the way. Press W to hide the instrument Panel. Some players prefer flying without the Instrument Panel because it gives them the greatest view of the combat environment — if so, leave the Instrument Panel off.

If you do leave your Instrument Panel off, you still get the same target information at the bottom of the HUD.



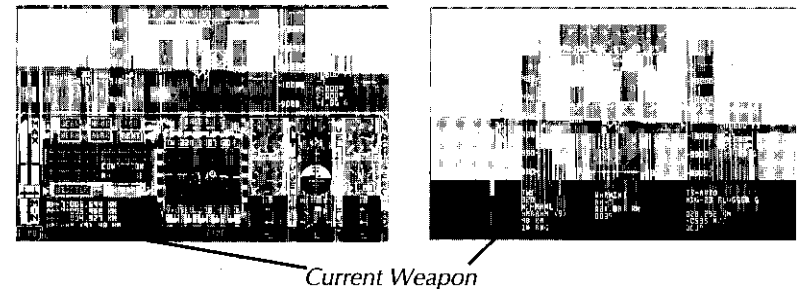
### Target Select Auto

Target selection can either be made automatically (TS-AUTO) or manually (TS-MANL). Right now you're in TS-AUTO mode, meaning that your onboard computer is selecting the closest target in front of you. While later you may need to use TS-MANL, you can let the computer choose targets for you for the time being.

### Select AMRAAM Missiles

Your radar-guided AMRAAM missiles have a longer locking range (48 km) than your IR-guided ASRAAMs (15 km) or internal gun (10 km), so you should select those as the current weapon. The current weapon is the one that will be fired if you press the fire button.

By default, the weapon selection mode is manual (WS-MANL)- this means that you select the current weapon by pressing a key. Press the left shift key until AMRAAMs are the current weapon.



### Check The Combat Situation

In general, it's a good idea to maintain an "overview" of the tactical situation in your mind. This is what's called "situational awareness" and is acknowledged as a real factor in air combat-the ability to track the complexities of a fast-moving, dynamic combat situation. While you're waiting to close in, press Return to bring up the Tactical Map Display.

Experiment with any of the buttons on the side of the display. When you're done, press Return to return to the mission.



## Auto-Pilot Home

When you've cleared the skies of enemy aircraft, press Y to bring up the Auto-Pilot.

SET AUTOPILOT	
DESTINATION	HOME
DISTANCE	47 KM
BEARING	161°
CRUISE ALTITUDE	5000 FT
NEXT LOCATION	PREVIOUS LOCATION
CRUISE HIGHER	CRUISE LOWER
ARRIVE FURTHER	ARRIVE NEARER
ENGAGE	EXIT

The Auto-Pilot lets you “warp” to a preselected destination — an airbase, carrier, target, or navigation waypoint. By default, the Auto-Pilot destination is set on your home base—just where you want to go.

Since you'll be landing, you won't want to appear directly over the airbase. Instead, you'll want to arrive a few kilometres out so you can make your approach. Press the left cursor key (←) to “Arrive Further” —about 10 km out. Press the down or up cursor key (↑↓) to “Cruise Lower” at 1000 ft. Press Return to activate the Auto-Pilot.

Once you arrive, you'll need to line up and make a landing. For complete landing instructions, see *Landing* in **Chapter 4: The Basics Of Flight**.

# Chapter 2:

## Preflight

## Pilot Record

Though there are many pilots serving on both sides of the conflict, you can only play one pilot in any campaign. However, this doesn't limit the types of missions or airplanes you can fly. The same pilot can fly a bombing mission one day, intercept enemy pilots the next, and provide close support later in the week.


Each campaign is a separate game, and you can have as many games as you have disks to store them on.

## Creating a New Pilot

Since you can only have one pilot in a campaign, creating a new pilot is equivalent to starting a new game. Both sides begin with new airplanes, airbases, carriers, cities, factories, radar installations and SAM sites. Unless you save the old pilot, his current status will be lost when you create the new pilot.

### To create a new pilot:

---

 If you just loaded *Birds of Prey*, creating a new pilot is simple—type a name and press Return.

If you've flown a mission since you loaded the game but you want to start a new game with a new pilot, press N. A box appears asking you if you want to create a new pilot—press Y to answer yes. When the flashing cursor appears, type a name and press Return.

Alternately, you can make a new pilot using the Make New Pilot option in the Pilot Menus. See Pilot Menus below.

## Loading & Saving Pilots

Loading and saving pilots may differ between machines. For details on loading and saving pilots with your computer, see the Command Summary Card.

## Editing a Pilot Name

You can edit the name of any pilot regardless of whether you've just created or loaded him.

### To edit a pilot name:

---



Press E. When the flashing cursor appears, type a new name and press Return.



Click on the pilot's name. When the flashing cursor appears, type a new name and press Return.

## Changing Terrain Types

you can choose to fly over green fields, desert, or arctic terrains.

### To cycle through the terrains:

---



Left-click on Terrain.



Press T.

Alternately, you can change terrains using options from the Pilot Menus. See *Pilot Menus* below.

## Changing Difficulty Levels

Difficulty levels affect the number and type of aircraft you face as well as number of aircraft you can lose before being removed from the front lines. There are four difficulty levels:

**Rookie** — Up to four lost aircraft allowed

**Pilot** — Up to three lost aircraft allowed.

**Squadron Leader** — Up to two lost aircraft allowed.

**Wing Commander** — Only one lost aircraft allowed.

### To cycle through the difficulty levels:

---



Left-click on Difficulty Level.



Press D.

Alternately, you can set the difficulty level using options from the Pilot Menus. See "Pilot Menus" below.

## Adding Wingmen

In certain missions, you can fly with wingmen. Wingmen will stay with your aircraft but act independently if engaged with enemy aircraft.

### To toggle wingmen on and off:



Left-click on **Wingmen**.



Press **W**.

The number of wingmen you get (or whether you get them at all) depends on the mission you're flying.

## Starting Time

You can begin your mission at any time ~ day or night. When you begin the mission, the sun will be in the correct position for the chosen time. All lighting on objects are reckoned from the sun's current position.

### To change the mission starting time:



Point to the hour or minute number and hold down the left mouse button. The numbers roll as long as you hold down the mouse button. When you see the number you want, release the mouse button.



Press **0** to increase hours.

Press **9** to decrease hours.

Press the equal (=) key to increase minutes.

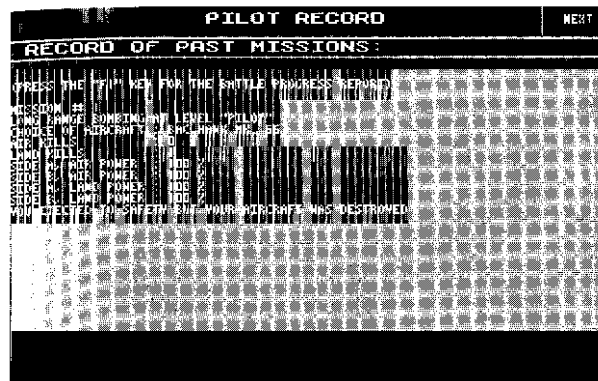
Press the **minus (-)** key to decrease minutes.

Alternately, you can set the start time using options from the Pilot Menus. See "Pilot Menus" below.

## Reviewing Mission Record

You can review a brief record of every mission flown by the pilot currently displayed. For each mission, the record states the type of mission and aircraft flown, the number of air and land kills made by the pilot, and the percentage of air and land power for both sides at

the end of each mission. Your airplane's condition and any promotions you may have received are also recorded.



### To review the Mission Record:



Point to Record Of Past Missions and hold down the left mouse button. Move the mouse up to drag the window into view. Reverse this procedure to hide the window.

### To scroll through the missions:



Press the cursor up (↑) or cursor **down** (↓) key.

## Battle Progress Report

As friendly and enemy forces fly missions against each other, the status of the campaign changes. Planes are shot down, radar installations and SAM sites are knocked out, and airbases are destroyed.

Replenishing lost equipment and repairing damaged locations demand the time and resources of factories and cities. You can see the status of the campaign anytime you're at the Pilot Record screen.

### To see the Battle Progress Report:



Press **F1**.

Four graphs display the loss or development of air and land power for Side A and Side B.

Press the comma (,) or period (.) key to scroll through the four graphs. Use the cursor left (←) and cursor right (→) to scroll the graph left and right; use the cursor up (↑) and cursor down (↓) keys to scale the x axis. When you're done looking at the graphs, press Return.

Alternately, you can bring up the Battle Progress Report from the Pilot Menus. See "Pilot Menus" below.

## Graphic Detail Selector

The Graphic Detail Selector lets you set the amount of detail the game displays during the mission.

### To bring up the Graphic Detail Selector:



Press G.

Alternately, you can bring up the Graphic Detail Selector from the Pilot Menus. See "Pilot Menus" below.

Depending on the computer you own, fewer graphic details may make your airplane's flight appear smoother. By default, the game displays maximum detail, so you may want to turn off some of the features to increase the apparent speed of the game.

### To change a setting on the Graphic Detail Selector:



Point to the setting and click the left mouse button.

#### Dots On/Off

When On, dots are displayed on the ground and sea to provide perspective and help you visually estimate altitude.

#### Fields On/Off

When On, crop patterns are displayed on the ground.

#### Carriers Simple/Full

When Simple, aircraft carriers are displayed with a minimal number of polygons; when Full, more polygons are used to create the carrier's shape.

#### Dithering On/Off

When On, dithered patterns are used on some sides of the polygons to create more realistic shapes.

#### Weapons Visible/Invisible

When Visible, external weapons on aircraft (such as missiles and bombs) are displayed. When Invisible, these weapons are hidden.

#### Bases Full/Simple

When Full, the paved area around runways and the white runway lines are visible. When Simple, the paved area and runway lines are invisible. In both cases, you can see all other objects on the base: radar, hangar, runway, and air control tower.

#### Coasts On/Off

When On, the sea is visible. When Off, both sea and land appear green.

#### (Small) On/Off

When On, only coasts in the immediate vicinity of your aircraft are visible- the seas around this immediate vicinity appear green. Note: When (Small) is On, (Medium) is turned Off; when Coasts are Off, (Small) has no effect.

#### (Medium) On/Off

When On, only coasts in the general vicinity of your aircraft are visible — the seas around this area appear green. Note: When (Medium) is On, (Small) is turned Off; when Coasts are Off, (Medium) has no effect.

#### Roads On/Off

When On, roads appear on the ground.

#### Trees On/Off

When On, you can see trees on the ground when flying at low altitudes.

#### Hills On/Off

When On, the landscape is dotted with hills and mountains.

## low

When the graphic detail is set on Low, all features except Coasts and Hills are turned *off*.

## Medium

When the graphic detail is set on Medium, all features except Weapons and Roads are turned on.

## High

When the graphic detail is set on High, all features are turned on.

## Landing Easy

When the graphic detail is set on Landing Easy, Bases are Simple and Hills are turned Off. This optimises the frame rate for landings- flight appears smoother as you're approaching the runway.

## Exit

Select Exit to accept the settings and close the Graphic Detail Selector.

## Pilot Menus

The Pilot Menus offer alternate ways to configure Birds of Prey, load and save pilots, and quit the game.

### To choose options from the Pilot Menus:



Point to the Pilot Record bar at the top of the screen and hold down the right mouse button. When the Pilot Menu bar appears, move the mouse side-to-side to open a menu and up or down to highlight an option. Release the mouse button to select the highlighted option.

## Next Option

### To go to the Choose Mission Type screen:



Left-click on Next (missions 1-6 appear).



Press the spacebar (1-6 appear).

Press Return (missions 7-1 2 appear)

## Choose Mission Type



Click to see more missions

## Choosing Your Mission

### To read a mission description:



To read a description of a mission, move the mouse cursor to one of the mission pictures. The mission description appears in the text bar below. There are two screens with missions-click on the ↔ button to see the other screen.

### To choose a mission:



Point to the mission you wish to fly and click the left mouse button. After a moment, the Choose Home Base screen appears.

Once you're familiar with the missions in the game, you can quickly select your mission using the keyboard.



Press any of the following keys to select a mission:

- |                                   |                          |
|-----------------------------------|--------------------------|
| 1 Air Interception                | 7 Reconnaissance         |
| 2 Air Superiority                 | 8 Troop Drop             |
| 3 Long Range Bombing              | 9 Supply Drop            |
| 4 Bomber Escort                   | 0 Stealth Bombing        |
| 5 Close Support And Ground Attack | - Stealth Reconnaissance |
| 6 Border Or Sea Patrol            | = Test Pilot             |

## Previous Option

To go back to the Pilot screen:

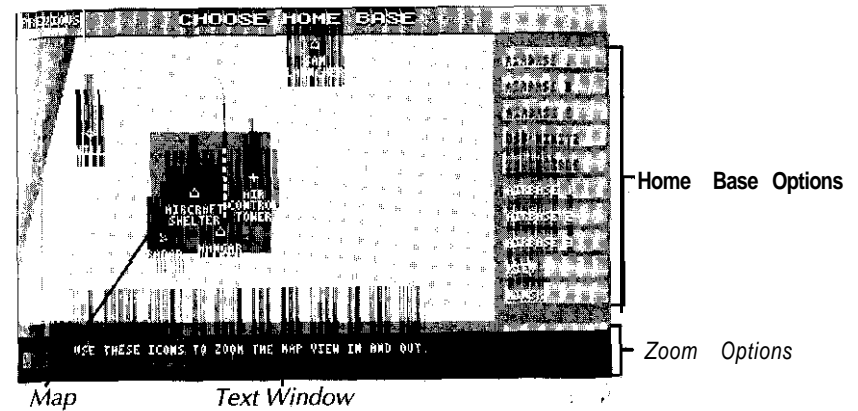


Left-click on Previous.



Press Esc

## Choose Home Base



## Using The Map

You can scroll to any part of the map and zoom in and out. At the higher magnifications, objects on the map (hangars, radar stations, hills, aircraft carriers, etc.) are named.

To scroll to any part of the map:



Point to any place on the map and click the left mouse button.

The map will centre on the area under the pointer. You can also scroll the map to an airbase or aircraft carrier by right-clicking on any airbase or carrier button on the right side of the screen.

To zoom in and out on an area:



Left-click on either Zoom button.

## Checking Base Status

Just as you direct bombing missions against enemy airbases, the enemy will target your bases for attack. Successful attacks result in damage on an airbase's radar and hangar facilities—enough damage and the airbase will be temporarily knocked out.

The base status tells you to what degree the base is operational. You can only check the status of friendly bases — if you want to find out the status of an enemy airbase, you'll have to fly a reconnaissance mission! (If you haven't chosen a side yet for this pilot, you're basically starting a new game, so hangars are full and all bases and radar stations are 100% operational.)

OVERALL BASE/CARRIER STATUS: OPERATIONAL.  
RADARS: 100% OPERATIONAL. HANGAR: 6 AIRCRAFT.

#### To check the status of a base:



Point to the name of any airbase or aircraft carrier in the Home Base list on the right side of the screen. The base status appears in the Text Window.

#### The Significance Of Base Status

Each airbase begins with a hangar, aircraft shelter, radar installation, and air control tower. In order for a base to be operational, it must have at least a tower, hangar, and runway. If any of these vital targets are destroyed in an enemy attack, the base must be repaired before further missions can be flown from it. The more vital targets that are destroyed, the longer the base will be under repair.

If the base's radar installation is destroyed, it's effectively blind. It won't scramble aircraft unless enemy aircraft are within visual distance—which is often too late.

The base also has a protective shelter in which aircraft are stored. If the shelter is destroyed in an enemy attack, any non-airborne aircraft are destroyed with it. The number of aircraft on a base determines the number it can deploy on any mission, offensive or defensive.

### Selecting Your Home Base

When you select a home base, you're choosing two things:

- The side the pilot belongs to—Side A or Side B.
- The base you'll fly the current mission from.

You cannot select a base that's currently under repair as your home base. Note: Choosing an aircraft carrier as your home base restricts the type of aircraft you can fly.

#### To select a home base:



Left-click on any of the Home Base options.



Press any of the following keys:

- |                     |                             |
|---------------------|-----------------------------|
| 1 Airbase 1, Side A | <b>F1</b> Airbase 1, Side B |
| 2 Airbase 2, Side A | <b>F2</b> Airbase 2, Side B |
| 3 Airbase 3, Side A | <b>F3</b> Airbase 3, Side B |
| N U.S.S. Nimitz     | <b>K</b> Kiev               |
| I H.M.S. Invincible | <b>M</b> Minsk              |

Alternately, if you're satisfied with your current Home Base, you can simply press the **spacebar** to go to the Aircraft Selection screen.

### Previous Option

#### To go back to the Choose Mission Type screen:



Left-click on **Previous**.



Press **Esc**

## Choose an Aircraft

Any aircraft is designed to fulfil a limited number of roles. Even multi-role aircraft — highly versatile jets that can act effectively as fighters, interceptors, and ground attack aircraft- maybe useless for saturation bombing, reconnaissance, and other missions. Selecting your aircraft, then, is a matter of choosing the right aircraft for the job.

### To review the aircraft:



Select an aircraft from the Aircraft Menus. (See *Aircraft Menus* below.)



Press the period (.) key for the next aircraft or the comma (,) key for the previous aircraft.

### To select the currently displayed aircraft:



Left-click on the Next option.



Press the spacebar.

You can choose any aircraft that appears on the screen, regardless of whether it's appropriate to the mission or not. If you are unsure which aircraft are appropriate to your mission, you can use the Aircraft Menu options to limit your choice of aircraft to those that are suitable to the current mission.

## Aircraft Menus

Forty aircraft are simulated in *Birds of Prey*. Though this offers the widest variety of air combat missions to fly, it can make selecting an aircraft difficult for all but the most knowledgeable about modern military hardware. The Aircraft Menus help you select the right aircraft for your mission by letting you limit your choice.

Using the menus, you can specify exactly what kind of aircraft you want to fly. For example, you could reduce the number of aircraft to "those with single jet engines and supersonic capability that can fulfil the air superiority role."

### To choose an option from the Aircraft Menus:



Move the mouse pointer up to the top of the screen. Press and hold down the right mouse button. The Aircraft Menus appear. Move the mouse side-to-side to open a menu and up or down to highlight an option. Release the mouse button to select the highlighted option.



## Side Menu

When the Aircraft Selection screen appears, you can only review descriptions and specifications for aircraft on your side. However, if you want to review enemy aircraft as well, select the enemy's side or select Both. Note: Although these options allow you to review enemy aircraft, you can only fly aircraft from your side.

## Mission Type Menu

Options on the Mission Type Menu help you choose an aircraft that's appropriate to the mission you're about to fly. Which aircraft are displayed — Side A, Side B, or both — depends on the option currently selected in the Side Menu.

## Aircraft Type Menu

Options on the Aircraft Type Menu let you specify exactly what kind of aircraft you want to fly. Which aircraft are displayed- Side A, Side B, or both — depends on the option currently selected in the Side Menu.



## Aircraft Menu(s)

The Aircraft Menu contains the aircraft you can choose from. The list of aircraft will be longer or shorter depending on the options you chose in the other menus. If the list of aircraft is too long for the Aircraft Menu, a second menu – More Aircraft – appears in the menu bar.

## Armament

Each aircraft is limited by the armaments it can carry. Some are limited by the types of armaments (guns, radar-guided missiles, infrared guided missiles, etc.) they can carry; others are merely limited by the armament models (AA-2, AA-4, etc.).

### To switch between armament and aircraft descriptions:



Left-click on the **Armament/Aircraft** button.



Press **A** or **Return**.

## Next Option

### To go to the next screen:



Left-click on **Next**.



Press the **spacebar**

## Previous Option

### To go back to the Choose Home Base screen:



Left-click on **Previous**.

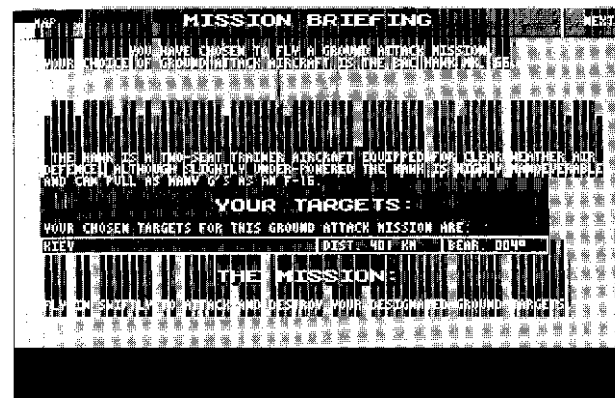


Press **Esc**.



## Mission Briefing

Once you've gone to Mission Briefing, you've committed yourself to flying the mission. You're given a summary of your mission and the location of your target(s).



You may not go back and change your home base, aircraft, etc., though you can abort the mission once it's started and simply reselect these (see "Aborting the Mission" under **Game Controls** in Section 3).

Once you've read the mission briefing, you can bring up the Tactical Map Display, proceed to the Refuel and Load Weapons screen, or skip the Refuel and Load Weapons screen and begin your mission.

## Map Option

### To go to the Tactical Map Display:



Left-click on the **Map** button.

For details on the Tactical Map Display, see "Tactical Map Display" under AWACS **Information** in **Section 3: Flight controls**. When you're done looking at the display, press **Return**.

## Next Option

To go to the Refuel and Load Weapons screen:



Left-click on the **Next** button.



Press the **spacebar**.

You may not need to refuel or arm reconnaissance or transport aircraft. When undertaking a reconnaissance, troop drop or supply drop mission, you can simply bypass the Refuel and Load Weapons screen and go straight to the cockpit.

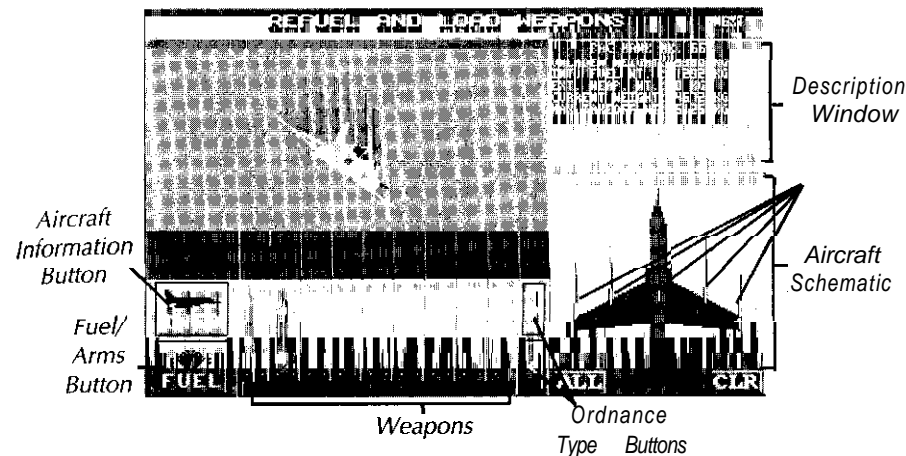


Right-click on the **Next** button.



Press **Return**

## Refuel and Load Weapons



### Selecting Ordnance Types

Different aircraft can carry different types of ordnance. There are five weapon types:

- Air-To-Air Missiles
- Air-To-Surface Missiles
- Guided And Unguided Bombs
- Miscellaneous Ordnance
- Internal Bomb Load

The type of ordnance your aircraft can carry is a question of design. Military aircraft are first and foremost weapon *platforms*, and their design is partially dictated by the type of weapon they're intended to deliver.

To see the types of weapons your aircraft is capable of carrying:



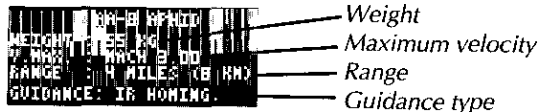
Click on the > and < buttons.

## Loading Weapons To Pylons

To load a weapon:



Point to either Ordnance Type button and click a mouse button. When the Ordnance Type you want appears, point to a weapon and click. A description of the weapon appears in the Description window:



When you click on a weapon, your mouse cursor turns into a small missile icon. To arm your aircraft with that weapon, move the missile icon to one of the pylons on the wing or fuselage of the Aircraft Schematic and click the left mouse button. Alternately, you can click anywhere in the Airplane Schematic and the weapon will be loaded onto the next available pylon. If you want to load a single weapon onto every available pylon, click on the weapon and then click ALL.

To remove a weapon:



Right-click on any pylon. If you want to remove all of the weapons from your aircraft, click CLR.

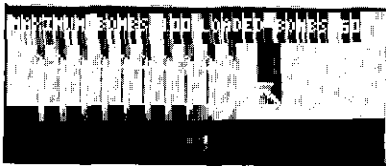
## Loading Internal Bombs

Bombers are capable of *carrying* internal bomb loads. The internal bay is empty until you fill it.

To load internal bombs:



Point to either Ordnance Type button and click a mouse button until internal bomb gauge appears.



Point to gauge. Hold down the right mouse button to load bombs; hold down the left mouse button to unload bombs,

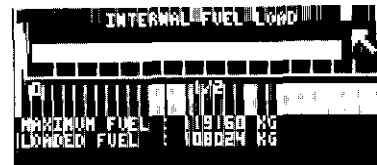
## Refuelling

Your internal fuel tank is automatically filled to maximum capacity, but if you want to sacrifice fuel for a heavier weapon load, you can decrease the amount of fuel you're carrying.

To adjust the internal fuel load:



Point to the Fuel icon and click a mouse button. The Fuel icon changes to "Arms" and the internal fuel load gauge appears:



Point to internal fuel load gauge. Hold down the left mouse button to decrease fuel; hold down the right mouse button to increase. When you want to go back to weapon selection, click on the Arms icon.

## External Fuel Tanks

Many aircraft can be equipped with external fuel tanks capable of carrying additional fuel. External fuel tanks can be found among the Miscellaneous Ordnance and loaded to pylons in the same way that weapons are loaded.

## Monitoring Weight

Your aircraft has a maximum takeoff weight which cannot be exceeded if you want maximum performance. Use the Description Window to monitor your aircraft's current weight.



Bear in mind that you don't necessarily have to start your mission with a full fuel load. In-flight refuelling technology means you can start off with a heavy weapon load and refuel before heading home. For details on mid-air refuelling, see *Mid-Air Refue/ing* in Section 5: *Mission Tactics*.

## Information

Before you begin your mission, you may want to review your airplane's performance stats or those of the currently selected ordnance.

### To review your airplane's performance stats:



Point to the Aircraft Schematic and click a mouse button -this turns your cursor back to an arrow (if it isn't already). Now point to the Info icon and click a mouse button.

### To review the stats for a weapon:



Point to the weapon and click a mouse button. Now point to the Info icon and click a mouse button.

## Next Option

### To start the mission:



Left-click on the Next button.



Press the spacebar.



# Chapter 3:

## Flight Controls

## Game Controls

### Pausing The Game

To **pause** the **game**, **press** the **backspace** key (←). Press it again to resume the mission.

### Aborting The Mission

To abort a mission, you must first land your aircraft. Once it's on the ground, press **Esc**.

Note: If your aircraft is still in the air, pressing **Esc** ejects you from the aircraft. Ejecting from an aircraft counts as an aircraft lost. Once you've ejected, you can press **Esc** again to end the mission.

