



PlayStation

TM

NTSC U/C

PlayStation™

GUNSHIP



KIDS TO ADULTS



CONTENT RATED BY
ESRB

SLUS-00313

MICRO PROSE®

WARNING: READ BEFORE USING YOUR PLAYSTATION GAME CONSOLE.

A very small percentage of individuals may experience epileptic seizures when exposed to certain light patterns or flashing lights. Exposure to certain patterns or backgrounds on a television screen or while playing video games, including games played on the PlayStation game console, may