### Quitting The Game

To quit **Birds Of Prey**, select the **Workbench** option from the Game Menu. For details on bringing up the Pilot Menus, see *Pilot Menus* in this section.

## Head-Up-Display (HUD)

The Head-Up-Display(HUD) is a transparent sheet spread across the glareshield which projects important flight and weapons information.

Since air combat is a fast-paced and dynamic environment, you need to be aware of the situation at all moments. The HUD provides you with the most crucial information without forcing you to take your eyes from a quickly-changing combat environment.

### To turn the HUD off and on:



Press **D**.

## The HUD With The Instrument Panel Off

When you start the mission, the Instrument Panel is displayed. You can turn the Instrument Panel off to give you a wider view of the combat situation.

### To turn the Instrument Panel off and on:



Press **w**.

When the Instrument Panel is on, the HUD only projects flight information. When the Instrument Panel off, the HUD also displays information on weapons, targets and incoming missiles.

## Universal HUD Information

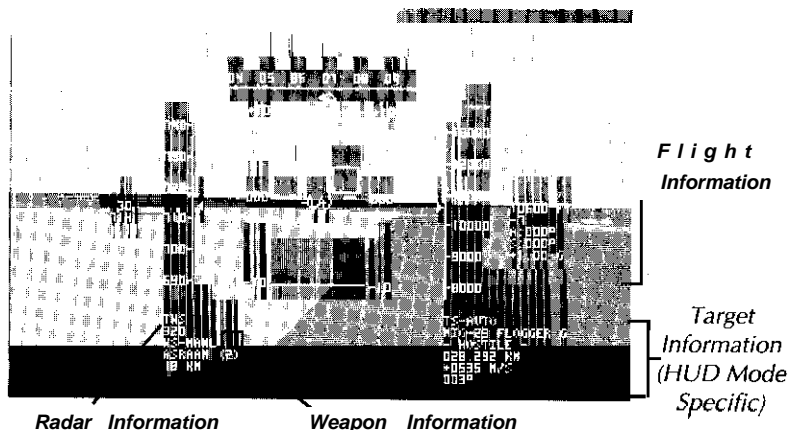
There are four HUD modes: Radar, Navigation, Bomb-Aimer, and Landing.

### To switch between the four HUD modes:

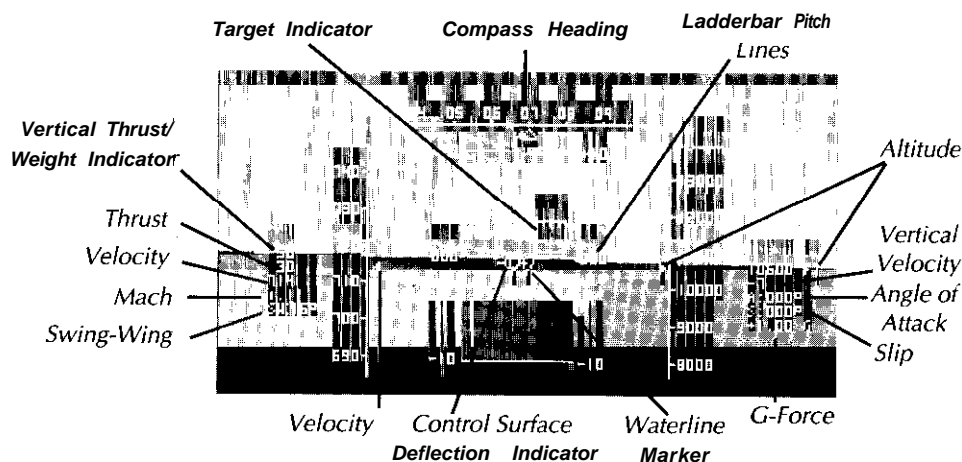


Press **I**.

Some HUD symbols and information are universal – they're the same across all four HUD modes-while others appear only when a particular mode is active. The four HUD modes, and the symbols and information specific to them, are discussed in the sections that follow.



## Flight Information



## Altitude

Your altitude above sea level in feet or metres, depending on the current setting in the Game Menu — see the HUD Metric option under Game Menu in Flight Menus. All flat ground in *Birds of Prey*, including airport runways, is at sea level (0 feet).

## Angle of Attack

The angle at which your wings meet the airflow. For details on the effect of angle of attack on your airplane, see Chapter 4: Basic Aerodynamics.

## Compass Heading

The direction your airplane is flying relative to the compass. The compass is divided into 360 degrees—north is 0°, east is 90°, south is 180°, and west is 270°. Use the heading to determine which direction you're flying. Foreexample, if your compass heading is 316°, you know that you're flying in a northwesterly direction.

## Control Surface Deflection Indicator

Indicates the direction toward which the airplane is rolling, climbing, or descending.

## C-Force

The number of g's you and your airplane are experiencing. The g is the basic unit of load factors on your airplane and is often used to measure the severity of a turn.

## Mach

The ratio of airspeed to the speed of sound. Mach 1 is 760 miles per hour at sea level.

## Ladderbar Pitch Lines

The angle of your airplane in relation to the horizon. Even if you can't see the horizon, the pitch lines tell you how you're flying in relation to it. In level flight, your pitch is 0°. If your airplane were flying straight up (at a right angle to the earth), your pitch would be +90°; straight down and your pitch would be -90°.

## Slip

The rate at which the tail is slipping in a turn.

### Swing-Wing Angle

Only available on airplanes with swing-wing capability. Indicates the angular degree at which the wing is swept back.

### Target Indicators



Indicates the direction you would need to turn in order to head toward the current target. Note that “target” can mean several things. In Radar and Bomb Aimer HUD modes, a target is an enemy airplane or ground target. In Navigation and Landing HUD modes, a target is a location or waypoint.



Indicates that the target is before you -within 35° of the nose of your airplane.



Indicates that you are headed directly for the target.

### Throttle Setting



Indicates the amount of thrust currently requested, measured as a percentage of total engine output (0-100%).

When you change the throttle setting, the engine must increase or decrease thrust to match your request. A small arrow (+) indicates that the engine is still creating the requested thrust; an inverted arrow indicates that the engine is decreasing thrust to match the throttle setting.

An “R” stands for “reheat,” indicating that afterburners have been ignited.

### Velocity

Your forward velocity measured in knots or metres per second, depending on the setting in the Game Menu -see the HUD Metric option under Game Menu in *Flight Menus*. One knot equals 1.1508 statute miles per hour or 0.5144 metres per second.

### Vertical Velocity

The rate at which you’re gaining or losing altitude, measured in feet or metres per second, depending on setting in the Game Menu-see the HUD Metric option under Game Menu in *Flight Menus*. A positive number means you’re gaining altitude, a negative number means you’re losing it. Zero indicates level flight.

### Vertical Thrust/Weight

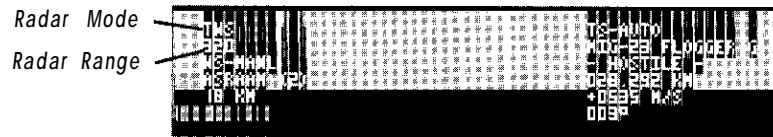
Only available on airplanes with vertical launch capability. Indicates the percentage of the thrust pushing the airplane up. At 0, your airplane will takeoff. For details on vertical takeoffs and landings, see *Chapter 4: Basic Aerodynamics*.

### Waterline Marker



The waterline marker is a quick visual indication that you’re at 000° pitch.

## Radar Information



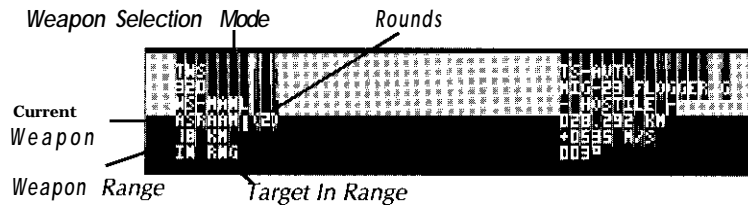
### Radar Mode

Which Radar mode you are currently in. For explanations of the various Radar modes, see Using *Radar*.

### Radar Range

Your radar's current range setting in kilometres.

## Weapon Information



### Weapon Selection Mode

The weapon selection mode is either automatic (WS-AUTO) or manual (WS-MANL). For details on weapon selection modes, see **Weapon Selection** under *Weapon Systems*.

### current weapon

The weapon you would fire if you pressed the fire button. For details on changing the current weapon, see **Weapon Selection** under *Weapon Systems*.

### Rounds

The number of rounds available for the current weapon

### Weapon Range

The maximum lock on range of the current weapon

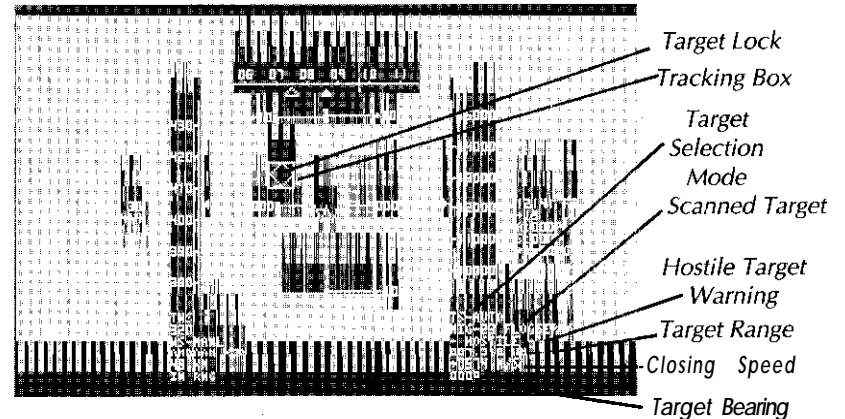
### Target In Range

Appears when the current target is within lock on range of the current weapon.

## The HUD In Radar Mode

In Radar Mode, the HUD displays information on objects detected by your airplane's onboard radar. What objects your radar picks up depends on which modes is active. There are five modes which affect radar: Track-While-Search(TWS), Range-While-Search(RWS), HUD, Ground-Attack, and Gun-Director. For details on using the five radar modes, see Using *Radar*.

The information presented on the HUD varies slightly among the five modes. Below is the HUD in TWS Radar mode.



### Tracking Box & Target Lock Indicator



Indicates that the target has been acquired and is being tracked by your airplane's computer. The target will continue *to* be tracked as long as it remains in front of your airplane.



Indicates that the target has been acquired and is in lock on range of the current weapon.

### Target Selection Mode

The target selection mode is either automatic (TS-AUTO) or manual (TS-MANL-SELECT/TRACK). For details on target selection modes, see Target Selection under *Weapon Systems*.

### Scanned Target

The nature of the target. In the case of aircraft, the make and model of the airplane is displayed.

### Hostile Target Warning

Appears only when the object belongs to the enemy.

### Target Range

The range of the target in kilometres.

### Closing Speed

The speed at which you're closing on the target, measured in metres per second. A positive number means you're closing on the target; a negative number means you're increasing distance.

### Target Bearing

The target's bearing to your airplane.

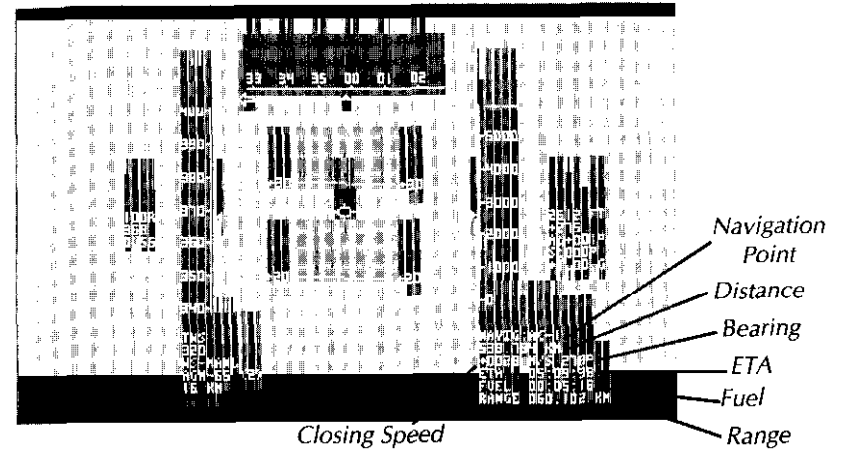
### Bearing Vs. Heading

A targeted airplane's bearing is different from its heading. The target's heading is the path it's following in relation to the compass. If the target is heading due south, its heading will be 180° regardless of how you manoeuvre. Only when the target turns will its heading change.

The target's bearing is where it is relative to your airplane. When you turn, the target's bearing changes. To understand bearing, imagine a circle around your airplane. The nose of your airplane is 0°; your right wing is 90°; your tail is 180°; and your left wing is 270°.

## The HUD In Navigation Mode

In Navigation mode, the HUD displays information that helps you navigate toward navigation points — waypoints, airbases, aircraft carriers, and mission targets. For details on the navigation, see *Navigating*.



### Navigation Point

The current location toward which you're navigating. Locations are abbreviated as follows:

HOME	Your Home Base
AB-1, AB-2, AB-3	Airbase 1, Airbase 2, Airbase 3
AC-1, AC-2	Aircraft Carrier 1, Aircraft Carrier 2
CS-1, etc.	Close Support Target 1, etc.
CT-1, etc.	Ground Target 1, etc.
RE-1, etc.	Reconnaissance Target 1, etc.
SD-1, etc.	Supply Drop Target 1, etc.
TD-1, etc.	Troop Drop Target 1, etc.
TNKR	Tanker Waypoint
WP-1, WP-2, etc.	Waypoint 1, Waypoint 2, etc.

### Distance

Your distance from the current navigation point.

### Closing Speed

The speed at which you're closing on the navigation point, measured in metres per second. A positive number means you're closing on the location; a negative number means you're increasing distance.

### Bearing

The bearing of the navigation point to your current course

### ETA

Estimated time of arrival. The ETA only appears if the navigation point is somewhere in the area 180' forward of your airplane

### Fuel

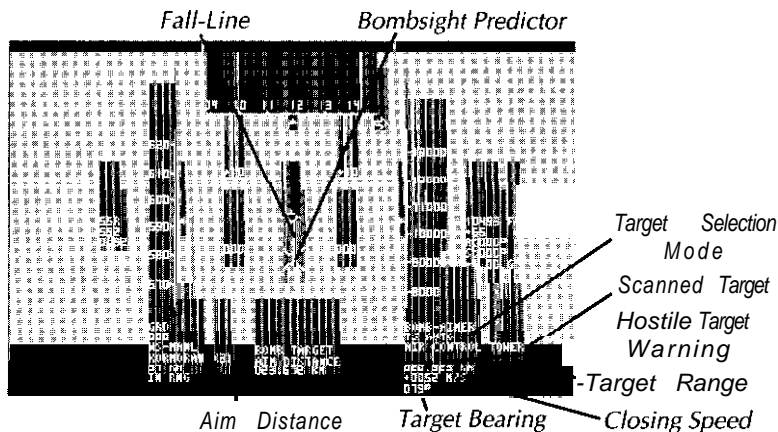
The number of hours, minutes, and seconds worth of fuel you have left, based on your current altitude and throttle setting (that is, the rate at which you're burning it).

### Range

The number of kilometres you can travel at your current altitude and throttle setting.

## The HUD In Bomb-Aimer Mode

In Bomb-Aimer mode, the HUD displays a targeter that helps you drop bombs accurately. Your radar must be set on Ground Mode (GRD) in order to track ground targets. For details on bombing ground targets, see *Bombing Missions in Chapter 5: Mission Tactics*.



### Fall-Line

The bomb's descent path based on the airplane's current pitch and roll.

### Bombsight Predictor

The predicted point at which the bomb will strike the surface.

### Target Selection Mode

The Target Selection mode is either automatic (TS-AUTO) or manual (TS-MANL-SELECT/TRACK). For details on target selection modes, see Target Selection under *Weapon Systems*.

### Scanned Target

The nature of the target,

### Hostile Target Warning

Appears only when the object belongs to the enemy.

### Target Range

The range of the target in kilometres

### Closing Speed

The speed at which you're closing on the target, measured in metres per second. A positive number means you're closing on the target; a negative number means you're increasing distance.

### Target Bearing

The target's bearing to your airplane.

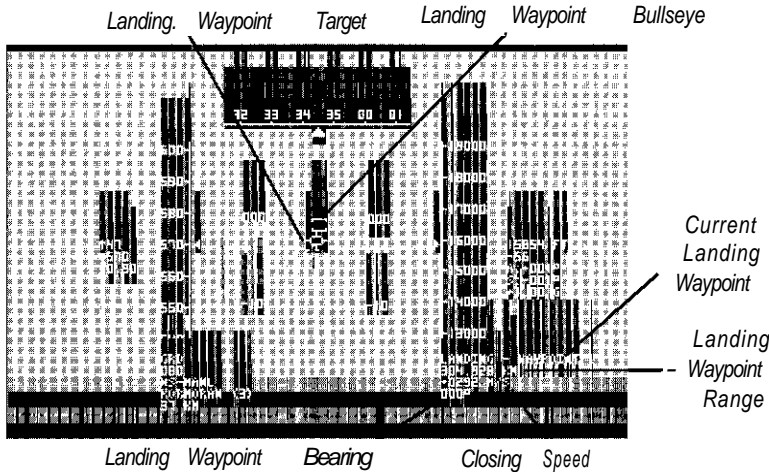
### Aim Distance

The distance to the point at which you should release the bomb, based on your airplane's current altitude, velocity, pitch and roll.



## The HUD In Landing Mode

In Landing mode, the HUD displays mid-air landing waypoints that help you do a perfect landing. There are three landing waypoints along the glideslope. For details on landing using the Landing HUD mode, see *Chapter 4: Basic Aerodynamics*.



### Landing Waypoint Target

The landing waypoint you're aiming for

### landing Waypoint Bullseye

The nose of your airplane. The idea is to get the bullseye onto the landing waypoint target.

### Current Landing Waypoint

The landing waypoint you're aiming for.

### Landing Waypoint Range

The range of the landing waypoint in kilometres.



### Closing Speed

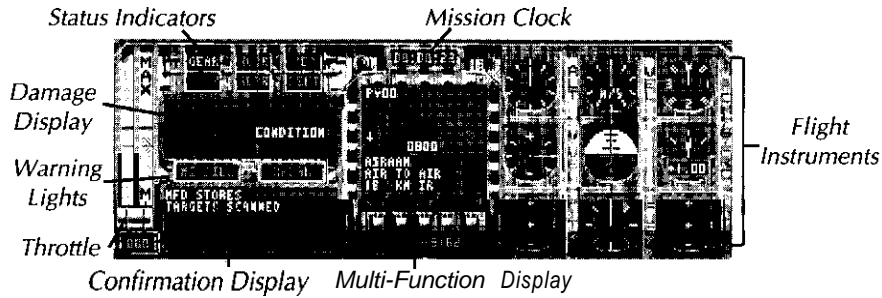
The speed at which you're closing on the landing waypoint, measured in metres per second. A positive number means you're closing on the landing waypoint; a negative number means you're increasing distance.

### Landing Waypoint Bearing

The landing waypoint's bearing to your airplane.

# Instrument Panel

The Instrument Panel contains gauges and a cathode ray tube display (CRTs) that measures the performance of your airplane and the status of its major systems.

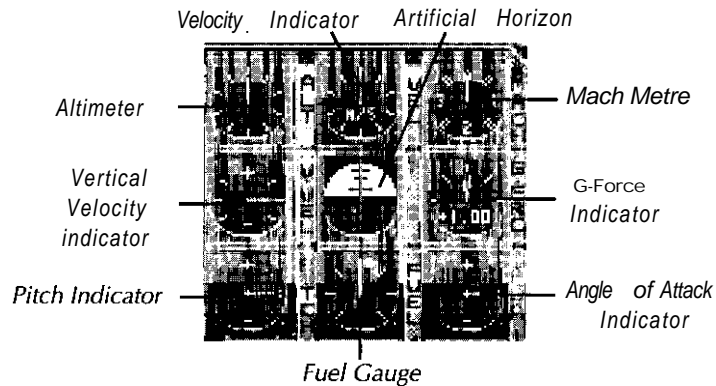


## Confirmation Display

Displays messages confirming actions such as raising or lowering landing gear, scanning targets, "auto-centre on", etc.

## Flight Instruments

The Flight Instruments provide you with information on the airplane's performance.



## Altimeter

Measures your altitude above sea level in feet. All flat ground in *Birds of Prey*, including airport runways, is at sea level (0 feet).

There are three needles on the altimeter. The white needle measures hundreds of feet; the light grey needle, thousands of feet; and the dark grey needle, tens of thousand feet.



## Angle of Attack Indicator

The angle at which your wings meet the airflow. For details on the effect of angle of attack on your airplane, see *Chapter 4: Basic Aerodynamics*.

## Artificial Horizon

The angle of your airplane in relation to the horizon.

## Fuel Gauge

Indicates the current level of fuel.

## C-Force Indicator

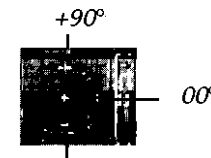
The number of g's you and your airplane are experiencing. The g is the basic unit of load factors on your airplane and is often used to measure the severity of a turn. As long as you maintain a safe g-load, the digital read-out on this instrument remains black. The read-out turns red whenever you subject your self to an unsafe g-load.

## Mach Metre

See Mach in *Head-Up-Display (HUD)*.

## Pitch

See Pitch Lines in *Head-Up-Display (HUD)*



## Velocity indicator

Your forward velocity, measured in metres per second.

## Vertical Velocity Indicator

See **Vertical Velocity** in *Head-Up-Display (HUD)*

## Mission Clock

Indicates the time of day in hours, minutes, and seconds.

## Multi-Function Display (MFD)

Displays weapon, radar, and navigation information as well as an overhead visual display of environment. The type of information displayed depends on the MFD mode selected.

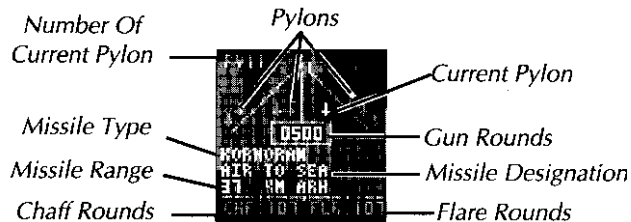
### To switch between the four MFD modes:



Press **M**.

### MFD Stores Mode

In MFD Stores mode, the MFD lets you see the number of missiles, bombs, gun pods and external fuel tanks remaining on your airplane and the pylons they occupy. Other stores such as gun rounds, internal bombs, troops, and supplies appear in the box in the centre.



The current pylon appears in white; listed below are the designation, type, and range of the weapon on it.

### To see what's on a different pylon:



Press **K**.

Note that selecting a different pylon *does not* designate that weapon as the current weapon. It only lets you view the weapon on that pylon. External fuel tanks are an exception — if you select an external fuel

tank pylon on the MFD Stores display and press the weapon fire button, the fuel tank is released.

The boxed number in the centre generally indicates the number of remaining rounds for the internal gun; however, if you select a gun pod, internal bombs, troops or supplies as the current weapon, this number will reflect those stores.

Chaff and flare rounds remaining are listed at the base of the display,

### MFD Radar Mode

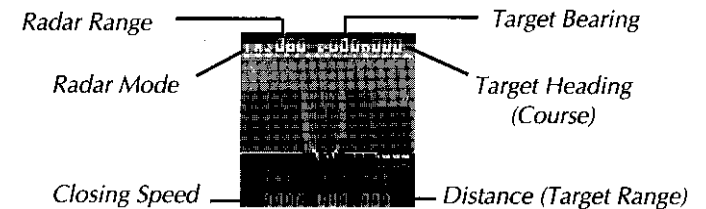
In MFD Radar mode, the MFD displays targets scanned by your airplane's internal radar. The display changes depending on the radar mode selected.

### To select a different Radar mode:

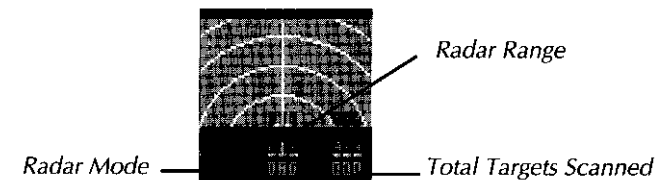


Press **N**.

In Track-While-Scan (TWS), HUD, and Gun-Director radar modes, the MFD only provides information on the currently selected target. The currently selected target is marked with a box; all other targets are marked with circles.



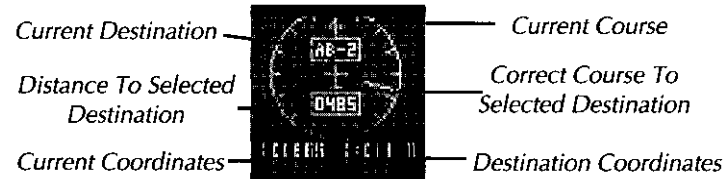
In Range-While-Scan (RWS) and Ground Attack radar modes, the MFD displays.



For more details on the five Radar modes and their uses, see *Using Radar*.

## MFD Navigation Mode

In MFD Navigation mode, the MFD displays the airplane's onboard navigation aid.



The current destination appears in the box at the top of the MFD.

To select a different destination:

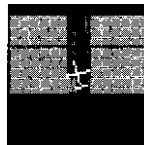


Your airplane's current heading is represented by the arrow at the top of the compass. The needle points to the heading you would have to follow to arrive at the current destination. Turn your airplane until the needle is pointing to the top of the MFD and you're on the right course.

The two sets of coordinates at the base of your display indicate your current coordinates and the coordinates of your destination. The coordinates are based on a cartesian plotting of the world map, where 0,0 is in the bottom left corner.

## MFD Map Mode

In MFD Map mode, the MFD displays an overhead map of the airplane's environment. Your airplane is always shown in the centre of the map display.



**Airplane.** NATO airplanes appear in white. Soviet airplanes appear in black.



**Missile.** NATO missiles appear in white. Soviet missiles appear in black.



**City, factory, airbase, SAM site, or radar installation.** Zoom in to find out what a particular triangle indicates.



**Aircraft carrier**



**Hill.**

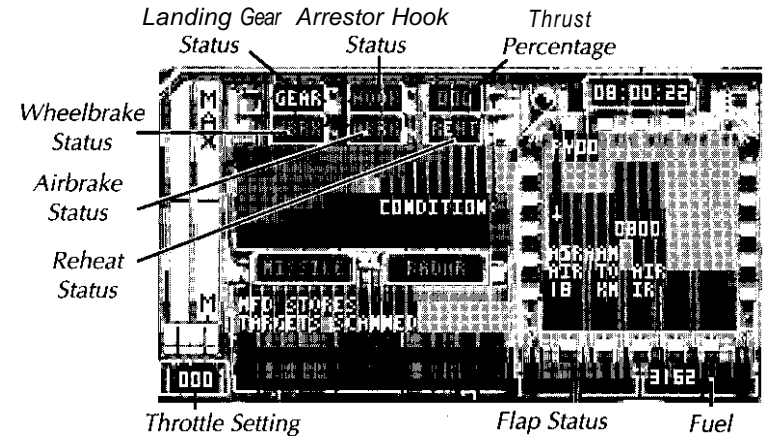
You can zoom in and out on the map — there are 12 levels of magnification.

To zoom in and out on the map:



Press the hash mark (#) key to increase magnification; press the semi-colon (;) key to decrease magnification.

## Status Indicators



### Airbrake Status Indicator

When illuminated, the airbrakes are extended,

### Arrestor Hook Status Indicator

When illuminated, the arrestor hook is lowered. Note: This only functions on carrier-based aircraft.

### Flap Indicator

Displays the current status of the airplane's flaps, that is, how many degrees they've been lowered.

### Fuel Indicator

Displays the amount of fuel your aircraft is carrying, both internally and externally.

### landing Gear Status Indicator

When illuminated, the undercarriage is down.

### Reheat Status Indicator

When illuminated, afterburners are on.

### Throttle Setting

Indicates the amount of thrust currently requested, measured as a percentage of total engine output (0-100%).

### Thrust Percentage Indicator

Indicates what percentage of the requested thrust the engine is now producing.

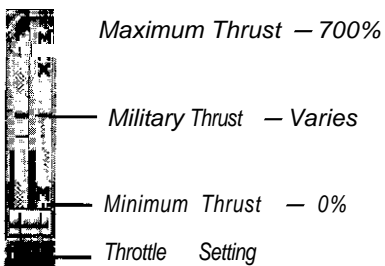
For example, say you're flying an F/A-18, which has a maximum dry thrust of 9,620 kg. Say your engine is currently only producing 3000 kg of thrust. If you increase your throttle to 50% (that is, if you request 50% of 9620 kg = 4810 kg), the Thrust Percentage Indicator would read 62 (3000 is 62% of 4810).

### Wheelbrake Status Indicator

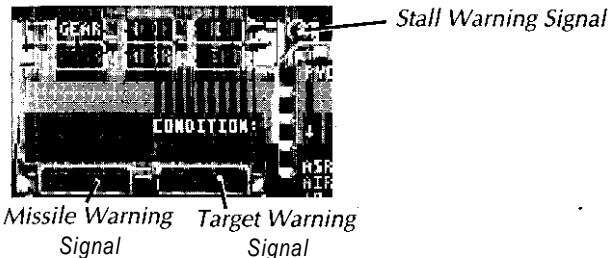
When illuminated, wheelbrakes are on.

### Throttle

The throttle grip indicates your current throttle setting



### Warning Lights



### Missile Warning Signal

Flashes when a missile is locked on your airplane. The type of missile fired at you appears in the Confirmation Display window.

### Stall Warning Signal

Flashes when your aircraft has stalled.

### Target Warning Signal

Is illuminated when your radar has detected an enemy target. If your MFD is *not* in Radar mode, the signal flashes; if the MFD is in Radar mode, it simply stays lit.

## Throttle Control

- J Engines On/Off
- + Increase Throttle
- Decrease Throttle
- \ Cycle Minimum/Military/Maximum Thrust  
(Aircraft with no reheat capability, cycle minimum/military thrust)

## Flight Stick Control

Birds of Prey monitors joystick, mouse and keyboard input simultaneously. You can use any or all of the input devices in the course of a mission, switching as often as you like between the three.

### Auto-Centre

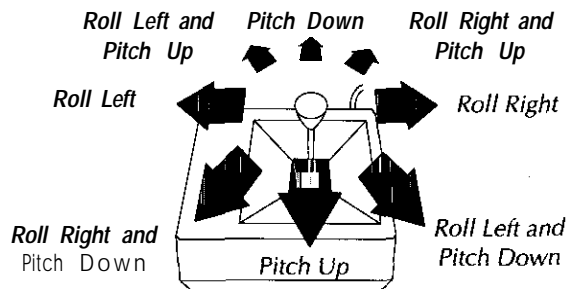
"Auto-Centring" is when the flight stick automatically returns to neutral when you release the joystick or let up on a flight key. When you take control of the airplane with the joystick or keyboard, the Auto-Centre feature is turned on — the joystick and keyboard always *auto-centre*. When you take control with the mouse, Auto-Centre is turned *off* — *the mouse never auto-centres*.

To turn the keyboard Auto-Centre on and off:

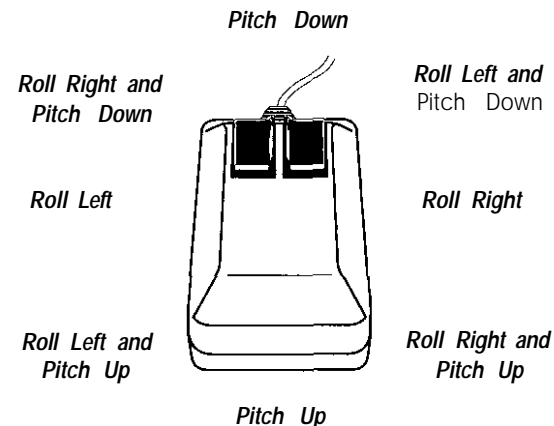


Press **Tab**.

### Joystick



## Mouse



### Keyboard

- Q Pitch Down
- A Pitch Up
- O Roll Left
- P Roll Right
- Tab Auto-Centre On/Off

## Rudder, Flaps & Airbrake

- Del Left Rudder
- Help Right Rudder
- ] Flaps Down 1\*
- [ Flaps Up 1\*
- G Airbrake Extended/Retracted

## Other Flight Controls

- U Undercarriage Raised/Lowered
- B Engage Wheelbrake (You must hold this key down to continue braking)
- H Arrestor Hook Lowered/Raised

- |            |                                                                                                                                 |
|------------|---------------------------------------------------------------------------------------------------------------------------------|
| Left Alt   | Swing wing forward (Swing-wing aircraft only)<br>Vector thrust down (STOVL aircraft only)                                       |
|            | Open cargo doors (Cargo aircraft only)                                                                                          |
| Left Amiga | Sweep wing back (Swing-wing aircraft only)<br>Vector thrust up (STOVL aircraft only)<br>Close cargo doors (Cargo aircraft only) |

## Using Radar

Your radar can scan 180' forward to a maximum range of 320 km. If it were to scan everything in that area, it would detect a good number of targets. Since many of these targets would be irrelevant to the mission at hand, you can specify the area your radar scans by setting the radar range and radar *mode*. For example, let's say you were on a bombing mission. You could limit your radar scanning to "ground targets within 40 km."

### Setting Radar Range

To cycle through the radar range settings:



Press R.

Alternately, you can set radar ranges using the Flight Menus. See **Flight Menus** below.

### Setting Radar Modes

To change radar modes:

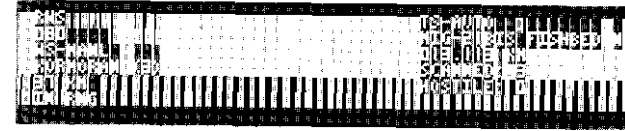


Press N

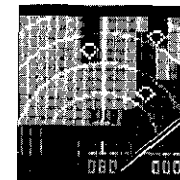
**Note:** If you're in Navigation Mode, pressing the N key changes navigation locations. If you want to change radar modes in Navigation Mode, use the Flight Menus. See **Flight Menus** below.

### Range-While-Search (RWS) Mode

In RWS Mode, your radar scans 180" forward while tracking all targets before you. With the Instrument Panel off, RWS Mode tells you the number of targets before you and if any of them are hostile:



RWS Mode is perhaps most useful when the Instrument Panel is on. The MFD displays the number of targets and gives you a notion of their approximate distance and bearing:

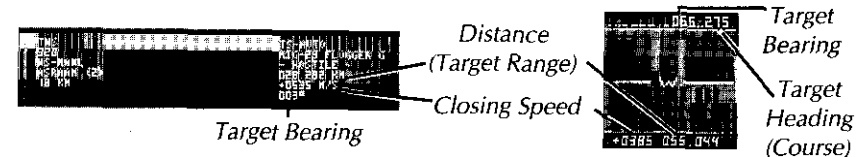


Radar Range

Total Targets Scanned

### Track-While-Search (TWS) Mode

In TWS Mode, your radar scans 180" forward while tracking just the current target. The advantage to this mode is that it specifies the exact range and closing speed of the current target; the disadvantage is that you're only tracking one target instead of every target before you.



Distance  
(Target Range)

Closing Speed

Target Bearing

Target  
Bearing

Target  
Heading  
(Course)

### HUD Mode

In HUD Mode, your radar does a TWS-type scan, but only objects in the narrow area defined by your HUD are tracked. This mode is very useful when friendly targets (such as wingmen) are flying to the side of your airplane.

### Ground Attack Mode

In Ground Attack Mode, your radar does a RWS-type scan, but only ground objects are tracked. The maximum radar range in Ground Attack Mode is 80 km.

#### AS-4 Kitchen

The Soviet AS-4 Kitchen is a monstrous air-to-surface missile with a 460 km range. Aircraft capable of carrying are equipped with radar units capable of scanning the ground 320 km forward.

#### HARM and AS-9 Kyle

The HARM and AS-9 Kyle are anti-radar missiles. If either of these missiles are the current weapon, only radar-emitting targets will be detected.

### Gun-Director Mode

In Gun-Director Mode, your radar does a TWS-type scan, but only targets within the gun's narrow strike area are tracked. Because all guns have relatively short ranges, the maximum radar range in Gun Director Mode is 80 km.

## Weapon Systems

As you change weapons, the current weapon appears in the Confirmation Display.



Current Weapon  
Appears As You  
Change Weapons

The current weapons type, range, and the number of rounds left can be viewed by switching the MFD to Stores Mode. When the Instrument Panel is off, weapon information for the current weapon is always available at the bottom of the HUD.



Current Weapon

## Target Selection

There are two target selection modes: automatic and manual. In automatic target selection mode (TS-AUTO), the airplane's targeting computer tracks the closest target detected by your radar. Of course, which targets your radar detects depends on the radar mode currently in use. For details on all five radar modes, see *Using Radar*.

In manual target selection mode (TS-MANL-SELECT/TRACK), you designate the target you want to track. The target must be within your radar's visibility cone - 180° forward from the nose of your airplane.

To switch between automatic and manual target selection:

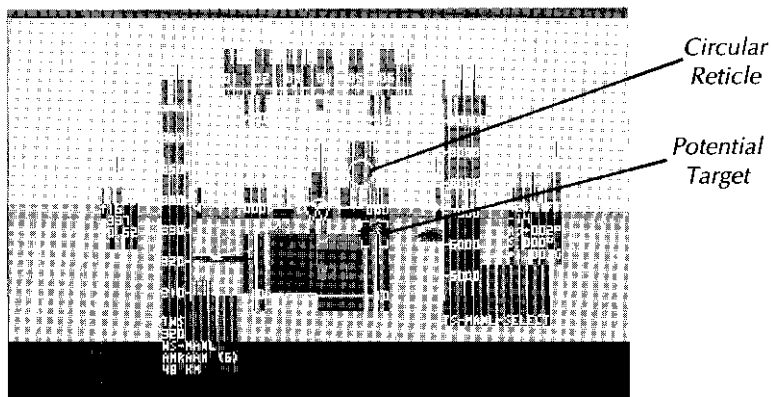


Press F2.

Once you switch to manual target selection, you must select the target you want to track. *This must be done before you can take control of the airplane again.*

### To select a target:

1. Use the mouse to move the circular reticle over a potential target (outlined with a broken box).



2. When the reticle is over a target, press Z.
3. If you select the wrong target or want to change targets, press Z again and repeat the procedure. Important Note: You must select a target or switch to TS-AUTO in order to regain control of your aircraft.

## Weapon Selection

There are two weapon selection modes: automatic and manual. In manual weapon selection mode (WS-MANL), you select the current weapon. This is the game's default setting.

### To select a different weapon as the current weapon:



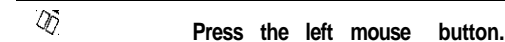
In automatic weapon selection mode (WS-AUTO), the airplane's targeting computer identifies the current target and selects what it thinks is the most effective weapon to use against it.

### To switch between manual and automatic weapon selection:



## Firing The Current Weapon

### To fire the current weapon:



## Countermeasures

Chaff and flares are the standard countermeasures against incoming missiles. A chaff cartridge releases a cloud of metal strips into the air. Within 10 km, the strips act momentarily as a decoy for **radar-guided** missiles. A flare is a container—usually filled with magnesium — that ignites when dropped in the air. Within 5 km, flares serve as decoys for **infrared-guided** (heat-seeking) missiles.

Obviously, it helps to know when you're facing a radar-guided missile and when you're facing an IR-guided missile. The weapon descriptions in **Section 6** Technical Reference will tell you what kind of missile is coming at you.

### To release a cartridge:



Press F to release a flare.

# Autopilot

Use the Autopilot to “time warp” to a destination: a friendly airbase or aircraft carrier, or any waypoint you’ve set on the Tactical Map Display. You can only engage the Autopilot under the following conditions:

- There must be no hostile aircraft or missiles in the air (unless flying at Rookie level).
- You must be cruising at an altitude between 500 and 40,000 feet.
- You must have enough fuel to complete the journey.

To activate the Autopilot:



Press Y.

SET AUTOPILOT	
DESTINATION	NAME
DISTANCE	47 NM
BEARING	161°
CRUISE ALTITUDE	5000 FT
NEXT LOCATION	PREVIOUS LOCATION
CRUISE HIGHER	CRUISE LOWER
ARRIVE FURTHER	ARRIVE NEARER
ENGAGE	EXIT

Engage Autopilot

Location Options  
 Altitude Options  
 Proximity Options  
 Cancel Autopilot

When the Autopilot box appears, left-click on the following options to change settings:

## Location Options

Left-click on Next Location or Previous Location to designate a different location as your destination. Keyboard Equivalents: Period (.) and comma (,)

## Altitude Options

Left-click on Cruise Higher and Cruise Lower to change your cruising altitude. You can’t cruise above 40,000 feet or below 500 feet. Keyboard Equivalents: Cursor up (↑) and cursor down (↓)

## Proximity Options

If your destination is an airbase or aircraft carrier at which you’re going to land, it’s useful to arrive some distance away so you can line

up your airplane with the runway. Left-click on Arrive Further to arrive further away from the destination. If you make a mistake, left-click Arrive Nearer to arrive closer to the destination. Keyboard Equivalents: Cursor left (←) and cursor right (→)

## Engage

Left-click on Engage or press the spacebar to activate the Autopilot.

## Exit

Left-click on Exit or press Esc to cancel the Autopilot and return to the mission.

## Views

You can observe the mission from several vantage points — your airplane and missiles as well as friendly and enemy airplanes. The View, Zoom, and Scan Keys let you alter your view from each vantage point.

### Default Point Of View

The default or “normal” point of view is in the cockpit of your airplane, looking forward.

#### **To return to the default point of view:**



Press **F10**.

### Point Of View Keys

The Point Of View keys let you switch between the various points of view — your airplane, your missiles, and any friendly and enemy airplanes currently deployed.

#### **To switch points of view:**



Press comma (,) to view from the last point of view.

Press **period** (.) to view from the next point of view.

### Cockpit ↔ External Toggle

You can switch between your internal view of the situation to an external view of your airplane.

#### **To switch between cockpit and external views:**



Press **Enter** on the numeric keypad.

## View Types

The view types let you switch between internal and external views and control whether your view shifts with the airplane’s movement or maintains a neutral “locked” position.

#### **On the keyboard:**

- 1 Cockpit View
- 2 Cockpit View — Roll Lock
- 3 Cockpit View — Pitch Lock
- 4 Cockpit View — Pitch & Roll Lock
- 5 External View
- 6 External View — Roll Lock
- 7 External View — Pitch Lock
- 8 External View — Pitch & Roll Lock

## View Angles

From inside the cockpit of your airplane, the view angles let you scan the horizon for bogeys and targets. Outside the cockpit, the view angles give you stunning views of your airplane in action.

#### **On the numeric keypad:**

- 1 View Back & Left
- 2 View Back
- 3 View Back & Right
- 4 View Left
- 5 View Down
- 6 View Right
- 7 View Forward & Left
- 8 View Forward
- 9 View Forward & Right

---

*On reconnaissance and troop drop missions, a few keys on the numeric keypad have different functions. See **Reconnaissance and Troop & Supply Drops** in **Chapter 5: Mission Tactics** for details.*

---

## Scan Keys

Press the cursor keys to rotate your view. You can scan from any of the 17 views, though certain Scan Keys will have no effect in locked views.

## Zoom Keys

You can zoom in or out from any external view except "Fly Past."

0 or +            Zoom In  
                      Zoom Out

## Airplane → Missile On/Off

With Airplane → Missile on, you'll automatically switch to your missile's point of view the next time you launch a missile. You'll stay with the missile until it explodes or you change your point of view. To turn the Airplane → Missile option on, press X; press X again to turn it off.

## AWACS Information

Airborne Warning and Control Systems or AWACS, are surveillance aircraft that remain at a distance from the combat area, collecting and relaying radar contacts picked up by friendly ground radar. Your airplane's onboard navigation computers automatically process this information and present it in the form of a map and two reports.

## Tactical Map Display

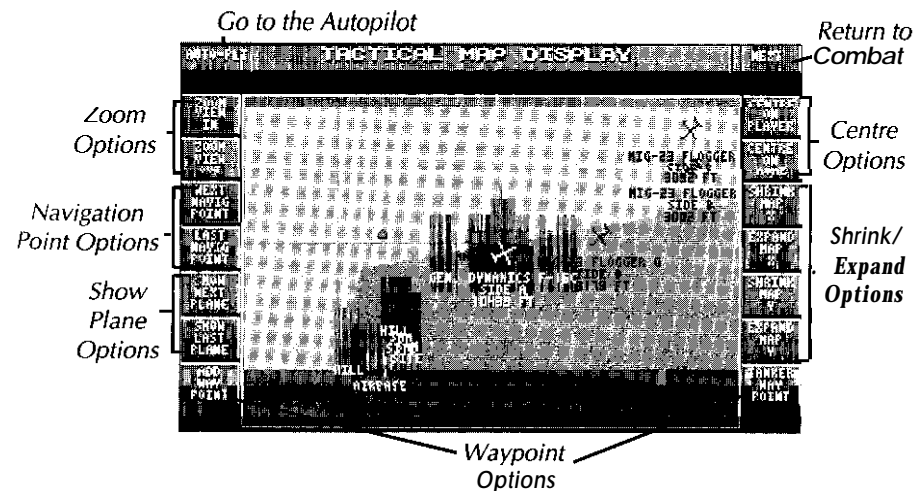
The Tactical Map Display shows the entire conflict area. Plotted on the map are all friendly and enemy airbases, carriers, radar installations, SAM sites, factories and cities. The map also displays the current location of all friendly and enemy airplanes and missiles.

To turn the Tactical Map on:



Press Return. (If the Instrument Panel is on, you may want to turn it off first so you can see the whole map and use all of the options.)

The game is paused while you use the map. To go back to flying the mission, press Return again or click NEXT.





Left-click on any point on the map and the map will scroll and centre on that position.

You can also use the options on either side of the map to set waypoints, zoom in and out, and centre the map on different locations. Left-click on any of the options to select.

#### Auto-Pit

Go to the Autopilot. Keyboard Equivalent: Y

For details on this option, see Autopilot under Navigating.

#### Next

Go back to flying the mission. Keyboard Equivalent: Return

#### Zoom Options

Click on the Zoom options to zoom in and out on the centre of the map. Keyboard Equivalents: Plus (+) and minus (-)

#### Navigation Point Options

Click on the Navigation Point options to centre the map on any navigation points- home base, airbases, aircraft carriers, waypoints you've set, etc. Keyboard equivalents: 9 and 0.

#### Show Plane Options

Click on the Show Plane options to centre the map on the various friendly and enemy airplanes in the sky. Keyboard Equivalents: Period (.) and comma (,)

#### Waypoint Options

To add a waypoint for your onboard navigation computer, click on the Add Waypoint option. Move the cursor to the map and left-click to set down the waypoint. You can add up to nine waypoints. If you've set down a waypoint on the wrong place, place the cursor on it and click the right mouse button to remove it. Once you've set your waypoints, point to the Add Waypoint option and click the left mouse button. This gives you back the normal mouse cursor. Keyboard equivalent: W.

You can also designate a place to meet a tanker for mid-air refuelling. Click on the Tanker Waypoint option, move the cursor to the map, and click the left mouse button. You can only set on tanker waypoint at a time. If you've set down it on the wrong place, place the cursor



on it and click the right mouse button to remove it. Once you've set your waypoints, point to the Tanker Waypoint option and click the left mouse button. This gives you back the normal mouse cursor. Keyboard equivalent: T.

#### Centre Options

Click on the Centre options to centre the map on our airplane or your home base. Keyboard Equivalents: H to centre on home base, P to centre on player

#### Shrink/Expand Options

Click on the Shrink/Expand options to decrease or increase the horizontal or vertical size of the map. A smaller map scrolls faster than a larger map. Keyboard Equivalents: Cursor keys (←↑→↓)

## Target Status Report

The Target Status Report tells you the status of targets listed in your mission objectives. If you're currently viewing the mission from another aircraft's point of view, the Target Status Point gives you the status of its targets!



#### To see the Target Status Report:



Press T. Note that the game is not paused as you look at the report. To go back to the mission, press T again.

## Intelligence Report

The Intelligence Report is a record of everything that happened in the course of a mission — the exact times when aircraft took off and landed, targets were bombed, and aircraft shot down.

### To see the Intelligence Report:



Press **V**. **Note that** the game is paused as you look at the report. Use the cursor **down** (↓) and cursor (h key to scroll down and up if the report is longer than the screen.

To go back to flying the mission, press **V again**. Alternately, you can press **Return or click on the Next button**.

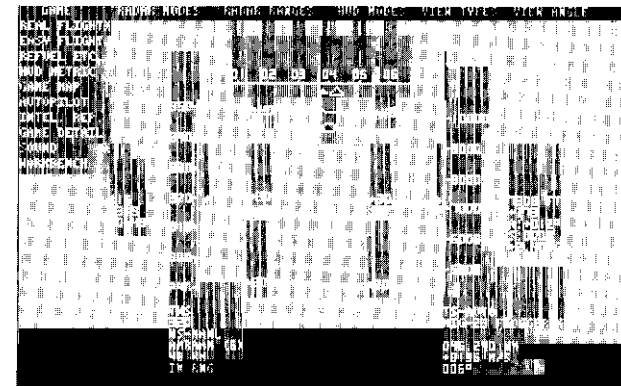
## Flight Menu

Most menu options in the Flight Menu are provided as alternatives to pressing keys. Some options, however, have no corresponding key and can only be accessed through the Flight Menu. Any keyboard equivalents are given with the descriptions below.

### To choose an option from the Flight Menu:



Click the right mouse button or press F4 until the game pauses. Move the mouse cursor up to the top of the screen and hold down the right mouse button. The Aircraft Menu appears. Move the mouse side-to-side to open a menu and up or down to highlight an option.



Release the mouse button to select the highlighted option. An asterisk (\*) appears by any option that is currently active.

## Game Menu

### Real Flight

In Real Flight, airplanes fly at maximum realism—you must coordinate your turns to avoid slipping, avoid turns that can damage your aircraft, and landings must be reasonably gentle. Selecting Real Flight deactivates Easy Flight.



### Easy Flight

In Easy Flight, airplanes don't fly realistically—that is, they are much easier to control! Selecting Easy Flight deactivates Real Flight.

### Refuel etc.

Orders the ground crew to refuel and rearm your airplane. This allows you to undertake multiple strikes on enemy in the course of a single day. You must come to a complete standstill in the hangar of a friendly airbase or on the deck of an aircraft carrier before you can receive servicing.

### HUD Metric

When activated, your velocity and altitude are displayed in metric units.

### Came Map

Brings up the Tactical Map Display — see **Tactical Map Display** under *AWACS Information*. Keyboard Equivalent: Return

### Autopilot

Brings up the Autopilot - see **Autopilot** under Navigating. Keyboard Equivalent: Y

### Intel. Rep.

Brings up the Intelligence Report — see **Intelligence Report** under *AWACS Information*. Keyboard Equivalent: V

### Game Detail

Brings up the Graphic Detail Selector—see **Graphic Detail Selector** under Pilot *Record* in **Chapter 2: Preflight**. Keyboard Equivalent: G

### Sound

Turns sound effects off and on. Keyboard Equivalent: S

### Workbench/DOS

Quit the game and takes you to the Workbench (Amiga users) or DOS (PC users).



## Radar Modes Menu

The options in the Radar Modes Menu let you change the current radar mode. For details on all five radar modes, see Using *Radar*. Keyboard Equivalent: N (except when currently in HUD Navigation, HUD Landing, or MFD Navigation modes)

## Radar Ranges Menu

The options in the Radar Ranges Menu let you change the range of your radar. Keyboard Equivalent: R

## HUD Modes Menu

The options in the HUD Modes Menu let you change your HUD Mode. For details on the various HUD modes, see *Head-Up-Display (HUD)*. Keyboard Equivalent: I

## View Types Menu

The options in the View Types Menu let you change your view type. For details on the different view types and their keyboard equivalents, see **View Types** under *Views*.

## View Angle Menu

The options in the View Angle Menu let you change the angle of your view. For details on the different view angles and their keyboard equivalents, see **View Angle** under *Views*.



## Mission Debriefing

The Mission Debriefing provides a variety of stats on your mission. You can also access two detailed reports from the Debriefing Menu.

### To choose an option from the Debriefing Menu:



Move the mouse cursor up to the top of the screen and hold down the right mouse button. When the Debriefing Menu appears, move the mouse down and highlight an option.

### If any of these reports are longer than the screen:



Use the cursor down (↓) and cursor up (↑) key.

To go back to flying the mission, press **V** again. Alternately, you can press **Return** or click on the **Next** button.



# Chapter 4:

## Basic Aerodynamics

## The Basics of Flight

The flight model in *Birds Of Prey* is very accurate. Because of this, aircraft in the game exhibit both complex and subtle behaviour.

### First Principles

The flight model is based on three principles:

1. A body remains at rest or in uniform motion in a straight line unless acted upon by a force.
2. A body's rate of change of momentum is proportional to the force causing it.
3. Any force on a body produces an equal and opposite force.

These are Newton's laws of motion. The "body" referred to can be anything: a car, a boat, even you. The force can also be anything: a carengine, the wind in the sailsofa boat, or the muscles in your body.

The first and third laws are easy to understand. The second law is perhaps less easy to grasp fully. First, what is *momentum*?

Momentum is defined as "Mass x Velocity" - the weight of the object multiplied by its speed. In our everyday lives, we're aware of how much more difficult it is to stop a heavy moving object than a light moving object. The heavier object is said to have greater momentum.

So what is the rate of change of momentum!

We know that momentum is the product of mass and velocity. Since the mass of the object is assumed to be constant, the only way to change momentum is to change the velocity. "Changing the velocity" is what we call acceleration.

The second law states that an object's acceleration is proportional to the force causing it. Mathematically expressed, this is:

$$\text{"Force} = \text{Mass} \times \text{Acceleration"}$$

or

$$\text{"F} = \text{ma"}$$

From this equation we can model the action of forces on a body. If we rearrange the equation, we see that:

$$\text{"Acceleration} = \text{Force/Mass"}$$

or

$$\text{"a} = \text{F/m"}$$

If we have two bodies of equal mass, one can be made to accelerate faster by applying greater force to it. For example, if two cars of equal mass had engines capable of different power, the one with the more powerful engine could "out-accelerate" the other one. Similarly, if we take an engine of a given power output and put them in different cars — one heavy and one light-the lighter car will be faster simply because it has less mass to move.

But the force moving an object is not the only one we have to reckon with. There are also forces that may *act* against the acceleration of an object. For example, when we drive, we feed power from the engine to the wheels, which causes the car to accelerate. But all too soon we reach a point where no matter how much we press the pedal to the floor, the car doesn't go any faster. The acceleration seems to "stop" as we reach the car's top speed. What causes this?

As a car increases velocity, it moves through the air. But the air doesn't just "jump" out of the way. The car actually collides with the air forcing it to flow around the car. The shape of the car determines how smoothly it pushes air out of the way. Thus it's possible to have two cars of equal mass with identical engines, one of which can reach a higher top speed due to a more "aerodynamically-engineered" design.

Air resistance is only one of many forces retarding the motion of the car. The friction of moving engine parts can slow the car down as the engine revs higher, and even the wheels on ground have to overcome road friction.

As you'll see in a moment, an aircraft has similar forces acting on it as it moves through the air.

## Units Of Measure

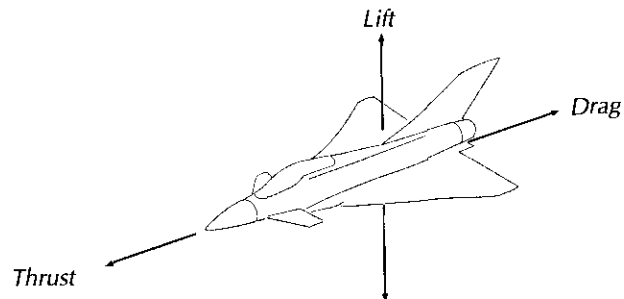
There are specific units used to express mass, force, velocity and acceleration:

Value	Units of Measure
Mass	Kilogrammes (kg)
Velocity	Metres/Second (m/s)
Acceleration	Metres/Second/Second (m/s/s)
Force	Newtons

You may wonder what a Newton is. A Newton is the unit that force is measured in. Since force is defined as **Mass x Acceleration**, Newtons are measured as  $\text{kg} \times \text{m/s/s}$ . Specifically, a Newton is "the unit of force that imparts an acceleration of 1 m/s/s to a mass of 1 kg."

## Four Forces

There are four main forces acting upon an aircraft in flight:



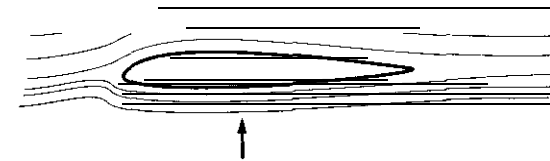
### Gravity

Of the four forces, gravity is the only constant one. The force of gravity accelerates an object down toward the centre of the earth at a rate of **9.80665** metres/sec/sec.

### Lift

Lift is literally "the force that lifts the aircraft off the ground," but how it's achieved involves some explanation.

As a wing moves through the air, air molecules flow either above the wing or below it. Wings are designed so that airflows faster above than it does below.



In fluid dynamics, the law is: The faster a gas or liquid flows, the less pressure it exerts on an object. Since we know the air moves faster over the arched top, there's less pressure there than on the underside of the wing. This inequality between pressure states is what creates lift.

From even this simple description, we can see that the generation of lift depends on many factors. If the wing isn't moving with respect to the air, no lift is generated. Also, we know that air pressure varies with altitude, so the amount of lift created depends on how high up the aircraft is.

Lift forces vary depending on the shape of a wing and the overall lift force is directly proportional to the size of the wing. For example, suppose you have two aircraft. Both have wings that are similarly shaped in the cross-section but one aircraft has twice the wing area of the other. If both aircraft are flying at the same altitude and velocity, the aircraft with the bigger wing will produce more lift. In fact, the bigger wing will produce almost exactly twice the lift of the smaller wing.

**The following factors directly affect lift:**

### Wing Shape

Finding out how much the lift force is generated by wing shape is something that cannot be done in real-time in any flight model at present. Even in the aeronautical industry, a wing's lift force is found by experimentation — measuring lift forces on the wing shape in a wind tunnel. From these experiments it is possible to derive a value which — independent of the other factors — expresses the amount of lift a given wing can generate compared

with any other wing. This value is known as the "Coefficient of Lift" or "CL".

### Wing Area

The lift given by a wing is directly proportional to the plane view area of the wing.

### Dynamic Pressure

Dynamic Pressure takes into account three things: air density and the velocity and acceleration (or Kinetic Energy) of the aircraft moving through it.

### The Lift Equation

The mathematical equation for lift is actually used in the game's flight model. The lift equation then takes into account all three factors that make up lift.

Lift = Coefficient of Lift x Dynamic Pressure x Wing Area

or

$$\text{Lift} = \text{CL} \cdot \frac{1}{2} \cdot \rho \cdot V^2 \cdot S$$

Where S is the wing area,  $\rho$  is the air density, and V is velocity.

Like any force, lift is measured in Newtons. If we take this force and divide it by the mass of the aircraft, we get the lift acceleration. Once this lift acceleration is greater than gravity (9.80665 m/s/s), the force is great enough to lift the aircraft into the air.

### Drag

Drag is created as the aircraft forcibly moves air molecules aside and works to slow the aircraft. In level flight, this factor is relatively constant, so that more thrust means faster speeds.

### The Drag Equation

Once you understand lift, drag is relatively easy. Drag force calculations depend on almost the same set of factors as that of lift. The equation for the drag on a body is:

$$\text{Drag} = \text{CD} \cdot \frac{1}{2} \rho \cdot V^2 \cdot S$$

The "Coefficient of Drag" (CD) is the value which describes the aircraft's shape compared to that of another aircraft when all other factors remain constant. Unfortunately the "S" symbol here does not denote the surface area of the wing – rather, it is taken to mean the frontal area of the body. Thus in the case where two bodies exist with the same CD and one has twice the frontal area of the other, the larger body will experience twice the drag.

### Thrust

Thrust is what pushes the aircraft forward. The thrust of a jet engine is normally given as a Mass value. For example, the combined thrust of two General Electric F110 GE-400 Turbofans at maximum reheat equals 24,566 kg.

### Comparing Thrust

To convert a mass to a force requires that we multiply by the acceleration – in this case, the acceleration due to gravity, 9.80665. Thus our thrust force in Newtons is:

$$\text{Force} = 24,566 \text{ kg} \times 9.80665 \text{ m/s}^2 = 240,910.1639 \text{ Newtons}$$

A fully fuelled F14A+ weighs about 26,400kg. Without taking into account drag, its acceleration at maximum thrust is:

$$240,910.1639 \text{ N} / 26,400 \text{ kg} = 9.125 \text{ m/s}^2$$

The F110 is a powerful engine. 9.125 m/s/s is approximately equal to the force gravity exerts on the aircraft. It is not surprising then that the F-14A+ is one of the fastest and most manoeuvrable aircraft in the air. However, there are aircraft with even higher thrust/weight ratios. The BAe Harrier must generate enough thrust to lift the aircraft vertically into the air with no lifting force on the wings whatsoever, and the F-15 Eagle has such a high thrust that it is able to exceed Mach 1.0 in a vertical climb, when the direction of the lift force from the wings has no component acting in opposition to gravity!

## Stability & Control

Each force is opposed by another. In order for the aircraft to fly, lift must overcome gravity and thrust must overcome drag. In straight and level flight, with the aircraft neither climbing or descending, the opposing forces are equal:

Thrust = Drag

Lift = Weight

This is all very well, but pilots would have a hard time if the aircraft could only fly straight and level. How does the pilot make the aircraft climb, descend, and turn?

### Angle Of Attack & Stalls

An aircraft is able to fly at different angles *of attack* (AOA). Roughly speaking, this is the angle between where the aircraft is pointing and where it's *headed*.

As the AOA grows larger, the lift force also grows. At a certain point, usually between about 20-30°, the airflow over the wing surface becomes turbulent. The air is no longer able to flow smoothly over the wing. At this point, the wing "stalls," and lift drops rapidly as drag increases. What happens then?

The tailplane saves the aircraft in this situation. As the AOA rises, the lifting force on the tailplane rises. The tailplane is normally offset by a small angle so that it stalls after the main wing. Since the tailplane is still creating lift, the nose drops and the tail rises, forcing the aircraft to descend rapidly. As the aircraft speeds toward the earth, the main wings regain smooth airflow once more and lift is once again created, thus averting disaster.

The only problem that can arise in this situation is if the aircraft is at very low speed and very low altitude. Unless enough height is available for the aircraft to drop its nose and regain speed, the aircraft will surely crash.

### Pitch Control

On each tailplane surface are movable elevators which control *pitch* or rotation around lateral axis.

By raising and lowering the elevators, lift on the tailplane is raised or lowered. When the elevators go up, lift falls and the lift turning force pushes down on the tailplane, pitching the nose up. This is what happens when the pilot pulls back on the control stick. When the elevators go down, the opposite occurs.

### Flaps Increase lift & Drag

When landing and taking off, most aircraft also use flaps on their main wings.

Flaps alter the shape of the main wing. The extra lift that flaps provide is often essential for big aircraft such as commercial jets, especially when fully loaded with passengers and fuel. Although the extra lift and drag is essential for most aircraft when landing, the extra drag is a problem at takeoff and this limits the usefulness of flaps in general.

### Roll Control

Along with flaps, the main wings have movable surfaces called "ailerons" which control roll or rotation around the longitudinal axis. By moving the flight stick from side to side, the pilot causes the aileron on one wing to go up and the one on the other wing to go down. The "up" aileron loses lift and the "down" aileron gains lift. Since these uneven forces are far from the centre of gravity, a strong rolling motion is created.

When an aircraft is flying straight and level, the lift from the wings acts only to oppose gravity. But once the pilot rolls the aircraft, a fraction of this lift force acts in the lateral axis, thus reducing the amount of lift overcoming gravity.

To generate more lift while in a turn, the pilot pulls back on the flight stick - a process called "trimming." At the same time, the increased AOA increases drag, thus slowing the aircraft.

### Yaw Control

On the ground, the rudder steers the aircraft like the rudder of a boat. In the air, the rudder controls yaw or rotation around the vertical axis (also known as slip).

## Basic Manoeuvres

### Level Flight

Level Flight is flying with your wings parallel to the ground, neither gaining nor losing altitude. The waterline marker on your HUD and artificial horizon on the Instrument Panel can tell you if your wings are parallel to the ground, but the only way to know if you're gaining or losing altitude is to watch the vertical velocity indicator on the HUD or Instrument Panel.

### Taking Off

To take off, your aircraft must accelerate from a standstill to an airspeed that generates enough lift to overcome gravity.

1. Increase power to 100%.
2. When your aircraft reaches about 160 mph, pull the flight stick back until your pitch is about 10°.
3. Press U to retract your landing gear.

### Coordinated Turns

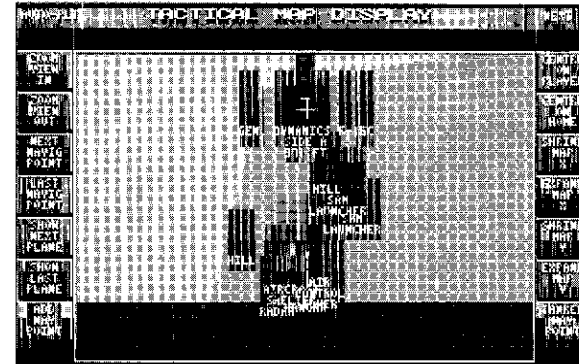
Turning involves the coordinated use of all three flight controls — ailerons, elevators and rudder.

1. You need sufficient power in order to sustain a turn for any length of time. If you're in a low-powered aircraft, increase power.
2. Move the flight stick left or right. When your wings are at a 90° angle to the horizon, centre the flight stick.
3. To avoid losing altitude, pull back on the flight stick. As you turn, feed opposite rudder— for example, if you're turning left, feed right rudder.

### Landing

When landing, your aircraft must be travelling close to its minimum speed while still maintaining enough lift to avoid a stall.

1. Line up with the runway about 15 km away. Use the Tactical Map Display to help you.



2. Ideally, you should be about 1000 ft up as you make your approach. Cut the throttle to 50% or less. Make sure that your airspeed is less than 300 kts. If you find you're still going too fast, extend your airbrakes momentarily.
3. Pitch the nose down so that your vertical slip is -5 to -10 ft/s (1.5 to 3 m/s).
4. At about 250 ft (76 m) up, lower your undercarriage and extend flaps 15°. Adjust pitch so that your vertical slip remains between -5 and -10 ft/s.
5. At about 30 ft (9 m), cut the throttle completely and pull back gently on the flight stick. The object is to stall at this point.
6. As soon as you touch down, apply wheelbrakes to slow down.

### Autopilot For A Perfect Line Up

Lining up with the runway can often be difficult. Here's a sure fire means of making a perfect line up:

1. Press Y to bring up the Autopilot.
2. Select a friendly airbase (or a carrier if it's your home base) as your destination.
3. Select either proximity option to cruise at 1000 feet.
4. Do not choose to arrive further! Leave the distance as it currently is. Simply select Engage — you'll arrive 15 km away, lined up perfectly for a landing.

## Landing In HUD Landing Mode

The HUD Landing mode helps you steer toward waypoints along the glideslope.

1. Approach the airbase or carrier.
2. Press **I** to switch to HUD Landing mode. Waypoint 1 is already selected.
3. Turn in the direction indicated by the turn arrow. Once you to bring the waypoint into view, manoeuvre so that you're heading directly toward it-the brackets [ ] should be near the middle of your windscreen.
4. When you're one or two kilometers away from Waypoint 1, press **N** to switch to Waypoint 2. Manoeuvre toward the next waypoint.
5. When you're one or two kilometers away from Waypoint 2, press **N** to switch to Waypoint 3. Manoeuvre toward this last waypoint.
6. As you approach the end of the runway, ignore the waypoints completely and concentrate on manoeuvring so that the small cross is on the end of the runway closest to you.

## Standard Takeoff From An Aircraft Carrier

When an aircraft carrier is your home base, you begin the mission below deck. A lift automatically raises you to the deck and fixes the ship's catapult to your aircraft.

1. Increase power to 100%.
2. Press the **right square bracket** key ( **]** ) to lower flaps to 10°.
3. When your aircraft reaches 100% thrust, it will automatically be catapulted. **As soon as it's off the deck, pull back on the flight until your pitch is about 10°!**
4. Press **U** to retract your landing gear and the **left square bracket** key ( **[** ).

## Standard Landing On An Aircraft Carrier

1. Line up with the carrier runway about 15 km away. You may want to use the Autopilot, since lining up with a carrier runway can be extremely difficult.
2. You should be about 1000 ft up as you make your approach. Cut the throttle to 50% or less. Make sure that your airspeed is less than 300 kts. If you find you're still going too fast, extend your airbrakes momentarily.

3. Pitch the nose down so that you're vertical slip is -5 to -10ft/s (1.5-3.05 m/s).
4. At about 250 ft (76 m) up, lower your undercarriage and extend flaps 15°. Adjust pitch so that you're vertical slip remains between 5 and 10 ft/s. You may want to switch to HUD Landing mode so you can accurately pinpoint your touchdown point on the nearest end of the runway.
5. Press **H** to lower the arrestor hook.
6. At about 30 ft (9.15 m), cut throttle completely and pull back gently on the flight stick. The object is about to stall at this point.
7. As soon as you touch down, apply wheelbrakes to slow down. This must be done immediately!

## Taking Off In STOVL Aircraft (Harrier or YAK-38)

1. If you're in a hangar, start your engines, increase throttle to around 15% and roll **out** to the runway.
2. Press and hold down the Left **Alt** key until your thrust is vectored vertically 89°. With the Instrument Panel on, your thrust vector setting appears where the Thrust Percentage Indicator normally appears. With the Instrument Panel off, it appears at the bottom of the screen.  
Notethatonceyourthrust is vectored greater than 35°, the Remote Control System (RCS) is automatically activated. The RCS is a series of smaller jets far from the aircraft's centre of gravity that help keep the aircraft in level flight.
3. Increase throttle to 100%. When the Vertical Thrust/Weight Indicator on the HUD reads 0, the aircraft will take off.
4. Once the aircraft is 1000 ft up or higher, press the **Left Amiga** key to begin vectoring forward. The RCS will be automatically be deactivated as the aircraft reaches horizontal thrust you may wish **to** hold down the right button to keep RCS active (35-0°).

## Landing In STOVL Aircraft (Harrier or YAK-38)

1. Decrease thrust to around 45%.
2. Press **B** to extend the airbrake. Press the **right square bracket** key ( **]** ) to lower flaps (around 10°). You must slow the aircraft down to around 200 knot..

3. Press and hold down the left Alt key to vector thrust down to 115'. As you do this, pull back on the joystick to keep yourself from nosediving.
4. Increase throttle to anywhere between 80 and 85% (this varies due to load on the plane). This is hover thrust.
5. When the plane is travelling around 40-80 knots, vector thrust to 90°, raise flaps and retract the airbrake. Decrease throttle until you start to drop gently to the ground.

# Chapter 5:

## Mission Tactics

## Air-to-Air Combat

Air-to-air combat is the art of destroying the enemy in the air with missiles or gun.

### Detection

The first task is to find the enemy. Visually sighting the enemy was the standard method of detection through World War I and most of the World War II, but two innovations have undermined the pilot's reliance on his own eyes. The first is onboard radar, which increases the pilot's means of forward detection far beyond his visual range. The second is the sheer speed of modern aircraft. Any manoeuvre undertaken at supersonic speeds will cover a huge arc in the sky — the chances of two opposed aircraft being within visual range of each other are much slimmer than they were in the days of prop-driven aircraft.

In *Birds Of Prey*, there are three means of detection. The first, again, is by visual sighting. Even at long ranges, most aircraft appear as single-pixel dots, and the observant pilot will notice these against the sky, or ground. The second is by radar. In order to detect the enemy, he must be somewhere in front of your aircraft's nose and within range of your radar's current setting. Make sure you're in an air-to-air Radar mode -Range-While-Search (RWS), Track-While-Search (TWS), HUD, or Gun-Director (GUN). Press N to set the Radar mode and R to set the range. The third means of detection is the Tactical Map Display, which will show you the location of every aircraft in the world. Obviously, no such device exists in reality (though many wish it did!), so if you like realism, don't use it.

### Close & Attack

The second task is to close in and bring the enemy within range of your weapon. Press the Left Shift key to change weapons. Obviously, the longer your weapon's range, the more "stand off" created and the greater your advantage. Long- or medium-range missiles should be employed first, followed by short-range missiles. Your gun should be used as a last resort, when all of your missiles have been depleted.

When the target comes in range of your current weapon, the Target Lock Indicator diamond appears. To fire, press the spacebar, the left mouse button, or joystick button A.

## Missile Guidance Types

There are three guidance types in *Birds Of Prey*: active radar homing, semi-active radar homing, and infrared homing.

### infrared (IR) Homing

Infrared homing missiles — or "heat seekers" — home in on heat emissions created by the target's engines. Though early IR homing missiles were really only effective when aimed directly at the target's exhaust, modern heat seekers are "all aspect," that is, capable of being launched at the target from any direction. The seeker heads have also been greatly improved and are no longer prone to distraction by other heat sources such as the sun. The compact size of IR homing missiles make them much harder to be detected by any warning devices on the target's aircraft. The only disadvantage to these weapons is that they are only effective at short ranges.

### Semi-Active Homing

Semi-active homing missiles rely on your aircraft's onboard radar to illuminate the target, homing in on the returning radar. The advantage to these missiles is that if they lose their target, they can easily reacquire it as long as your radar provides illumination. The disadvantage is that you must continue to fly toward the target after launch, thus making yourself vulnerable to attack.

### Active Radar Homing

No missile of any useful size could carry a radar unit large enough to completely track a target from launch to impact — nonetheless, pilots like weapons that don't require prolonged radar illumination of their prey. The active radar homing missile is a kind of compromise. Before launch, your aircraft's fire control computer takes the target's current speed and course and designates a point of interception. The missile is then launched, whereupon it flies silently to the pre-arranged point, switching on its small active radar unit only in the terminal phase. The big advantage to these weapons is that they're "fire and forget" weapons — once launched, the pilot is free to break away from the engagement or simply move to a safer distance.

### Guns

The advanced *cannon* in *Birds Of Prey* have a maximum range of 10 km, however, your chances of hitting greatly improve if the target is within 6.5 km.

## Bombing Missions

The primary purpose of bombing is to destroy the enemy's air capabilities on the ground. Aircraft stationed in shelters and hangars are obvious targets- especially since aircraft spend more time on the ground than in the air — but they're not necessarily the most important ones. Aircraft require runways to take off (except for the STOVL aircraft like the Harrier) and air control towers are necessary for controlling air traffic. Without these, long term deployment of aircraft becomes impossible.

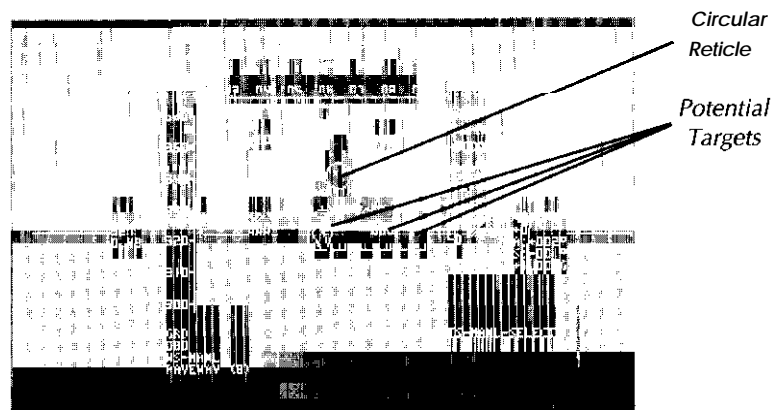
Obviously, the defences surrounding airbases are equally important. Radar stations provide enemy interceptors with early warning of impending attacks and thereby become critical targets in any campaign.

Enemy SAM sites also inhibit airfield strikes and thus must be destroyed.

The secondary purpose of bombing is to destroy the enemy's ability to replenish his forces. Since factories and cities supply the enemy with arms, these "civilian" centres become military targets as well.

The techniques for air-to-surface attacks vary depending on the type of weapon used. However, in all attacks on ground targets, your radar should be set on Ground (GRD) mode. Press N to set the Radar mode on Ground and R to set the range. Due to the curvature of the earth's surface, ground radar has a maximum range of 80 km.

Since ground targets are often "clustered" together — each airbase, for example, has no less than 5 potential targets-you may need to select your target manually. Press F2 to switch to manual Target Selection mode (TS-MANL-SELECT/TRACK).



Use the mouse to move the reticle over a potential target, and then press Z to select it. Once you've selected a target, press the Left **Shift** key to select one of the following types of air-to-surface weapon.

### Air-To-Surface Missiles

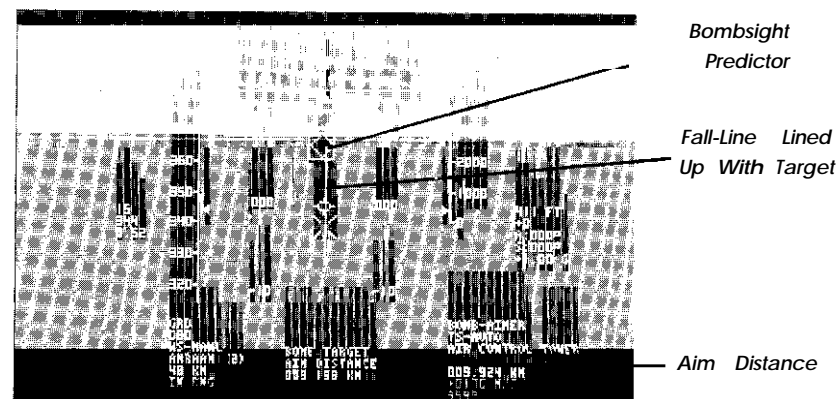
AS missiles are intelligent and highly manoeuvrable — as such, they need only be locked onto their target before firing. To launch, press the **spacebar**, left mouse button, or joystick button A.

### Freefall Bombs

Freefall bombs have no intelligent guidance once they're dropped, so precise use of the HUD Bomb-Aimer is important.

The Instrument Panel only blocks your view of your ground target, so the first thing you should do is hide the Instrument Panel if it's currently displayed (press W). Press I to switch to HUD Bomb-Aimer mode.

Close in on the target at an altitude of 500 ft (152 metres) or less. Put the aircraft in straight and level flight-your VSI should read 0. The target should have a bearing of 000', with the Fall-Line should be lined up with the Tracking Box. Feed left or right rudder (Del or **Help**) to make slight adjustments to your course.



Your fire control computer automatically calculates the point at which you should release the bomb, based on your airplane's current altitude, velocity, pitch and roll. The Aim Distance is the distance to



this point. Watch the Aim Distance read-out and the Bombsight Predictor closely -when the Aim Distance is 0 and the Bombsight Predictor is over the target, press the **spacebar**, left mouse button, or joystick button A for each bomb you want to release.

**Warning!** If you're flying at low altitudes, pull up immediately after dropping any bombs! The blast can damage and even destroy your aircraft!

### Special Weapons

The Paveway LCB Smart Bomb, SA Matra Durandal, Rockeye II Mk 20 Cluster Bomb, and the BLC 66 Belouga Bomb are all dropped in the same manner as normal free fall weapons. Of these, the Durandal is the only weapon that must be aimed with great precision. The Paveway uses laser-guidance to make adjustments to its trajectory, thus doing some of the aiming for you, while the Rockeye and Belouga Bomb are both weapons that spread out over wide areas.



## Close Support & Ground Support

Since World War II, the tank has been the queen of the battlefield. While tanks are primarily fought with missiles and other tanks, the aircraft has proven a worthy platform for anti-tank weapons. One of the most important roles of any air force is to harass the enemy's land force by striking directly at armored targets on the battlefield.

See *Bombing Missions* above for details on firing air-to-surface missiles and dropping bombs.

## Reconnaissance Missions

The first task of an air force in any conflict is to gather accurate information on the enemy's ability to wage war. This is necessary for both gauging the enemy's resources and identifying potential targets.

There are two approaches to reconnaissance. High-altitude aircraft can fly at speeds above Mach 3, giving enemy interceptors the nearly impossible task of climbing to altitude in time to launch weapons. Obviously, this requires a highly specialized, dedicated reconnaissance aircraft like the SR-71 or TR-1 A. The other approach is a low-altitude, dash over enemy airspace. Almost any camera-equipped aircraft can achieve this- providing it flies with fighter escort. The only exception to this is the F-117, which relies on stealth technology for protection rather than armed escorts.

### Flying A Reconnaissance Mission

Close in on the reconnaissance target at any altitude above 1000 ft (305 metres). Put the aircraft in straight and level flight — your VSI should read 0. If the Instrument Panel is currently displayed, press **W** to hide it.

Press 5 on the numeric keypad to switch to camera view. Use the cursor keys to aim the camera; press + and - on the numeric keypad to zoom in and out. Once you've framed the target, press the **spacebar**, the left mouse button, or joystick button A to activate the camera. Once you've photographed the target, press F10 to return to the cockpit view.

## Troop & Supply Drops

Troop and supply drops are necessary to replenish friendly ground forces with both men and equipment. Such timely assistance can turn the tide of a battle.

### Executing A Troop Drop

Once you've taken off, switch to Navigation mode — press M to switch to MFD Navigation mode or I to switch to HUD Navigation mode. Press N to select a troop drop point (TD) as your current navigation waypoint.

Close in on the drop site at an altitude between 4000 and 5000 ft (1220-1525 metres). Put the aircraft in straight and level flight—your VSI should read 0. If the Instrument Panel is currently displayed, press W to hide it. When your aircraft is about 2 km from the drop site, press 2 to switch to an interior view of the aircraft's tail. Hold down the Left **Alt** key until the bay hatch opens.

Watch the navigation computer—when your aircraft is about 1 km from the drop site, press the **spacebar**, the left mouse button, or joystick button A to drop a troop. Once the troop is out of the hatch, press the **Left Amiga** key to close the bay hatch. Press **F10** to return to the cockpit view.

### Executing A Supply Drop

Once you've taken off, switch to Navigation mode — press M to switch to MFD Navigation mode or I to switch to HUD Navigation mode. Press N to select a supply drop point (SD) as your current navigation waypoint.

Close in on the drop site at an altitude below 100 ft (20 metres). Put the aircraft in straight and level flight. It's critical that your VSI read 0 — you're flying at such a low altitude that you don't have much room to descend before crashing! If the Instrument Panel is currently displayed, press W to hide it. When your aircraft is about 2 km from the drop site, press 2 to switch to an interior view of the aircraft's tail. Hold down the **Left Alt** key until the bay hatch opens.

Watch the navigation computer—when your aircraft is directly over the drop site, press the **spacebar**, the left mouse button, or joystick button A to drop your supply. Once it's out the hatch, press the **Left Amiga** key to close the bay hatch. Press **F10** to return to the cockpit view.

## Test Piloting

Test piloting is unlike any of the other missions you'll encounter in *Birds Of Prey*. The test pilot explores an aircraft's design by pushing it to the utmost limits. This is seriously dangerous work — as dangerous as combat itself, even though no one is shooting at you.

Your choice of aircraft for this mission is limited. Side A can fly the famous X-1 5 to the edge of the atmosphere; Side B can take up the latest Soviet fighters, the MiG-29 and Su-27.

You begin the mission in the hangar of your home base. You're aircraft is secured to the wing of a B-52 (Side A) or An-124 (Side B), which will ferry you up into the air. You control the bomber for the first part of the mission — it's up to you to get it off the ground and climb to a **40,000** ft (12,197 metres).

Once you're over 1,000 ft (300 metres), press the **Right Shift** key to release the experimental aircraft. A message appears telling you that you're now in control of the experimental aircraft. Press F10 to go to the other cockpit.

### Flying The X-1 5

You begin with your engines at 0% throttle. Press J, and press the **backslash** key (\) twice to go to full throttle. At full throttle, you have 85 seconds of fuel. The object is to take the aircraft to very edge of the atmosphere—point the aircraft up and let her rip! When you hit the upper reaches of the atmosphere, you'll begin to lose lift. The X-1 5's reaction control system (RCS) will automatically be activated to give you limited control as you fly at the edge of space.

The X-1 5 reached a maximum altitude of 354,200 ft (107,960 m). If you manage to break this altitude record, you can be happy. But your job isn't over yet — you still have to somehow get you and your machine back down...

## Mid-Air Refuelling

Mid-air refuelling extends your aircraft's range infinitely and—since you're free of any external fuel tanks — allows you to carry a full weapon load.

The first step in mid-air refuelling is to designate a rendezvous point with a tanker. This is done on the Tactical Map Display. Press Return to bring up the display. Select the Tanker Waypoint option and set down a waypoint somewhere on the map. Press Return to go back to the mission.

The tanker won't actually be deployed until you press the backslash key (/). When to call for it depends completely on the mission you're flying and the ranges involved. You must allow time for the tanker to take off and travel to the waypoint. If it reaches the waypoint before you, it will wait and circle- however, you don't want it to be a sitting duck for enemy fighters.

Once both you and the tanker reach the waypoint, you must manoeuvre to within range in order to activate the refuelling autopilot. The range depends on the difficulty level of the game:

Rookie	20 km
Pilot	15 km
Squadron Leader	10km
Wing Commander	5 km

The following conditions must also be met (regardless of the difficulty level):

- Your altitude must be above 5,000 feet (1525 m).
- You must be within 250 feet (75 m) of the tanker's altitude
- Your course (heading) must be within 25° of the tanker's heading.
- You must be travelling within 50 m/s of the tanker's velocity

Once the autopilot is activated, the game takes over and refuels your aircraft. During this time, you're free to use the view keys in order to watch the refuelling.

# Chapter 6:

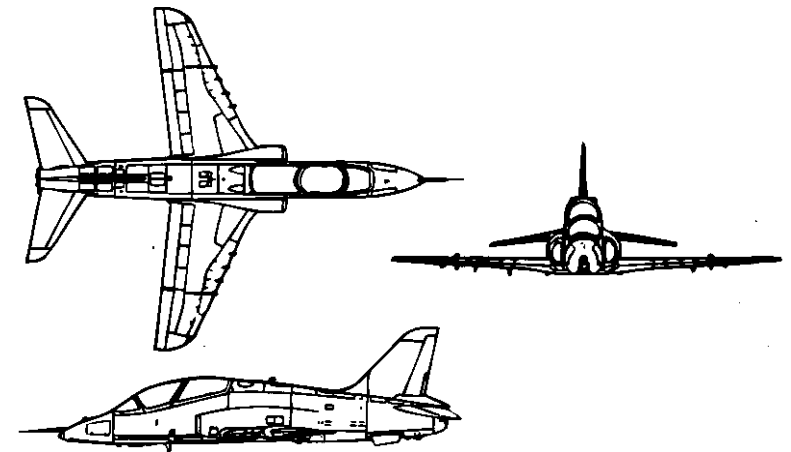
## Technical Reference

## Aircraft & Weapon Descriptions

### NATO & Allied Airplanes

#### British Aerospace Hawk Mk.66

*Country of Origin: UK.* In the late 60s, the RAF called for a new jet trainer to replace the Jet Provost and Gnat Trainer. Designs were submitted, and the Hawk (then called the HS.1182) was chosen for development. The result was a straightforward two-seat trainer/light interceptor of surprising capabilities.



#### **Weights & Dimensions:**

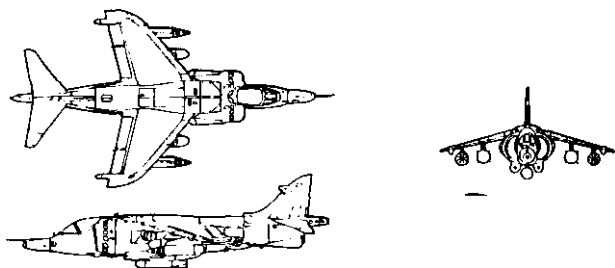
Unladen Weight: 3380 kg  
Max. Takeoff Weight: 5125 kg  
Height: 4.0 m  
Length: 11.8515 m  
Width: 9.3906 m  
Wing Area: 16.6914 m<sup>2</sup>

#### **Performance:**

Powerplant: One Adour Mk 861 Turbofan  
Max. Dry Thrust: 2585 kg  
SK (Dry Thrust): 0.7399 kg/dan x h  
The jet has no reheat capability  
Max. Velocity: Mach 0.81  
Service Ceiling: 10970 m (35976 ft)  
Max. internal Fuel: 1292 kg  
Max. Ferry Range: 680 miles (1094 km)

## British Aerospace Hawker Siddeley Harrier GR.Mk 3

Country *of* Origin: UK. Recognising that NATO airbases were vulnerable to quick missile attack from forward-based Soviet silos, the US, UK, and Germany began collaborating in the early 60's on the world's first short take off/vertical landing (STOVL) aircraft, the Kestrel. This was made possible by Bristol Aero-Engine's new Pegasus engine, which could be vectored from a rearward position down toward the ground to lift the aircraft vertically. When Germany withdrew from the program, the British continued independent development on the new aircraft. The result was the Harrier, the first STOVL aircraft ever to see operational status. Variations of the Harrier serve as a close support and tactical reconnaissance airplanes for the RAF, the Royal Navy, the US Marines, and the Spanish Navy.



### Weights & Dimensions:

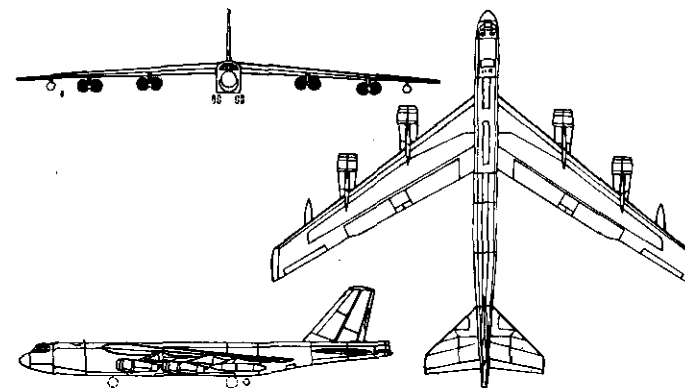
Unladen Weight: 5533 kg  
Max. Takeoff Weight: 11793 kg  
Height: 3.4179 m  
length: 14.5 m  
Width: 7.6015 m  
Wing Area: 18.6796 m<sup>2</sup>

### Performance:

Powerplant: One Rolls-Royce Pegasus Mk 105 vectored thrust turbofan  
Max. Dry Thrust: 8505 kg  
SFC (Dry Thrust): 0.78 kg/dan x h  
Max. Reheat Thrust: 9607 kg  
SFC (Reheat Thrust): 1.88 kg/dan x h  
Max. Velocity: Mach 0.97  
Service Ceiling: 15240 m (49980 ft)  
Max. Internal Fuel: 2290 kg  
Max. Ferry Range: 3331 miles (5359 km)

## Boeing B-52H Stratofortress

Country *of* Origin: US. The first production line B-52 appeared in 1954, and the series has seen numerous revisions over the last 30 years. Nonetheless, the B-52 still forms the backbone of the Strategic Air Command and will probably continue to be a viable strategic bomber into the next century. The B-52H - making its debut in 1961 - features the more powerful TF33 turbofan engines and can carry a wide variety of missiles.



### Weights & Dimensions:

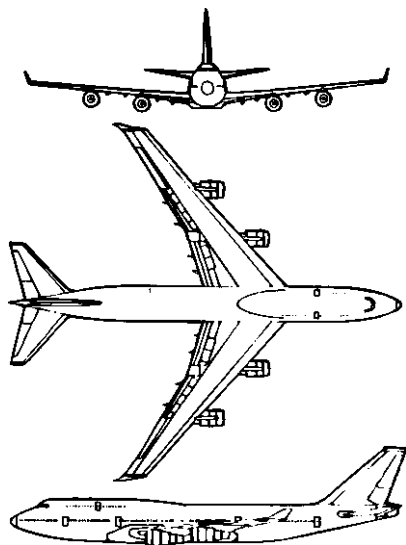
Unladen Weight: 87200 kg  
Max. Takeoff Weight: 229064 kg  
Height: 12.375 m  
Length: 49.0312 m  
Width: 56.3437 m  
Wing Area: 371.5937 m<sup>2</sup>

### Performance:

Powerplant: Eight Pratt and Whitney TF33-P-3 Turbofans  
Max. Dry Thrust: 61688 kg  
SFC (Dry Thrust): 0.2066 kg/dan x h  
The jet has no reheat capability  
Max. Velocity: Mach 0.77  
Service Ceiling: 15240 m (49980 ft)  
Max. Internal Fuel: 119160 kg  
Max. Ferry Range: 10130 miles (16299 km)

## Boeing 747-400 Jumbo Jet

**Country of Origin:** US. The 747-400 is a long-range development of the highly successful 747 line, capable of flying over 13,000 km non-stop. As a passenger jet, it can carry 450-630 passengers.



### Weights & Dimensions:

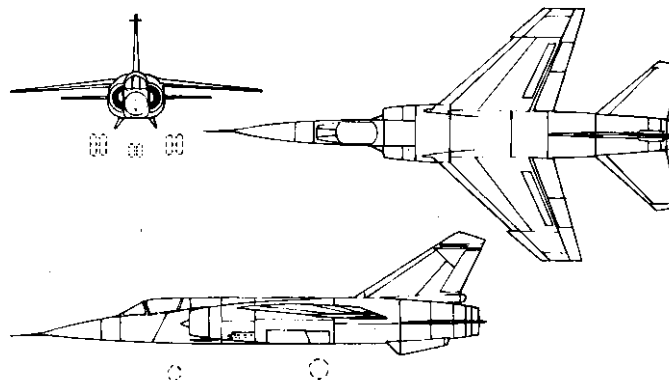
Unladen Weight:	177440 kg
Max. Takeoff Weight:	394624 kg
Height:	19.25 m
Length:	70.625 m
Width:	64.625 m
Wing Area:	524.875 m <sup>2</sup>

### Performance:

Powerplant:	Four Rolls-Royce RB.211 524D4D turbofans
Max. Dry Thrust:	105232 kg
SFC (Dry Thrust):	0.552 kg/da" x h
	The jet has no reheat capability
Max. Velocity:	Mach 0.88
Service Ceiling:	10670 m (34992 ft)
Max. Internal Fuel:	192448 kg
Max. Ferry Range:	9445 miles (15197 km)

## Dasault-Breguet Mirage F.I E

**Country of Origin:** France. The Mirage F.I is a single-seat fighter/ground attack aircraft capable of Mach 2. Its swept wings mark Dassault's abandonment of earlier delta-wing designs, and the F.1's superior agility and handling show that this was a step in the right direction. The F.I E is an all weather strike version with more advanced avionics.



### Weights & Dimensions:

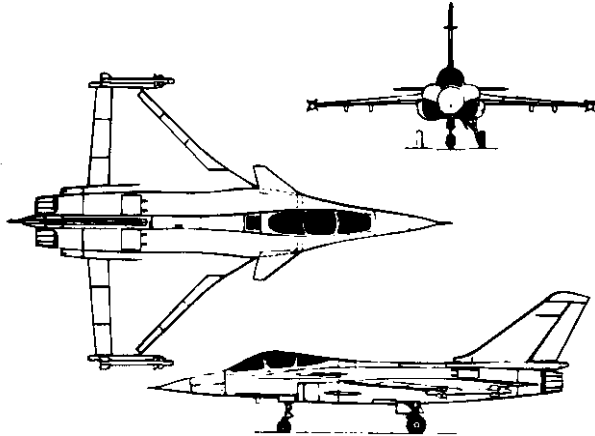
Unladen Weight:	7400 kg
Max. Takeoff Weight:	11500 kg
Height:	4.5312 m
length:	15.5117m
Width:	8.3984 m
Wing Area:	25.0 m <sup>2</sup>

### Performance:

Powerplant:	One SNECMA Atar 9K-50 afterburning turbojet
Max. Dry Thrust:	4500 kg
SFC (Dry Thrust):	0.8599 kg/dan x h
Max. Reheat Thrust:	7200 kg
SFC (Reheat Thrust):	2.0 kg/dan x h
Max. Velocity:	Mach 2.50
Service Ceiling:	21250 m (69690 ft)
Max. Internal Fuel:	3350 kg
Max. Ferry Range:	2340 miles (3765 km)

## Dassault-Breguet Rafale A

Country of Origin: *France*. While the rest of Europe backed the European Fighter Aircraft (EFA), the French looked to Dassault's heavier Rafale. This single-seat air superiority fighter features a very advanced delta-wing/forward canard design and the latest in fly-by-wire controls.



### **Weights & Dimensions:**

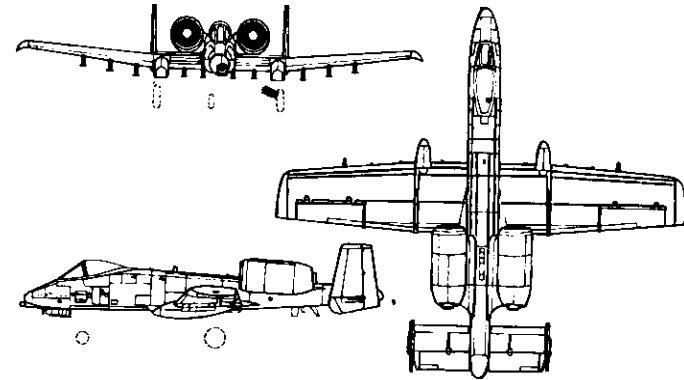
Unladen Weight: 9500kg  
Max. Takeoff Weight: 20000 kg  
Height: 5.1796 m  
length: 15.789 m  
Width: 11.1796m  
Wing Area: 47.0 m<sup>2</sup>

### **Performance:**

Powerplant: Two General Electric F404-GE-100 augmented turbofans  
Max. Dry Thrust: 9620kg  
SFC (Dry Thrust): 0.8499 kg/dan x h  
Max. Reheat Thrust: 14334kg  
SFC (Reheat Thrust): 2.7546 kg/da x h  
Max. Velocity: Mach 2.00  
Service Ceiling: 15240 m (49980ft)  
Max. Internal Fuel: 6000 kg  
Max. Ferry Range: 3000 miles (4827km)

## Fairchild A-1 OA

Country of Origin: US. The A-1 OA is a heavily-armoured, single-seat close support/ground attack aircraft constructed around a massive seven-barrel 30mm "tank-busting" gun. All major systems on the A-10 are heavily-shielded and duplicated to reduce the chance of the aircraft being crippled through anti-aircraft fire. Externally, the airplane can carry a vast array of bombs and missiles on 11 pylons.



### **Weights & Dimensions:**

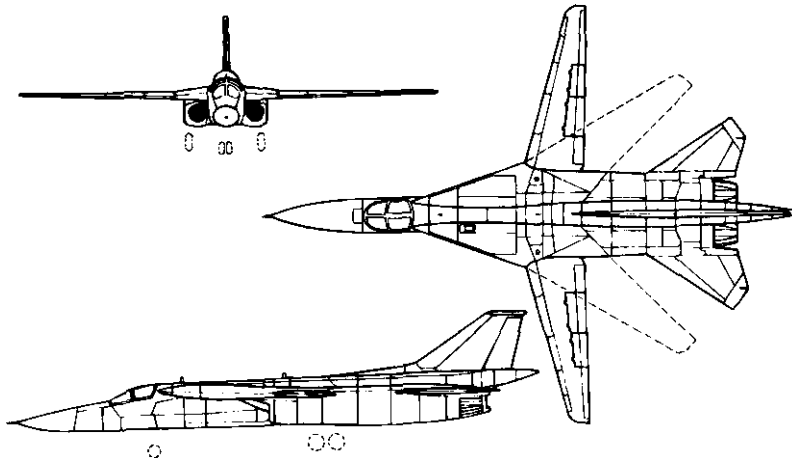
Unladen Weight: 11321 kg  
Max. Takeoff Weight: 22680 kg  
Height: 4.4687 m  
Length: 16.25 m  
Width: 17.5195 m  
Wing Area: 47.0195 m<sup>2</sup>

### **Performance:**

Powerplant: Two General Electric TF-34-100 turbofans  
Max. Dry Thrust: 8224 kg  
SFC (Dry Thrust): 0.363 kg/dan x h  
The jet has no reheat capability  
Max. Velocity: Mach 0.55  
Service Ceiling: 3050m (10002ft)  
Max. Internal Fuel: 4853 kg  
Max. Ferry Range: 4091 miles (6582 km)

## General Dynamics F-111

**Country of Origin:** US. This two-seat strategic bomber was the world's first operational swing-wing aircraft. Its variable-geometry wings allow for minimal takeoff and landing lengths as well as high altitude dashes at speeds over Mach 2.



### Weights & Dimensions:

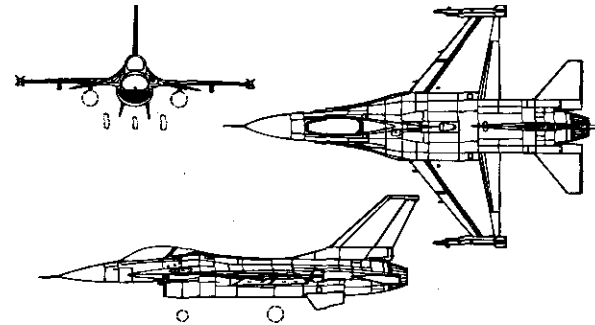
Unladen Weight:	20943 kg
Max. Takeoff Weight:	51846 kg
Height:	4.4804 m
Length:	22.3984 m
Width (Unswept):	19.1992 m
Width (Swept):	1.9531 m
Wing Area:	48.789 m <sup>2</sup>

### Performance:

Powerplant:	Two Pratt and Whitney TF30-100 augmented turbofans
Max. Dry Thrust:	14231 kg
SFC (Dry Thrust):	0.66 kg/dan x h
Max. Reheat Thrust:	22770 kg
SFC (Reheat Thrust):	2.78 kg/dan x h
Max. Velocity:	Mach 2.19
Service Ceiling:	18290 m (59982 ft)
Max. Internal Fuel:	8000 kg
Max. Ferry Range:	5093 miles (8194 km)

## General Dynamics F-16C

**Country of Origin:** US. Air combat in Vietnam demonstrated that very large, heavy fighters were at a disadvantage in low altitude air-to-air combat and that Mach 2 capability was less than a big deal in most dogfights. The F-16 was developed specifically to address this problem. As a light, single-seat, multi-role aircraft, the F-16 is both highly manoeuvrable at low levels and capable of speeds over Mach 2 at altitude. Though it has a fundamentally unstable airframe, state-of-art fly-by-wire controls keep it within its performance envelope, earning it the nickname of "The Electric Jet." With the exception of an enlarged tailfin, the F-16C maintains the basic design of its predecessors but features updated systems.



### Weights & Dimensions:

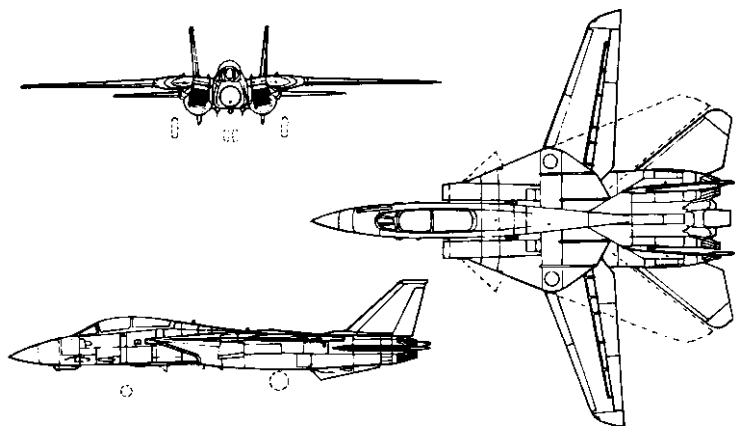
Unladen Weight:	6866 kg
Max. Takeoff Weight:	17010 kg
Height:	5.0117m
Length:	14.5195 m
Width:	9.4492 m
Wing Area:	27.8789 m <sup>2</sup>

### Performance:

Powerplant:	One General Electric F110-GE-100 augmented turbofan
Max. Dry Thrust:	6350 kg
SFC (Dry Thrust):	0.68 kg/dan x h
Max. Reheat Thrust:	12520 kg
SFC (Reheat Thrust):	2.55 kg/dan x h
Max. Velocity:	Mach 2.05
Service Ceiling:	15240 m (49980 ft)
Max. Internal Fuel:	3162 kg
Max. Ferry Range:	3890 miles (6259 km)

## Grumman F-14A+ Tomcat

**Country of Origin:** US. This two-seat, carrier-borne interceptor is the US Navy's equivalent to the US Air Force's F-15. Variable-geometry wings allow it to fly just over Mach 1 at sea level and over Mach 2 at altitude. The F-14's original **Pratt & Whitney powerplant was found to be inadequate for a fighter, so the F-14A+ features the more powerful General Electric F110-GE-400 engines.**



### Weights & Dimensions:

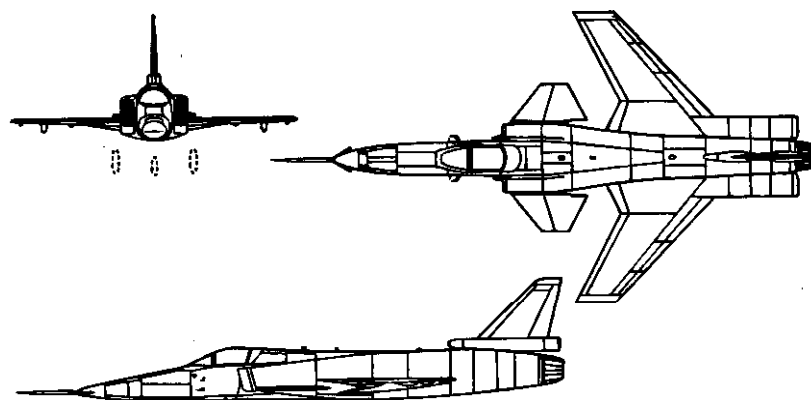
Unladen Weight: 19050 kg  
Max. Takeoff Weight: 34020 kg  
Height: 4.8789 m  
Length: 18.8984 m  
Width (Unswept): 19.5507 m  
Width (Swept): 11.4492 m  
Wing Area: 52.5 m<sup>2</sup>

### Performance:

**Powerplant:** Two General Electric F110-GE-400 turbofans  
Max. Dry Thrust: 14668 kg  
SFC (Dry Thrust): 0.66 kg/dan x h  
Max. Reheat Thrust: 24566 kg  
SFC (Reheat Thrust): 2.76 kg/dan x h  
Max. Velocity: Mach 2.34  
Service Ceiling: 17067 m (55971 ft)  
Max. Internal Fuel: 7350 kg  
Max. Ferry Range: 2000 miles (3218 km)

## Grumman X-29

**Country of Origin:** US. During World War II, German engineers studied the advantages of forward-swept wings, but it wasn't until the 1980s that research into the design was pursued again with any vigour. Though the X-29 is a fundamentally unstable design, modern fly-by-wire controls assist the pilot and keep the aircraft in the air. The result is a highly manoeuvrable and efficient prototype.



### Weights & Dimensions:

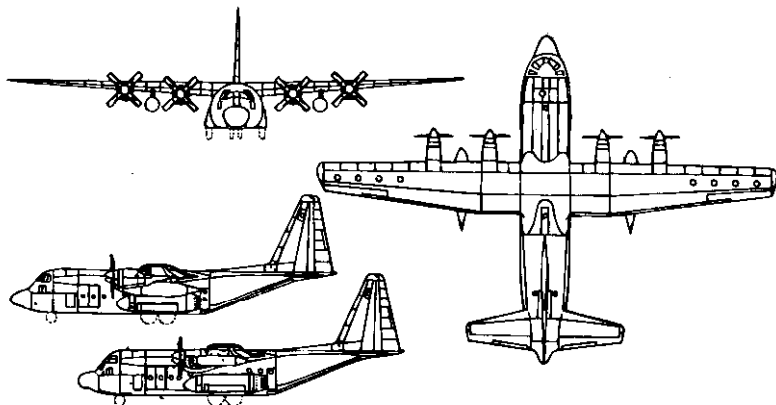
Unladen Weight: 5625 kg  
Max. Takeoff Weight: 14878 kg  
Height: 4.3437 m  
Length: 14.6796 m  
Width: 8.2968 m  
Wing Area: 17.1992 m<sup>2</sup>

### Performance:

**Powerplant:** One General Electric F404-GE-400 augmented turbofan  
Max. Dry Thrust: 5003 kg  
SFC (Dry Thrust): 0.8499 kg/dan x h  
Max. Reheat Thrust: 7454 kg  
SFC (Reheat Thrust): 2.7548 kg/dan x h  
Max. Velocity: Mach 1.80  
Service Ceiling: 16771 m (55001 ft)  
Max. Internal Fuel: 1814 kg  
Max. Ferry Range: Not given

## Lockheed C-1 30H-30 Hercules

Country of Origin: US. The C-1 30 has enjoyed a 40 year reputation as the most successful and widely used transport in the western world. Over 55 nations employ some 1900 of these beasts, the basic model having been refitted for such diverse roles as weather reconnaissance, communications, drone and spacecraft recovery, and aircraft and helicopter refuelling. The H model is fitted with the more powerful T56 turboprop engine and with a 9,070 kg payload can travel 7,410 km.



### Weights & Dimensions:

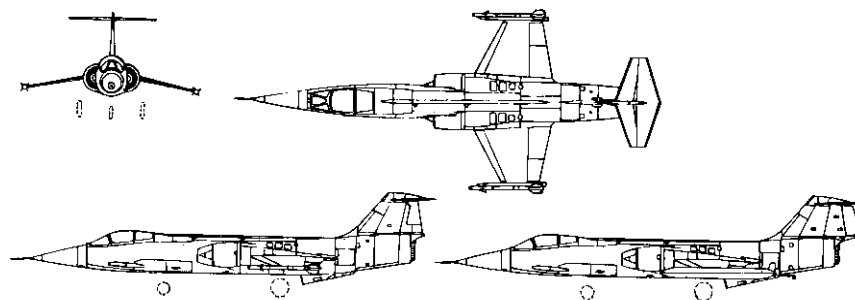
Unladen Weight:	36080 kg
Max. Takeoff Weight:	70304 kg
Height:	11.6562 m
length:	34.3437 m
Width:	40.4062 m
Wing Area:	162.0937 m <sup>2</sup>

### Performance:

Powerplant:	Four 4,508 ehp Allison T56-A-15 turboprops
Max. Velocity:	Mach 0.58
Service Ceiling:	6095 m (19988 ft)
Max. Internal Fuel:	23000 kg
Max. Ferry Range:	5354 miles (8614 km)

## Lockheed F-104S Starfighter

Country of Origin: US. The Starfighter was developed after the Korean War proved the need for a fast-climbing interceptor. The first operational Mach 2 fighter, the F-104 was built in large numbers and remained operational for over 30 years. Thousands were built in North America, Europe and Japan, and nearly every nation allied with the west bought the Starfighter, making it one of the most successful fighters in the world.



### Weights & Dimensions:

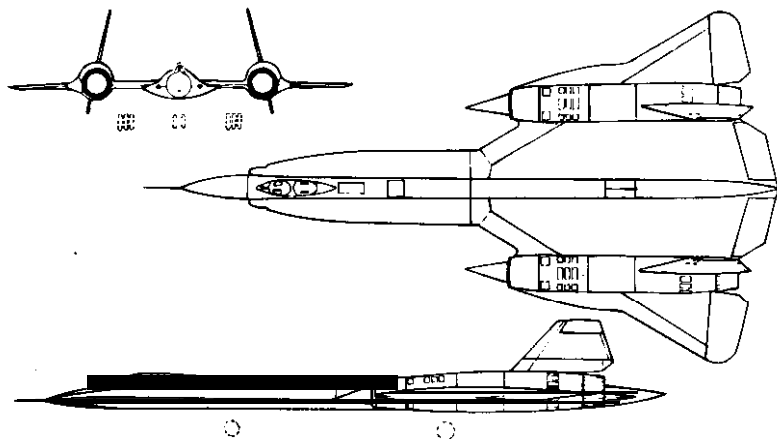
Unladen Weight:	6758 kg
Max. Takeoff Weight:	14060 kg
Height:	4.1093 m
length:	16.6914 m
Width:	6.6796 m
Wing Area:	18.1992 m <sup>2</sup>

### Performance:

Powerplant:	One General Electric 179.19 afterburning turbojet
Max. Dry Thrust:	5353 kg
SFC (Dry Thrust):	0.8599 kg/dan x h
Max. Reheat Thrust:	8119kg
SFC (Reheat Thrust):	2.0 kg/da x h
Max. Velocity:	Mach 2.39
Service Ceiling:	27430 m (89957 ft)
Max. Internal Fuel:	3392 kg
Max Ferry Range:	1815 miles (2920 km)

## Lockheed SR-71 Blackbird

**Country of Origin:** US. Retired in 1989, the SR-71 Blackbird was a high-altitude reconnaissance aircraft capable of Mach 3 -the fastest and highest-flying jet in the world. Built of titanium and stainless steel -to withstand the high temperatures of Mach 3 flight- less than 50 of these airplanes were put into service.



### Weights & Dimensions:

Unladen Weight: 29500 kg  
Max. Takeoff Weight: 77112 kg  
Height: 5.6406 m  
length: 32.7343 m  
Width: 16.9375 m  
Wing Area: 111.4531 m<sup>2</sup>

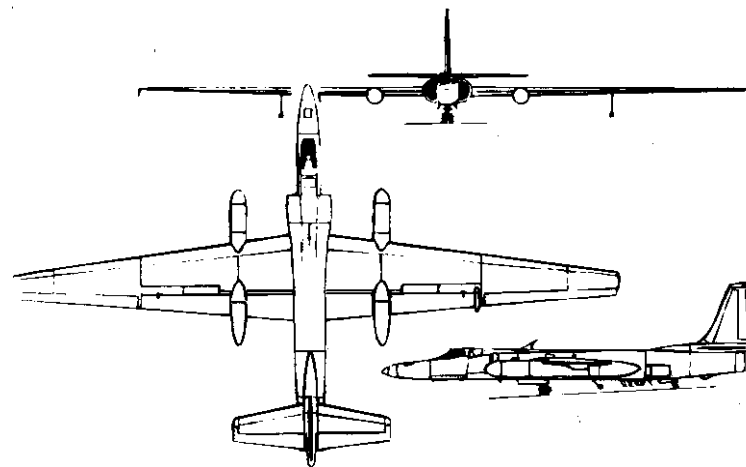
### Performance:

**Powerplant:** Two Pratt and Whitney J58-1 (JT11 D-20B) continuous bleed afterburning turbojets

**Max. Dry Thrust:** 18424 kg  
**SFC (Dry Thrust):** 0.68 kg/dan x h  
**Max. Reheat Thrust:** 29484 kg  
**SFC (Reheat Thrust):** 2.55 kg/dan x h  
**Max. Velocity:** Mach 3.31  
**Service Ceiling:** 25900 m (84940 ft)  
**Max. Internal Fuel:** 15868 kg  
**Max. Ferry Range:** 2982 miles (4798 km)

## Lockheed TR-1A

**Country of Origin:** US. The TR-1 is a single-seat high-altitude tactical reconnaissance aircraft derived from the U-2R.



### Weights & Dimensions:

Unladen Weight: 6804 kg  
Max. Takeoff Weight: 13608 kg  
Height: 4.875 m  
Length: 19.1953 m  
Width: 31.3906 m  
Wing Area: 88.0 m<sup>2</sup>

### Performance:

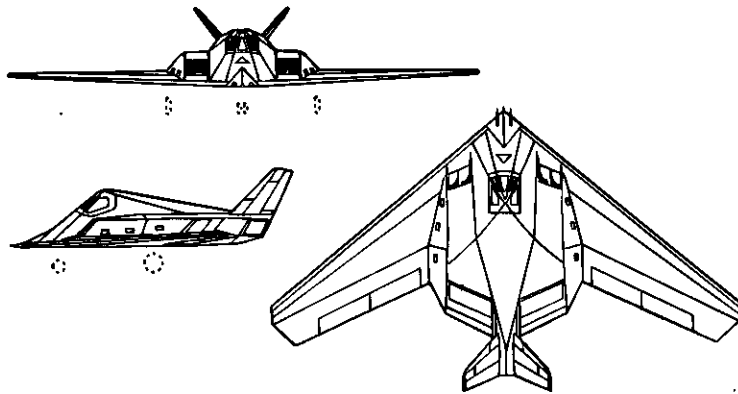
**Powerplant:** One Pratt and Whitney 135-P1 3B turbojet  
**Max. Dry Thrust:** 7710 kg  
**SFC (Dry Thrust):** 0.363 kg/dan x h

The jet has no reheat capability

**Max. Velocity:** Mach 0.65  
**Service Ceiling:** 27430 m (89957 ft)  
**Max. Internal Fuel:** 4990 kg  
**Max. Ferry Range:** 3000 miles (4827 km)

## Lockheed F-17A

Country of Origin: US. As a testing ground for modern weapons, the 1973 Israeli-Egyptian War proved the effectiveness of radar- and IR-directed surface-to-air missiles. With the lessons of the war in mind, the US Air Force initiated the XST (Experimental Stealth Technology) program in the late 70s. The result was a single-seat, twin-engine fighter of unusual angular design. The sharp planes of the aircraft's body make it difficult to detect by radar. Heavily shielded air intakes and specially designed exhausts that 'dilute' hot engine gases with cold air are designed to reduce infrared emissions.



### Weights & Dimensions:

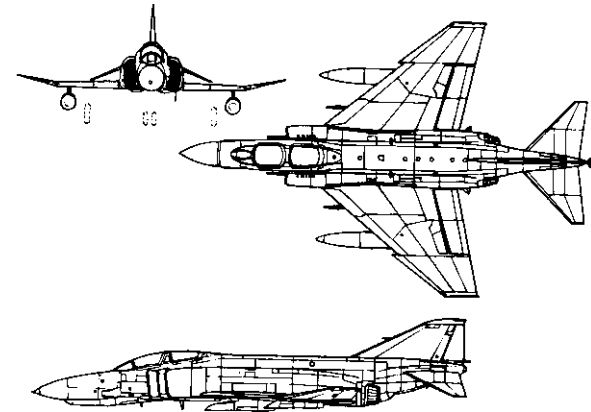
Unladen Weight: 12000 kg  
Max. Takeoff Weight: 20454 kg  
Height: 4.6484 m  
length: 19.0703 m  
Width: 13.7187m  
Wing Area: 46.3984 m<sup>2</sup>

### Performance:

Powerplant: Two General Electric F404-GE-400 turbofans  
Max. Dry Thrust: 9620 kg  
SFC (Dry Thrust): 0.8499 kg/dan x h  
The jet has no reheat capability  
Max. Velocity: Mach 0.80  
Service Ceiling: 15240 m (49980 ft)  
Max. Internal Fuel: 4000 kg  
Max. Ferry Range: 2000 miles (3218 km)

## McDonnell Douglas F-4 Phantom II

Country of Origin: US. A US aeronautics industry success. Considered by some to be the best fighter-bomber ever, it certainly deserves special mention in fighter history. With 5,057 of these aircraft built, the Phantom was the most widely produced aircraft since the Second World War and is certainly the most numerous aircraft still serving in western arsenals.



### Weights & Dimensions:

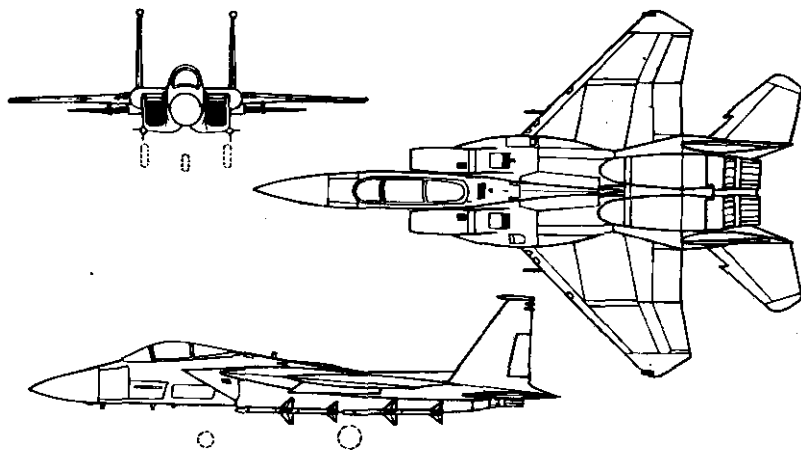
Unladen Weight: 12700 kg  
Max. Takeoff Weight: 27502 kg  
Height: 4.9609 m  
length: 17.7617 m  
Width: 11.6992 m  
Wing Area: 49.1992 m<sup>2</sup>

### Performance:

Powerplant: Two General Electric 179.17 afterburning turbojets  
Max. Dry Thrust: 9639 kg  
SFC (Dry Thrust): 0.8599 kg/dan x h  
Max. Reheat Thrust: 15422 kg  
SFC (Reheat Thrust): 2.0 kg/dan x h  
Max. Velocity: Mach 2.27  
Service Ceiling: 18287 m (59972 ft)  
Max. Internal Fuel: 5900 kg  
Max. Ferry Range: 4184 miles (6732 km)

## McDonnell Douglas F-15E Eagle

*Country of Origin:* US. Designed as the US Air Force's successor to the F-4 Phantom II, the F-15 first entered service in 1974. The F-15E is a two-seat air interceptor/ground attack version with the powerful F100-P-220 engines.



### **Weights & Dimensions:**

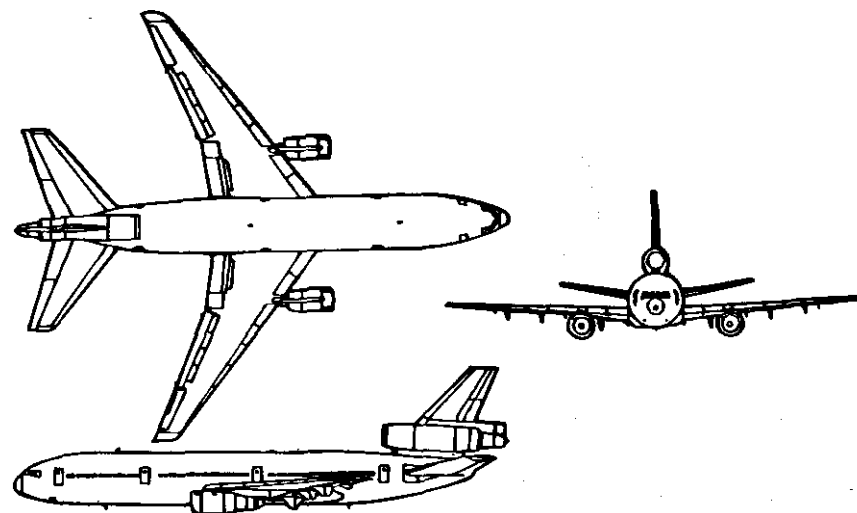
Unladen Weight: 12700 kg  
Max. Takeoff Weight: 30845 kg  
Height: 5.6796 m  
Length: 19.4296 m  
Width: 13.0507 m  
Wing Area: 56.5 m<sup>2</sup>

### **Performance:**

Powerplant: Two General Electric F110 augmented turbofans  
Max. Dry Thrust: 15774 kg  
SFC (Dry Thrust): 0.68 kg/dan x h  
Max. Reheat Thrust: 25400 kg  
SFC (Reheat Thrust): 2.55 kg/dan x h  
Max. Velocity: Mach 2.54  
Service Ceiling: 18300 m (60015 ft)  
Max. Internal Fuel: 6103 kg  
Max. Ferry Range: 3450 miles (5551 km)

## McDonnell Douglas KC-10A

*Country of Origin:* US. The KC-10A is a military tanker/cargo version of popular wide-body DC-10.



### **Weights & Dimensions:**

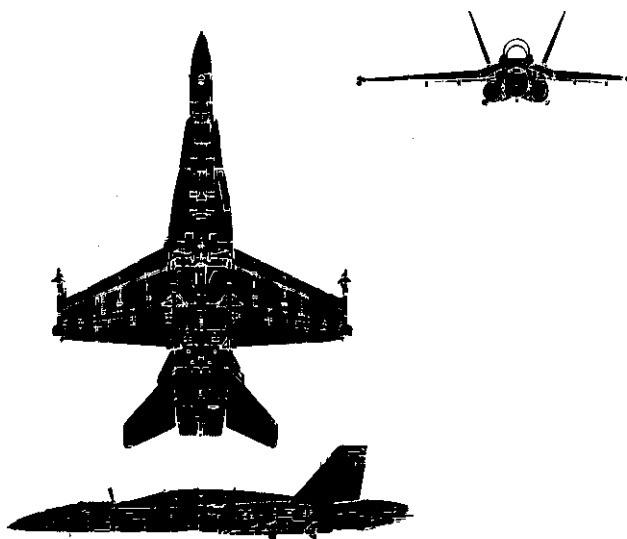
Unladen Weight: 108736 kg  
Max. Takeoff Weight: 267616 kg  
Height: 17.6875 m  
Length: 55.4375 m  
Width: 50.375 m  
Wing Area: 367.6875 m<sup>2</sup>

### **Performance:**

Powerplant: Three General Electric CF6-50C2 turbofans  
Max. Dry Thrust: 71440 kg  
SFC (Dry Thrust): 0.3709 kg/dan x h  
The jet has no reheat capability  
Max. Velocity: Mach 0.93  
Service Ceiling: 10060 m (32992 ft)  
Max. Internal Fuel: 68144 kg  
Max. Ferry Range: 4370 miles (7031 km)

## McDonnell Douglas/Northrop F/A-1 8A Hornet

**Country of Origin:** US. Designed as the Navy's replacement for both the F-4 fighter and A-7 attack aircraft, the F-18 is a highly manoeuvrable, carrier-based multi-role aircraft.



### Weights & Dimensions:

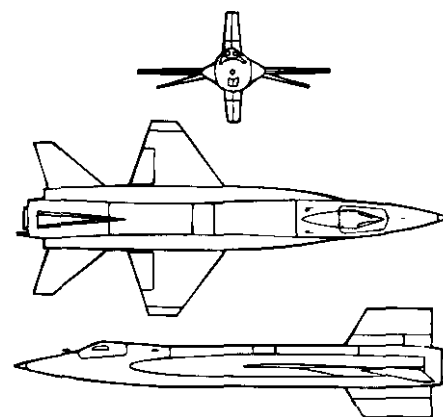
Unladen Weight:	12700 kg
Max. Takeoff Weight:	25400 kg
Height:	4.6718 m
Length:	17.0703 m
Width:	11.4296 m
Wing Area:	36.789 m <sup>2</sup>

### Performance:

Powerplant:	Two General Electric F404-GE-400 augmented turbofans
Max. Dry Thrust:	9620 kg
SFC (Dry Thrust):	0.8499 kg/dan x h
Max. Reheat Thrust:	14334 kg
SFC (Reheat Thrust):	2.7548 kg/dan x h
Max. Velocity:	Mach 1.80
Service Ceiling:	15246 m (49999 ft)
Max. Internal Fuel:	4925 kg
Max. Ferry Range:	Not given

## North American X-1 5A

**Country of Origin:** US. Part of the United States' experimental aircraft research program (hence the "X" designation), the X-15 aimed to meet two requirements-to reach an altitude of 72,600 m (250,000 ft) and a speed of 6437 km/h (4,000 mph). The aircraft was launched mid-air from under the wing of a Boeing B-52.



### Weights & Dimensions:

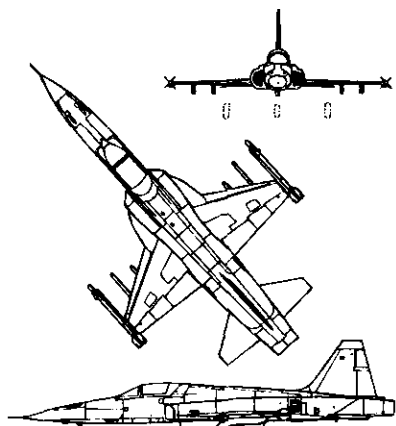
Unladen Weight:	6803 kg
Max. Takeoff Weight:	15105 kg
Height:	3.9648 m
Length:	15.246 m
Width:	6.707 m
Wing Area:	18.5937 m <sup>2</sup>

### Performance:

Powerplant:	One Reaction Motors AF33(600)-32248 XLR99 single-chamber, variable throttle rocket
SK:	13.6835 kg/dan x h
Max. Thrust:	25855 kg
Max. Velocity:	Mach 6.69
Service Ceiling:	27000 m (354188 ft)
Max. internal Fuel:	8296 kg
Max. Ferry Range:	Not given

## Northrop F-5E Tiger II

**Country of Origin:** US. A single-seat, multi-role interceptor/ground attack/reconnaissance aircraft, the F-5 was designed to replace the F-104 Starfighter as the United States' primary fighter export to NATO and allied countries. It is currently in use by over 25 air forces. The F-5E Tiger II is a" improved version with increased thrust from two J85-GE-21 engines, aerodynamic refinements, and a superior nav-attack system.



### **Weights & Dimensions:**

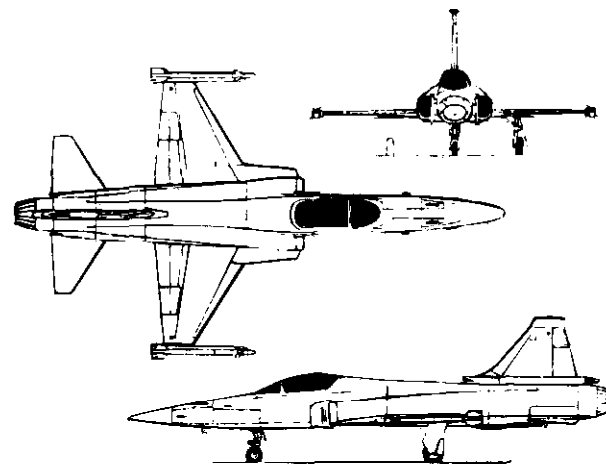
Unladen Weight: 4392 kg  
Max. Takeoff Weight: 11193 kg  
Height: 4.0585 m  
length: 14.6796 m  
Width: 8.1289 m  
Wing Area: 17.3007 m<sup>2</sup>

### **Performance:**

**Powerplant:** Two General Electric J85-GE-21 A afterburning turbojets  
**Max. Dry Thrust:** 3176kg  
**SFC (Dry Thrust):** 0.78 kg/dan x h  
**Max. Reheat Thrust:** 4536 kg  
**SFC (Reheat Thrust):** 1.88 kg/dan x h  
**Max. Velocity:** Mach 1.62  
**Service Ceiling:** 15240 m (49980 ft)  
**Max. Internal Fuel:** 4140 kg  
**Max. Ferry Range:** 569 miles (915 km)

## Northrop F-20A Tiger Shark

**Country of Origin:** US. The F-20 is a single-engine derivative of the F-5, with updated avionics and Mach 2 capability.



### **Weights & Dimensions:**

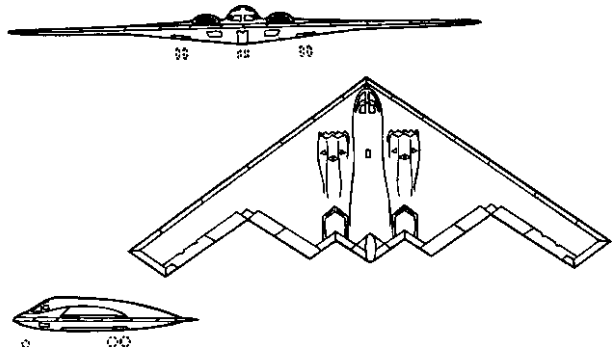
Unladen Weight: 6070 kg  
Max. Takeoff Weight: 8510 kg  
Height: 4.1914 m  
Length: 16.4414 m  
Width: 7.9804 m  
Wing Area: 17.2812 m<sup>2</sup>

### **Performance:**

**Powerplant:** One General Electric F404-GE-F1G1 augmented turbofan  
**Max. Dry Thrust:** 5330 kg  
**SFC (Dry Thrust):** 0.78 kg/dan x h  
**Max. Reheat Thrust:** 8000 kg  
**SFC (Reheat Thrust):** 1.88 kg/dan x h  
**Max. Velocity:** Mach 2.00  
**Service Ceiling:** 16750 m (54932 ft)  
**Max. Internal Fuel:** 1980 kg  
**Max. Ferry Range:** 1842 miles (2963 km)

## Northrop B-2 Stealth Bomber

**Country of Origin:** US. A flat, flying wing without tailfins, the B-2 bomber is a radical solution to the challenge of creating a stealth aircraft. It's thin, flat profile is intended to give a poor radar signature as it penetrates enemy airspace at medium to high altitudes. The B-2 can carry both conventional and nuclear weapons.



### Weights & Dimensions:

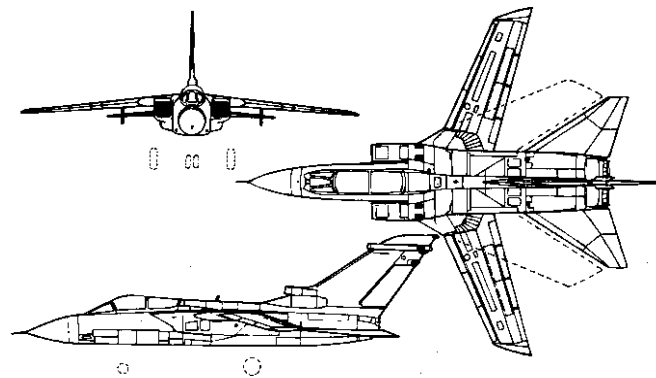
Unladen Weight:	51136 kg
Max. Takeoff Weight:	153408 kg
Height:	6.0 m
Length:	21.0312 m
Width:	52.4375 m
Wing Area:	459.0 m <sup>2</sup>

### Performance:

<b>Powerplant:</b>	Four General Electric F118-GE-1 00 turbofans
Max. Dry Thrust:	34728 kg
SFC (Dry Thrust):	0.26 kg/dan x h
	The jet has no reheat capability
Max. Velocity:	Mach 0.82
Service Ceiling:	19820 m (65000 ft)
Max. Internal Fuel:	79568 kg
Max. Ferry Range:	10130miles (16299 km)

## Panavia Tornado F Mk.3 (ADV)

**Country of Origin:** UK, FRG, & Italy. The variable-geometry, multi-role Tornado was the product of an international consortium — Panavia — jointly owned by Britain, Germany and Italy. Design specifications called for an all-weather, long-range interceptor that could fly at low levels and operate from short or damaged runways. The ADV (Air Defence Variant) is the standard all-weather fighter version, capable of Mach 2 and equipped for inflight refuelling.



### Weights & Dimensions:

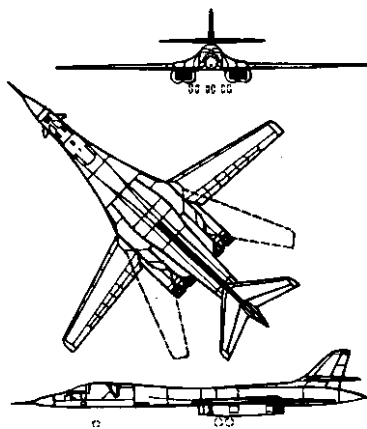
Unladen Weight:	14290 kg
Max. Takeoff Weight:	22770 kg
Height:	5.6992 m
length:	18.0585 m
Width (Unswept):	13.8984 m
Width (Swept):	8.5898 m
Wing Area:	30.0 m <sup>2</sup>

### Performance:

<b>Powerplant:</b>	Two Turbo-Union RB.199-34R Mk. 104 augmented turbofans
Max. Dry Thrust:	8164 kg
SFC (Dry Thrust):	0.6199 kg/dan x h
Max. Reheat Thrust:	15422 kg
SFC (Reheat Thrust):	2.25 kg/dan x h
Max. Velocity:	Mach 2.19
Service Ceiling:	12190 m (39977 ft)
Max. Internal Fuel:	5670 kg
Max. Ferry Range:	2650 miles (4263 km)

## Rockwell B-1 B

**Country of Origin:** US. Called the most expensive aircraft ever built, the B-1 development program was begun, cancelled, and restarted over the course of several US administrations. With variable-geometry wings and supersonic capabilities, the B-1 represents the latest generation of strategic bombers. The B-1B can carry both cruise missiles and Short Range Attack Missiles (SRAMs).



### Weights & Dimensions:

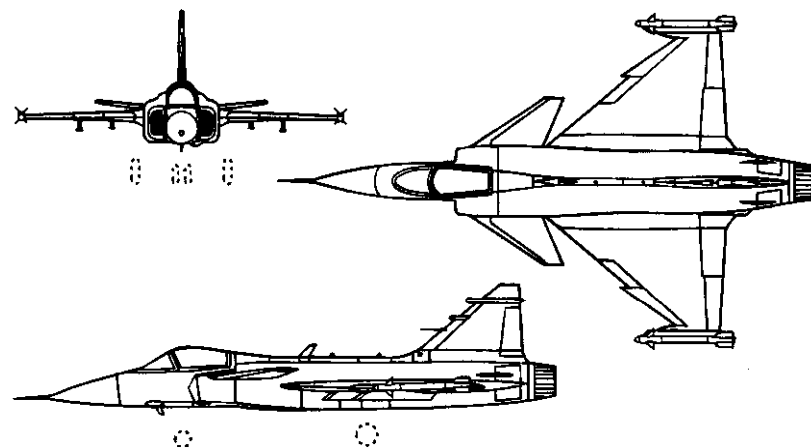
Unladen Weight:	83496 kg
Max. Takeoff Weight:	216360 kg
Height:	10.3437 m
Length:	44.7812 m
Width (Unswept):	41.6562 m
Width (Swept):	23.8125 m
Wing Area:	181.1875 m <sup>2</sup>

### Performance:

Powerplant:	Four General Electric F101-GE-102 augmented turbofans
Max. Dry Thrust:	35672 kg
SFC (Dry Thrust):	0.39 kg/dan x h
Max. Reheat Thrust:	55840 kg
SFC (Reheat Thrust):	1.88 kg/dan x h
Max. Velocity:	Mach 1.25
Service Ceiling:	18290 m (59982 ft)
Max. Internal Fuel:	100000 kg
Max. Ferry Range:	7500 miles (12067 km)

## Saab JAS-39 Gripen

**Country of Origin:** Sweden. The Gripen is the latest in a series of light but powerful fighters produced by Swedish industry. With a delta wings and canards, the Gripen is similar to its predecessor, the Saab Viggen; however, the Gripen is almost half the weight.



### Weights & Dimensions:

Unladen Weight:	6350 kg
Max. Takeoff Weight:	9297 kg
Height:	3.371 m
Length:	14.0 m
Width:	8.0 m
Wing Area:	18.4335 m <sup>2</sup>

### Performance:

Powerplant:	One General Electric/Volvo RM 12 augmented turbofan
Max. Dry Thrust:	5510 kg
SFC (Dry Thrust):	0.65 kg/dan x h
Max. Reheat Thrust:	8210 kg
SFC (Reheat Thrust):	2.5699 kg/dan x h
Max. Velocity:	Mach 2.19
Service Ceiling:	15240 m (49980 ft)
Max. Internal Fuel:	2000 kg
Max. Ferry Range:	3500 miles (5631 km)

## NATO & Allied Air-To-Air Missiles

### AIM-9P Sidewinder

*Country of Origin:* **US.** A short-range IR-guided air-to-air missile. The original Sidewinder was developed in the US in the early 50s, when infrared technology was young. Since then, the Sidewinder has undergone many variants but maintained a relative simplicity, making it cheap, sturdy, and attractive to many international customers. Experiences in Vietnam proved that the missile's seeker head was only effective when the target's exhaust was in clear view; the missile also had problems with the hot jungle floor, which tended to distract the missile from its target. Great improvements have since been made and the latest models offer better reliability.

#### **Weights & Dimensions:**

Weight: 78 kg  
Body Width: 0.125 m  
Span: 0.5585 m  
Body Length: 3.0703 m  
Fin Area: 0.2421 m<sup>2</sup>

#### **Performance:**

Max. Velocity: Mach 3.14  
Mission Time: 60s  
Range: 11 miles (18 km)  
Homing/Guidance Type: IR HOMING

### SA Matra Magic R-550

*Country of Origin:* **France.** A short-range IR-guided air-to-air missile. The Magic R.550 compares favourably to the US Sidewinder, with which it competes for an international market. Quick acceleration and rotating forward winglets give this missile a great degree of manoeuvrability, while its ultra-sensitive seeker head can home in on any target within a 140' forward cone.

#### **Weights & Dimensions:**

Weight: 90 kg  
Body Width: 0.1562 m  
span: 0.6679 m  
Body Length: 2.7695 m  
Fin Area: 0.3398 m<sup>2</sup>

#### **Performance:**

Max. Velocity: Mach 3.00  
Mission Time: 115  
bilge: 6 miles (10 km)  
Homing/Guidance Type: IR HOMING

### AIM-7M Sparrow

*Country of Origin:* **US.** A short-range SARH-guided air-to-air missile. Like the Sidewinder, the Sparrow has a development history that stretches back to the 40s. The 7M is the latest generation.

#### **Weights & Dimensions:**

Weight: 228 kg  
Body Width: 0.2031 m  
Span: 1.0195 m  
Body length: 3.6796 m  
Fin Area: 0.832 m<sup>2</sup>

#### **Performance:**

Max. Velocity: Mach 4.00  
Mission Time: 85s  
Range: 62 miles (100 km)  
Homing/Guidance Type: SAR HOMING

## Hughes AIM-120A AMRAAM

Country of Origin: US. The Advanced Medium Range Air-to-Air Missile (AMRAAM) was designed to eventually replace the AIM-7 Sparrow entirely. The missile can acquire targets at long distance and home in via an active radar seeker head, thus eliminating the need for illumination by the attacking fighter.

### Weights & Dimensions:

**Weight:** 148 kg  
**Body Width:** 0.1796 m  
**Span:** 0.3554 m  
**Body length:** 3.6992 m  
**Fin Area:** 0.0625 m<sup>2</sup>

### Performance:

**Max. Velocity:** Mach 4.00  
**Mission Time:** 41s  
**Range:** 29 miles (48 km)  
**Homing/Guidance Type:** SAR HOMING

## BAe/BGT AIM-132 ASRAAM

Country of Origin: UK and Germany. The Advanced Short Range Air-to-Air Missile (ASRAAM) is being designed to eventually replace the AIM-9 Sidewinder in Europe. Specifications call for a lightweight, highly-maneuvrable IR-guided missile with multi-target capabilities.

### Weights & Dimensions:

**Weight:** 62 kg  
**Body Width:** 0.0976 m  
**span:** 0.4453 m  
**Body length:** 2.4531 m  
**Fin Area:** 0.1914 m<sup>2</sup>

### Performance:

**Max. Velocity:** Mach 3.19  
**Mission Time:** 48s  
**Range:** 9 miles (15 km)  
**Homing/Guidance Type:** IR HOMING

## AIM-54A Phoenix.

Country of Origin: US. The most sophisticated air-to-air missile in the world, the Phoenix has a price tag — approximately \$500,000 per unit — that matches its lethality. With a range of 200 km, it has the longest reach of any western missile. This missile is truly a fire and forget weapon that uses an inertial-guidance system before switching to active on-board radar when homing in for the kill. Its only limitation is the fact that only the F-14 Tomcat can carry it.

### Weights & Dimensions:

**Weight:** 447 kg  
**Body Width:** 0.3789 m  
**span:** 0.9257 m  
**Body Length:** 4.0117 m  
**Fin Area:** 0.5742 m<sup>2</sup>

### Performance:

**Max. Velocity:** Mach 5.00  
**Mission Time:** 178s  
**Range:** 124 miles (200 km)  
**Homing/Guidance Type:** ACTIVE RADAR

## BAe Dynamics Skyflash

Country of Origin: UK. A medium-range radar-guided air-to-air missile developed for the RAF in the 70s. Because the RAF needed the missile to be compatible with their F-4 Phantoms, the Sky Flash was built from the basic design of the AIM-7 Sparrow, with many internal systems being completely replaced. The result was a missile better equipped to distinguish low-flying aircraft from ground objects.

### Weights & Dimensions:

**Weight:** 193 kg  
**Body Width:** 0.2031 m  
**Span:** 1.0195 m  
**Body Length:** 3.6796 m  
**Fin Area:** 0.832 m<sup>2</sup>

### Performance:

**Max. Velocity:** Mach 4.00  
**Mission Time:** 42s  
**Range:** 31 miles (50 km)  
**Homing/Guidance Type:** SAR HOMING

## NATO & Allied Air-To-Surface Missiles

### ACM-88A HARM

**Country of Origin:** US. A High-speed Anti-Radiation Missile (HARM) used to destroy ground and ship-borne radar stations as well as SAM sites. The ACM-88A became operational in 1983 and was used against Libya in 1986 and Iraq in 1991.

#### **Weights & Dimensions:**

**Weight:** 361 kg  
**Body Width:** 0.2539 m  
**Span:** 1.1171 m  
**Body Length:** 4.1718 m  
**Fin Area:** 0.9648 m<sup>2</sup>

#### **Performance:**

**Max. Velocity:** Mach 2.25  
**Mission Time:** 42s  
**Range:** 18 miles (30 km)  
**Homing/Guidance Type:** ACTIVE RADAR

### Hughes ACM-65 Maverick

**Country of Origin:** US. The Maverick is the United States' standard air-to-surface self-guided missile for use against tanks, ships, and bunkers. With the aid of a camera installed on the missile's head, the missile guides itself to the selected target, leaving the pilot the option of breaking off. Since its appearance in 1972, the Maverick has undergone many developments including Imaging Infra-Red (IIR) and laser-guided variants.

#### **Weights & Dimensions:**

**Weight:** 210 kg  
**Body Width:** 0.3046 m  
**Span:** 0.7187 m  
**Body Length:** 2.4882 m  
**Fin Area:** 0.2968 m<sup>2</sup>

#### **Performance:**

**Max. Velocity:** Mach 1.50  
**Mission Time:** 31 s  
**Range:** 9 miles (16 km)  
**Homing/Guidance Type:** ACTIVE RADAR

### Rockwell ACM-14 Hellfire

**Country of Origin:** US. The Hellfire is a laser-guided air-to-surface missile, originally developed as a helicopter anti-tank weapon but currently being developed for use by fixed-wing aircraft. The Hellfire saw extensive use in the 1991 Gulf War.

#### **Weights & Dimensions:**

**Weight:** 45 kg  
**Body Width:** 0.1796 m  
**Span:** 0.3515 m  
**Body Length:** 1.625 m  
**Fin Area:** 0.0585 m<sup>2</sup>

#### **Performance:**

**Max. Velocity:** Mach 1.16  
**Mission Time:** 57s  
**Range:** 12 miles (20 km)  
**Homing/Guidance Type:** IR HOMING

### SA Matra Durandal

**Country of Origin:** France. The Durandal is designed to inflict maximum damage on hard targets such as concrete hangars and runways. Upon release, the weapon deploys a parachute, causing the warhead to point straight down at the target. A high acceleration rocket then ignites and the weapon is punched into the target — reportedly up to 15 inches through solid **concrete**. The warhead detonates soon afterward. Eleven countries besides France have bought the Durandal, including the US.

#### **Weights & Dimensions:**

**Weight:** 195 kg  
**Body Width:** 0.2226 m  
**span:** 0.4296 m  
**Body Length:** 2.6992 m  
**Fin Area:** 0.0898 m<sup>2</sup>

#### **Performance:**

**Max. Velocity:** Mach 1.00  
**Mission Time:** 2s  
**Range:** 2 miles (4 km)  
**Homing/Guidance Type:** Unguided

## Martin Marietta Bullpup

Country of Origin: US. A short-range radio-controlled air-to-surface missile.

### Weights & Dimensions:

Weight:	259 kg
Body Width:	0.3046 m
Span:	0.9375 m
Body Length:	<b>3.1992 m</b>
Fin Area:	0.6015 m <sup>2</sup>

### Performance:

Max. Velocity:	Mach 2.39
Mission Time:	16s
Range:	6 miles (11 km)
Homing/Guidance Type:	ACTIVE RADAR

## McDonnell Douglas Astronautics ACM-84A Harpoon

Country of Origin: US. A long-range radar-guided air-to-surface missile. This fire-and-forget missile relies on inertial-guidance while skimming the sea and switches to active radar as it approaches the target.

### Weights & Dimensions:

Weight:	526 kg
Body Width:	0.3437 m
span:	0.7617 m
Body length:	<b>3.8398 m</b>
Fin Area:	0.3203 m <sup>2</sup>

### Performance:

Max. Velocity:	Mach 0.75
Mission Time:	405s
Range:	57 miles (92 km)
Homing/Guidance Type:	ACTIVE RADAR

## Aerospatiale AM.39 Exocet

**Country of Origin:** France. Originally a ship-launched missile, the Exocet was later developed into an air-launched missile—the AM.39—to be carried by French attack aircraft. The AM.39 is an improved version. Shorter in length and with a better propulsion system, it's more manoeuvrable than its predecessor. The Exocet relies on inertial guidance during mid-course and active radar for terminal homing. The Argentine Air Force used the Exocet extensively — and to some degree, successfully — in the Falklands War.

### Weights & Dimensions:

Weight:	655 kg
Body Width:	0.3515 m
Span:	1.1015 m
Body Length:	4.6875 m
Fin Area:	0.8242 m <sup>2</sup>

### Performance:

Max. Velocity:	Mach 0.84
Mission Time:	295s
Range:	26 miles (43 km)
Homing/Guidance Type:	ACTIVE RADAR

## BAe Dynamics Sea Eagle

**Country of Origin:** UK. A long-range radar-guided air-to-surface missile designed to replace the Anglo-French Martel. Like the Harpoon and Exocet, the Sea Eagle skims the sea after launch, turning on active radar just as it approaches the target.

### Weights & Dimensions:

Weight:	550 kg
Body Width:	<b>0.3984 m</b>
span:	1.1992 m
Body length:	4.1015 m
Fin Area:	0.9609 m <sup>2</sup>

### Performance:

Max. Velocity:	Mach 0.89
Mission Time:	200 s
Range:	37 miles (60 km)
Homing/Guidance Type:	ACTIVE RADAR

## MBB Kormoran

Country of **Origin:** Germany. A long-range radar-guided air-to-surface missile. The Kormoran skims the sea after launch, switches to active radar as it closes and descends in the terminal phase to pierce the target just above the waterline. Once the missile is lodged in the hull, the delayed action fuse explodes the warhead, thus inflicting maximum damage on the target.

### **Weights & Dimensions:**

**Weight:** 600 kg  
**Body Width:** 0.3398 m  
**span:** 1.0 m  
**Body length:** 4.3984 m  
**Fin Area:** 0.6601 m<sup>2</sup>

### **Performance:**

**Max. Velocity:** Mach 0.94  
**Mission Time:** 117s  
**Range:** 22 miles (37 km)  
**Homing/Guidance Type:** ACTIVE RADAR

## NATO & Allied Bombs

### Mk 82 Bomb

Country of Origin: US. A general-purpose bomb developed in the 50s for use by US Navy and Air Force aircraft.

### **Weights & Dimensions:**

**Weight:** 454 kg  
**Body Width:** 273 mm  
**Body Length:** 2.21 m  
**Homing/Guidance Type:** FREE FALL

### Mk 83 Bomb

**Country of Origin:** US. A general-purpose bomb developed in the 50s for use by US Navy and Air Force aircraft, almost one third larger than and twice as heavy as the Mk 82.

### **Weights & Dimensions:**

**Weight:** 454 kg  
**Body Width:** 350 mm  
**Body Length:** 3.0 m  
**Homing/Guidance Type:** FREE FALL

### Mk 84 Bomb

Country of Origin: US. A general-purpose bomb developed in the 50s for use by US Navy and Air Force aircraft, almost twice as large and double the weight of the Mk 82.

### **Weights & Dimensions:**

**Weight:** 454 kg  
**Body Width:** 460 mm  
**Body Length:** 3.84 m  
**Homing/Guidance Type:** FREE FALL

## Paveway LGB Smart Bomb

**Country of Origin:** US. A laser-guided glide bomb. Though it falls like a conventional bomb, a laser installed on the Paveway reflects a beam off the target, which in turn is "read" by the bomb's guidance computer. This then makes appropriate adjustments to the bomb's tailfins, thus affecting the weapon's descent toward the target.

### **Weights & Dimensions:**

**Weight:** 582 kg  
**Body Width:** 0.914 m  
**Span:** 1.6015 m  
**Body Length:** 3.5781 m  
**Fin Area:** 1.1015 m<sup>2</sup>  
**Homing/Guidance Type:** LASER GUIDED

## Rockeye II Mk 20 Cluster Bomb

**Country of Origin:** US. The Rockeye is a large bomb containing 247 sub-munitions. As it falls, a small fuse opens the bomb, spreading the smaller bombs over a wide area. As an area-effect weapon, the cluster bomb doesn't require precise aiming.

### **Weights & Dimensions:**

**Weight:** 454 kg  
**Body Width:** 335 mm  
**Body Length:** 2.4 m  
**Homing/Guidance Type:** FREE FALL

## Thomson Brandt Armaments/SA Matra BLG 66 Belouga Bomb

**Country of Origin:** France. The Belouga Bomb is a cluster-type weapon containing a number of smaller sub-munitions. After release, the bomb descends on a parachute, dispersing grenades at an even rate. Since the bomblets cover a wide area, this weapon is especially effective in the anti-tank role and against airfields.

### **Weights & Dimensions:**

**Weight:** .305 kg  
**Body Width:** 366 mm  
**Body Length:** 3.3 m  
**Homing/Guidance Type:** FREE FALL

## Hughes Wasp

**Country of Origin:** US. Developed as part of the US Air Force's WAAM (Wide-Area Anti-Armor Munitions) programme, the Wasp is an inexpensive yet effective battlefield interdiction weapon. Each Wasp pod contains 12 fire-and-forget missiles in 6 launching tubes. Once launched, the missile climbs or descends to altitude and begins an active radar search for metal ground targets.

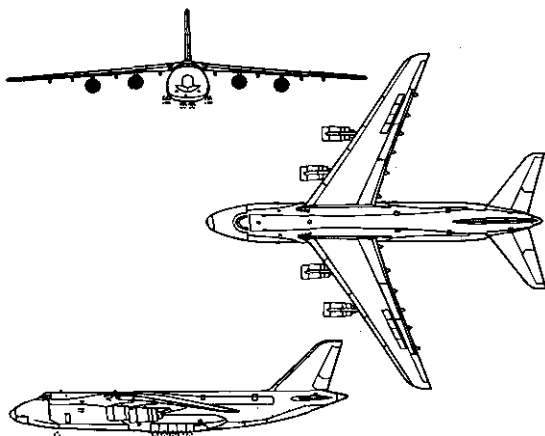
### **Weights & Dimensions:**

**Weight:** 651 kg  
**Body Width:** 203 mm  
**Body Length:** 1.5 m  
**Homing/Guidance Type:** FREE FALL

## Soviet Airplanes

### Antonov An-I 24 CONDOR

Once the largest aircraft in the world, the An-I 24 is one of the latest in a series of massive, record-breaking Soviet transport airplanes. The An-I 24's whopping 150,000 kg maximum payload can be loaded from both the front-through a hinged nose — and rear. A unique 28 wheel undercarriage allows it to take off and land even in severe runway conditions.



#### **Weights & Dimensions:**

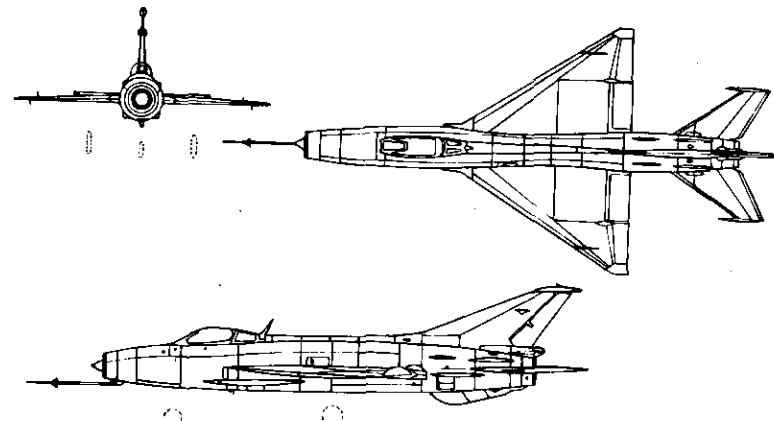
Unladen Weight: 150000 kg  
Max. Takeoff Weight: 405000 kg  
Height: 22.5 m  
Length: 69.5 m  
Width: 73.2812 m  
Wing Area: 628.0 m<sup>2</sup>

#### **Performance:**

Powerplant: Four Lotarev D-I 8T turbopfans  
Max. Dry Thrust: 93720 kg  
SFC (Dry Thrust): 0.552 kg/dan x h  
The jet has no reheat capability  
Max. Velocity: Mach 0.80  
Service Ceiling: 15000 m (49193 ft)  
Max. Internal Fuel: 175000 kg  
Max. Ferry Range: 10250 miles (16492 km)

### Mikoyan-Gurevich MiG-21 BIS FISHBED N

The MiG-15's poor showing in the Korean War led to the development of the MiG-21, a short range air-superiority fighter destined to become a triumph for Soviet exports. It's small airframe and short delta wings give it **great** power and manoeuvrability- its only disadvantages are a short mission range and the woefully few number of **weapons and systems** it can carry. Over 4,000 MiG-21's serve in no fewer than 28 air forces worldwide.



#### **Weights & Dimensions:**

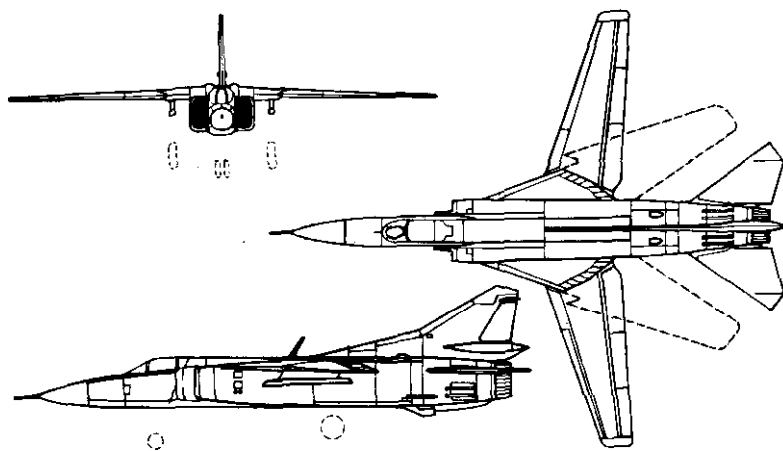
Unladen Weight: 6120 kg  
Max. Takeoff Weight: 8950 kg  
Height: 4.5 m  
Length: 15.7617 m  
Width: 7.1484 m  
Wing Area: 22.9492 m<sup>2</sup>

#### **Performance:**

Powerplant: One Tumanskii R-25 afterburning turbojet  
Max. Dry Thrust: 5213 kg  
SFC (Dry Thrust): 0.8599 kg/dan x h  
Max. Reheat Thrust: 7500 kg  
SFC (Reheat Thrust): 2.0 kg/dan x h  
Max. Velocity: Mach 2.10  
Service Ceiling: 18000 m (59031 ft)  
Max. Internal Fuel: 2260 kg  
Max. Ferry Range: 683 miles (1098 km)

## Mikoyan-Gurevich MiG-23 FLOGGER G

Since its appearance in 1966, the MiG-23 has been a standard front-line Soviet fighter/interceptor. It's design represented a radical departure from the simplicity of the MiG-21, the most obvious being its variable-geometry wings. There have been many variants of the MiG-23, many of which have been sold to Czechoslovakia, Egypt, Iraq, Libya, and Syria.



### Weights & Dimensions:

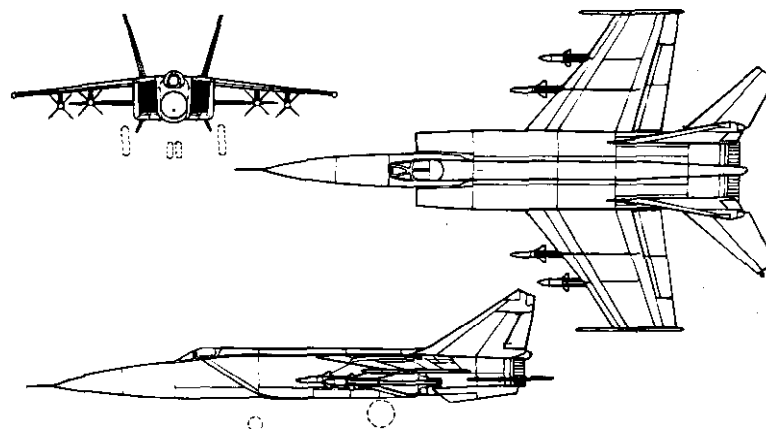
Unladen Weight: 11340 kg  
Max. Takeoff Weight: 20100 kg  
Height: 4.371 m  
Length: 16.8007 m  
Width (Unswept): 14.25 m  
Width (Swept): 8.3789 m  
Wing Area: 27.2617 m<sup>2</sup>

### Performance:

Powerplant: One Tumanskii R-29B augmented turbofan  
Max. Dry Thrust: 8000 kg  
SFC (Dry Thrust): 0.8599 kg/dan x h  
Max. Reheat Thrust: 11500 kg  
SFC (Reheat Thrust): 2.0 kg/dan x h  
Max. Velocity: Mach 2.30  
Service Ceiling: 16000 m (52472 ft)  
Max. Internal Fuel: 4500 kg  
Max. Ferry Range: 1060 miles (1705 km)

## Mikoyan-Gurevich MiG-25 FOXBAT E

The MiG-25 interceptor was conceived as a direct response to the threat posed by the North American B-70 Valkyrie, a strategic bomber that could fly Mach 3 at very high altitudes. The B-70 programme was eventually cancelled, but Soviet designers continued work on this high-altitude, high-performance interceptor. The MiG-25 can fly at Mach 3 and climb to altitudes of 24,385 m (80,000 ft).



### Weights & Dimensions:

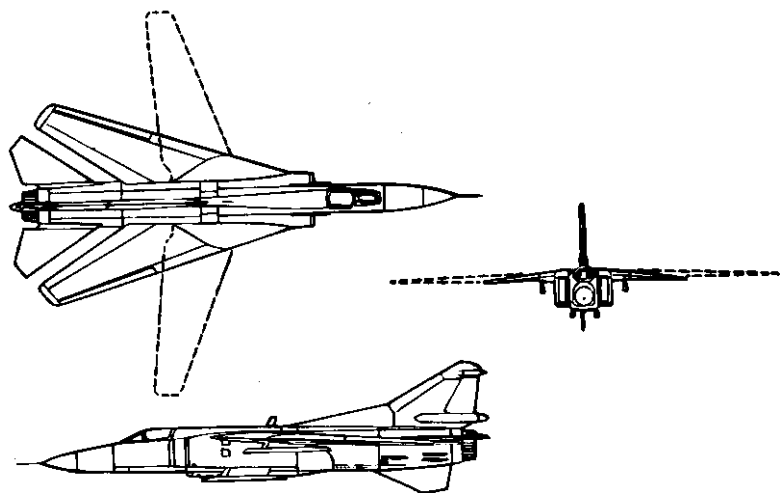
Unladen Weight: 19999 kg  
Max. Takeoff Weight: 36197 kg  
Height: 6.1015 m  
Length: 23.8203 m  
Width: 13.9414 m  
Wing Area: 61.5195 m<sup>2</sup>

### Performance:

Powerplant: Two Tumanskii U-31 F afterburning turbojets  
Max. Dry Thrust: 17500 kg  
SFC (Dry Thrust): 0.68 kg/dan x h  
Max. Reheat Thrust: 28000 kg  
SFC (Reheat Thrust): 2.55 kg/dan x h  
Max. Velocity: Mach 3.19  
Service Ceiling: 26997 m (88537 ft)  
Max. Internal Fuel: 14320 kg  
Max. Ferry Range: 1448 miles (2329 km)

## Mikoyan-Gurevich MiG-27 FLOGGER J

The MiG-27 is a dedicated attack version of the MiG-23, with a heavily-armoured nose to protect it from ground fire, a lighter powerplant for use at low altitudes, and additional pylons for a greater weapon load.



### **Weights & Dimensions:**

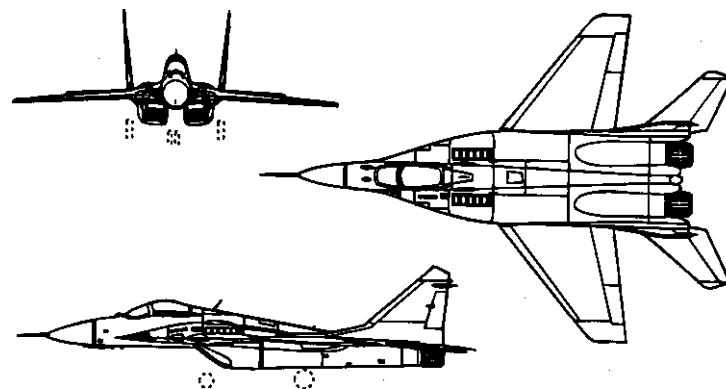
Unladen Weight:	10790 kg
Max. Takeoff Weight:	20410 kg
Height:	4.371 m
length:	16.8007 m
Width (Unswept):	14.25 m
Width (Swept):	8.3789 m
Wing Area:	27.2617 m <sup>2</sup>

### **Performance:**

Powerplant:	One Tumanskii R-29-300 augmented turbofan
Max. Dry Thrust:	6500 kg
SFC (Dry Thrust):	0.8599 kg/dan x h
Max. Reheat Thrust:	8130 kg
SFC (Reheat Thrust):	2.0 kg/dan x h
Max. Velocity:	Mach 1.60
Service Ceiling:	16000 m (52472 ft)
Max. internal Fuel:	4500 kg
Max. Ferry Range:	1060 miles (1705 km)

## Mikoyan-Curevich MiC-29 FULCRUM A

Following the lead of western powers, the Soviets designed a lightweight multi-role fighter of their own to combat the likes of the F-15 and F/A-18.



### **Weights & Dimensions:**

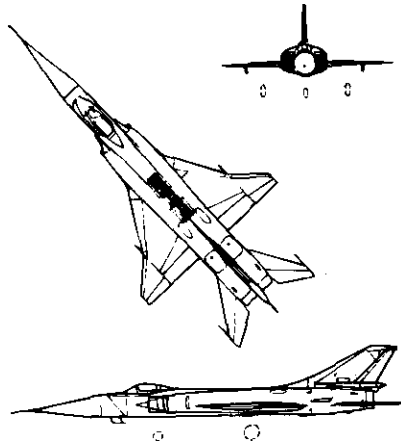
Unladen Weight:	8165 kg
Max. Takeoff Weight:	16330 kg
Height:	4.5 m
length:	17.0 m
Width:	11.5 m
Wing Area:	36.789 m <sup>2</sup>

### **Performance:**

Powerplant:	Two Tumanskii R-33D augmented turbofans
Max. Dry Thrust:	10200 kg
SFC (Dry Thrust):	0.8499 kg/dan x h
Max. Reheat Thrust:	16600 kg
SFC (Reheat Thrust):	2.7548 kg/dan x h
Max. Velocity:	Mach 2.30
Service Ceiling:	15240 m (49980 ft)
Max. Internal Fuel:	4425 kg
Max. Ferry Range:	Not given

## Sukhoi Su-21 FLAGON F

The Su-21 is a single-seat interceptor. Though it's been in service for years, it's nevertheless extremely fast. However, it lacks manoeuvrability and also requires very long runways for takeoff and



landing.

### **Weights & Dimensions:**

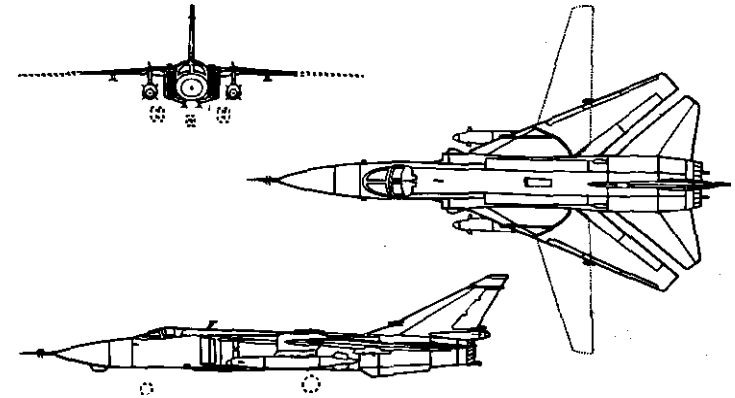
Unladen Weight:	12250 kg
Max. Takeoff Weight:	18780 kg
Height:	5.0312 m
Length:	21.9492 m
Width:	10.5195 m
Wing Area:	35.7812 m <sup>2</sup>

### **Performance:**

Powerplant:	Two Tumanskii R-13F2-300 afterburning turbojets
Max. Dry Thrust:	10212 kg
SFC (Dry Thrust):	0.68 kg/dan x h
Max. Reheat Thrust:	14400 kg
SFC (Reheat Thrust):	2.55 kg/dan x h
Max. Velocity:	Mach 2.50
Service Ceiling:	20000 m (65590 ft)
Max. Internal Fuel:	4990 kg
Max. Ferry Range:	1400 miles (2252 km)

## Sukhoi Su-24 FENCER D

The Su-24 is an excellent multi-role fighter particularly well-suited for ground attack missions. Similar in almost all respects to the General Dynamics F-111, its variable-geometry wings give it excellent handling over the deck as well as a Mach 2+ top speed at altitude. Sophisticated avionics and a high payload make the Su-24 a lethal aircraft.



### **Weights & Dimensions:**

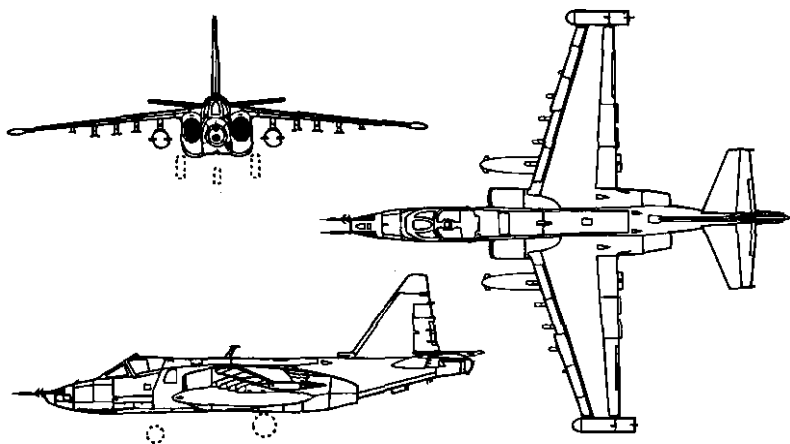
Unladen Weight:	19000 kg
Max. Takeoff Weight:	41000 kg
Height:	5.5 m
Length:	22.0 m
Width (Unswept):	17.25 m
Width (Swept):	10.3007 m
Wing Area:	46.3984 m <sup>2</sup>

### **Performance:**

Powerplant:	Two Tumanskii R-296 afterburning turbojets
Max. Dry Thrust:	16040 kg
SFC (Dry Thrust):	0.66 kg/dan x h
Max. Reheat Thrust:	23000 kg
SFC (Reheat Thrust):	2.78 kg/dan x h
Max. Velocity:	Mach 2.39
Service Ceiling:	17502 m (57398 ft)
Max. Internal Fuel:	10400 kg
Max. Ferry Range:	4000 miles (6436 km)

## Sukhoi Su-25 FROCFoot

The Su-25 fulfils the same role as the Fairchild A-10 — a heavily-armoured close support aircraft. Its design is very similar to that of the Northrop A-9 (which lost the USAF contract to the A-10), with twin engines under two broad shoulder-wings. The Su-25 served the Soviets in Afghanistan and the Iraqis in the Iran-Iraq War.



### Weights & Dimensions:

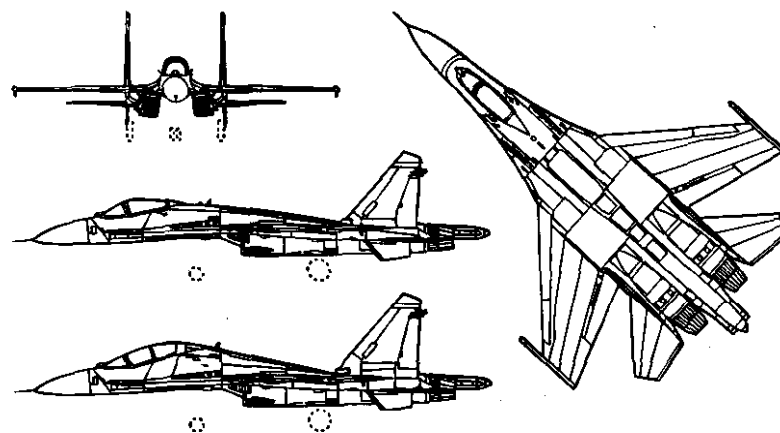
unladen Weight: 9500 kg  
Max. Takeoff Weight: 20000 kg  
Height: 4.8007 m  
Length: 15.1992 m  
Width: 14.1992 m  
Wing Area: 37.6015 m<sup>2</sup>

### Performance:

Powerplant: Two Tumanskii non-afterburning turbojets  
Max. Dry Thrust: 8200 kg  
SFC (Dry Thrust): 0.6199 kg/dan x h  
The jet has no reheat capability  
Max. Velocity: Mach 0.55  
Service Ceiling: 3050 m (10002 ft)  
Max. Internal Fuel: 4000 kg  
Max. Ferry Range: 2895 miles (4658 km)

## Sukhoi Su-27 FLANKER B

Designed to intercept low-flying aircraft and cruise missiles, the Su-27 is aerodynamically similar to the MiG-29, only heavier and more powerful.



### Weights & Dimensions:

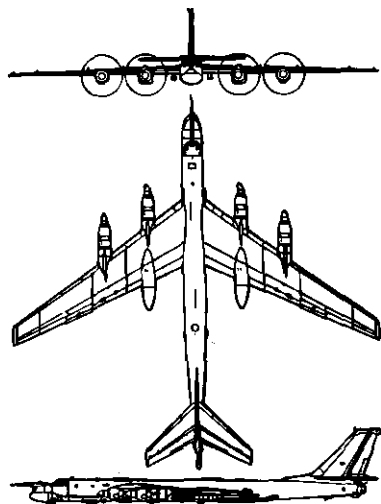
Unladen Weight: 14400 kg  
Max. Takeoff Weight: 28800 kg  
Height: 5.5 m  
length: 21.6015 m  
Width: 14.6992 m  
Wing Area: 51.0 m<sup>2</sup>

### Performance:

Powerplant: Two L'Yuka RD-32 augmented turbofans  
Max. Dry Thrust: 18140 kg  
SFC (Dry Thrust): 0.68 kg/dan x h  
Max. Reheat Thrust: 27220 kg  
SFC (Reheat Thrust): 2.55 kg/dan x h  
Max. Velocity: Mach 2.30  
Service Ceiling: 18300 m (60015 ft)  
Max. Internal Fuel: 6500 kg  
Max. Ferry Range: 2500 miles (4022 km)

## Tupolev Tu-95 BEAR G

The Tu-95 Bear is a long-range strategic bomber/reconnaissance aircraft which first entered service in 1955. The Bear G can carry two AS-4 Kitchen missiles.



### Weights & Dimensions:

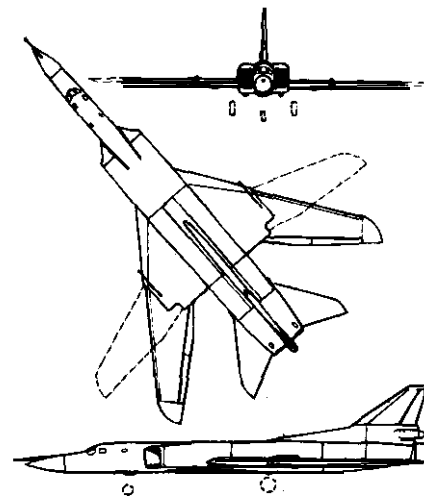
Unladen Weight:	81000 kg
Max. Takeoff Weight:	188000 kg
Height:	12.0937 m
Length:	49.5 m
Width:	51.1875 m
Wing Area:	310.5 m <sup>2</sup>

### Performance:

Powerplant:	Four 14795 ehp Kuznetsov NK-12MV turboprops
Max. Velocity:	Mach 0.80
Service Ceiling:	12190m (39977ft)
Max. Internal Fuel:	30000 kg
Max. Ferry Range:	7800 miles (12550 km)

## Tupolev Tu-26 BACKFIRE B

The Tu-26 is a bomber/reconnaissance aircraft capable of Mach 2. Its variable-geometry wings give it exceptional long-range strike capabilities.



### Weights & Dimensions:

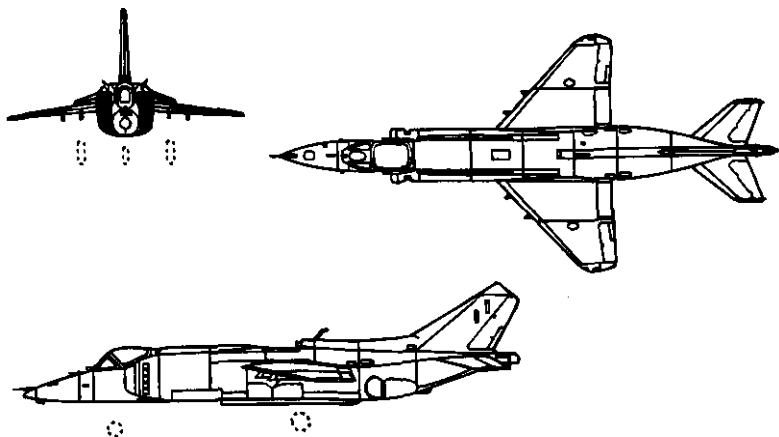
Unladen Weight:	54000 kg
Max. Takeoff Weight:	122500 kg
Height:	9.0 m
Length:	42.0 m
Width (Unswept):	35.0 m
Width (Swept):	28.0 m
Wing Area:	170.0 m <sup>2</sup>

### Performance:

Powerplant:	Two Kuznebov NK-144 variant augmented turbofans
Max. Dry Thrust:	30000 kg
SFC (Dry Thrust):	0.39 kg/dan x h
Max. Reheat Thrust:	42000 kg
SFC (Reheat Thrust):	1.88 kg/dan x h
Max. Velocity:	Mach 1.90
Service Ceiling:	15240 m (49980 ft)
Max. Internal Fuel:	57000 kg
Max. Ferry Range:	5560 miles (8946 km)

## Yakovlev Yak-38 MP FORGER A

This single-seat carrier-borne STOVL fighter was designed solely to give the Soviet Navy a sea-borne air arm. It possesses three engines, the two smaller Koliesov turbojets for take off and landing, and the single Lyulka for horizontal thrust.



### Weights & Dimensions:

Unladen Weight:	7300 kg
Max Takeoff Weight:	<b>11565 kg</b>
Height:	3.3515 m
Length:	16.0 m
Width:	7.4882 m
Wing Area:	18.5 m <sup>2</sup>

### Performance:

Powerplant:	One 7938 kg Lyulka vectored-thrust turbojet and two 3630 kg Koliesov lifting jets
Max. Dry Thrust:	7938 kg
SFC (Dry Thrust):	0.78 kg/dan x h The jet has no reheat capability
Max. Velocity:	Mach 0.94
Service Ceiling:	<b>11887 m (38983 ft)</b>
Max. Internal Fuel:	2270 kg
Max. Ferry Range:	1800 miles (2896 km)

## Soviet Air-Io-Air Missiles

### AA-2 ATOLL

The first AA-2 was a copy of an early Sidewinder, but since then it has been redesigned and improved by Soviet developers. Nonetheless, the Atoll is accurate only when fired directly at the targeted aircraft's engines.

### Weights & Dimensions:

Weight:	70 kg
Body Width:	0.121 m
span:	0.5312 m
Body Length:	<b>2.8515 m</b>
Fin Area:	0.2187 m <sup>2</sup>

### Performance:

Max. Velocity:	Mach 2.50
Mission Time:	44s
Range:	<b>19 miles (32 km)</b>
Homing/Guidance Type:	SAR HOMING

### AA-3 ANAB

The AA-3 is a medium-range radar-guided air-to-air missile.

### Weights & Dimensions:

Weight:	275 kg
Body Width:	<b>0.2812 m</b>
Span:	<b>1.2968 m</b>
Body Length:	4.1015 m
Fin Area:	1.3242 m <sup>2</sup>

### Performance:

Max. Velocity:	Mach 2.50
Mission Time:	<b>29s</b>
Range:	13 miles (21 km)
Homing/Guidance Type:	SAR HOMING

## AA-6 ACRID

The medium-range radar-guided AA-6 was designed with the MiG-25 to meet the threat posed by the North American B-70 Valkyrie.

### **Weights & Dimensions:**

**Weight:** 800 kg  
**Body Width:** 0.3984 m  
**span:** 2.25 m  
**Body Length:** 6.1015 m  
**Fin Area:** 4.164 m<sup>2</sup>

### **Performance:**

**Max. Velocity:** Mach 4.00  
**Mission Time:** 685  
**Range:** 49 miles (80 km)  
**Homing/Guidance Type:** SAR HOMING

## AA-7 APEX

The AA-7 is a standard Soviet medium-range radar-guided air-to-air missile.

### **Weights & Dimensions:**

**Weight:** 320 kg  
**Body Width:** 0.1953 m  
**Span:** 1.0 m  
**Body Length:** 4.6015 m  
**Fin Area:** 0.8046 m<sup>2</sup>

### **Performance:**

**Max. Velocity:** Mach 3.00  
**Mission Time:** 45s  
**Range:** 24 miles (40 km)  
**Homing/Guidance Type:** SAR HOMING

## AA-8 APHID

A short-range IR-guided air-to-air missile designed to replace the AA-2 Atoll. Later versions of the Aphid were truly 'all-aspect', that is, they could be launched from any direction at the targeted aircraft and stand a reasonable chance of hitting.

### **Weights & Dimensions:**

**Weight:** 55 kg  
**Body Width:** 0.121 m  
**span:** 0.3984 m  
**Body Length:** 2.1484 m  
**Fin Area:** 0.1132 m<sup>2</sup>

### **Performance:**

**Max. Velocity:** Mach 3.00  
**Mission Time:** 9s  
**Range:** 4 miles (8 km)  
**Homing/Guidance Type:** IR HOMING

## AA-9 AMOS

The latest Soviet long-range radar-guided air-to-air missile. Compared to all earlier Soviet missiles, the AA-9 is strikingly different in shape, thus suggesting that it's a direct copy of the AIM-54 Phoenix.

### **Weights & Dimensions:**

**Weight:** 560 kg  
**Body Width:** 0.5703 m  
**Span:** 1.4218 m  
**Body length:** 4.5585 m  
**Fin Area:** 1.207 m<sup>2</sup>

### **Performance:**

**Max. Velocity:** Mach 3.00  
**Mission Time:** 148s  
**Range:** 80 miles (130 km)  
**Homing/Guidance Type:** ACTIVE RADAR

## AA-I 0 ALAMO

The latest Soviet medium-range radar-guided air-to-air missile, carried exclusively by state-of-the-art aircraft such as the MiG-29 and Su-27.

### **Weights & Dimensions:**

**Weight:** 420 kg  
**Body Width:** 0.5703 m  
**Span:** 1.4218 m  
**Body Length:** 4.5585 m  
**Fin Area:** 1.207 m<sup>2</sup>

### **Performance:**

**Max. Velocity:** Mach 3.00  
**Mission Time:** 36 s  
**Range:** 19 miles (32 km)  
**Homing/Guidance Type:** ACTIVE RADAR

## AA-I 1 ARCHER

The latest Soviet short-range air-to-air missile. Due to several sets of fins and control vanes, the missile is thought to be highly manoeuvrable. The AA-1 1 is carried exclusively by state-of-the-art aircraft such as the MiG-29 and Su-27.

### **Weights & Dimensions:**

**Weight:** 280 kg  
**Body Width:** 0.5703 m  
**Span:** 1.4218 m  
**Body Length:** 4.5585 m  
**Fin Area:** 1.207 m<sup>2</sup>

### **Performance:**

**Max. Velocity:** Mach 3.00  
**Mission Time:** 24 s  
**Range:** 13 miles (21 km)  
**Homing/Guidance Type:** ACTIVE RADAR

## Soviet Air-To-Surface Missiles

### AS-4 KITCHEN

Begun in the early 60s and developed throughout the 70s, the AS-4 is a long-range radar-guided air-to-surface missile. The missile uses inertial guidance during mid-flight and switches to active radar in the terminal phase.

### **Weights & Dimensions:**

**Weight:** 5900 kg  
**Body Width:** 0.871 m  
**Span:** 2.5664 m  
**Body Length:** 11.2929 m  
**Fin Area:** 1.6914 m<sup>2</sup>

### **Performance:**

**Max. Velocity:** Mach 3.50  
**Mission Time:** 446 s  
**Range:** 285 miles (460 km)  
**Homing/Guidance Type:** ACTIVE RADAR

### AS-6 KINGFISH

The AS-6 Kingfish is an improved version of the AS-4 Kitchen. Like the AS-4, the Kingfish uses inertial guidance during mid-flight and switches to active radar in the terminal phase.

### **Weights & Dimensions:**

**Weight:** 5000 kg  
**Body Width:** 0.746 m  
**Span:** 2.3476 m  
**Body length:** 9.9921 m  
**Fin Area:** 7.7539 m<sup>2</sup>

### **Performance:**

**Max. Velocity:** Mach 3.00  
**Mission Time:** 458 s  
**Range:** 251 miles (405 km)  
**Homing/Guidance Type:** ACTIVE RADAR

## AS-7 Kerry

A short-range radio-controlled air-to-surface missile.

### **Weights & Dimensions:**

**Weight:** 1200 kg  
**Body Width:** 0.6093 m  
**Span:** 1.4375 m  
**Body length:** 4.9765 m  
**Fin Area:** 0.5937 m<sup>2</sup>

### **Performance:**

**Max. Velocity:** Mach 1.50  
**Mission Time:** 155s  
**Range:** 49 miles (80 km)  
**Homing/Guidance Type:** ACTIVE RADAR

## AS-9 KYLE

Developed in the late 60s, the AS-9 is a medium-range anti-radar air-to-surface missile. The Kyle has been exported to many countries including Iraq and Libya.

### **Weights & Dimensions:**

**Weight:** 451 kg  
**Body Width:** 0.2539 m  
**Span:** 1.1171 m  
**Body Length:** 4.1718 m  
**Fin Area:** 0.9648 m<sup>2</sup>

### **Performance:**

**Max. Velocity:** Mach 2.25  
**Mission Time:** 52s  
**Range:** 22 miles (37 km)  
**Homing/Guidance Type:** ACTIVE RADAR

## AS-14 4 KEDGE

The AS-14 is a medium-range anti-radar air-to-surface missile that can be fired from low altitudes, thus helping the pilot avoid radar detection.

### **Weights & Dimensions:**

**Weight:** 420 kg  
**Body Width:** 0.3046 m  
**Span:** 0.7187 m  
**Body Length:** 2.4882 m  
**Fin Area:** 0.2968 m<sup>2</sup>

### **Performance:**

**Max. Velocity:** Mach 1.50  
**Mission Time:** 62s  
**Range:** 19 miles (32 km)  
**Homing/Guidance Type:** ACTIVE RADAR



## Soviet Bombs

### Mk 82 Bomb

The Soviet version of the Mk 82.

#### *Weights & Dimensions:*

Weight:	454 kg
Body Width:	273 mm
Body Length:	2.21 m
Homing/Guidance Type:	FREE FALL

### Mk 83 Bomb

The Soviet version of the Mk 83.

#### *Weights & Dimensions:*

Weight:	454 kg
Body Width:	350 mm
Body length:	3.0m
Homing/Guidance Type:	FREE FALL

### Mk 84 Bomb

The Soviet version of the Mk 84.

#### *Weights & Dimensions:*

Weight:	454 kg
Body Width:	460 mm
Body length:	3.84 m
Homing/Guidance Type:	FREE FALL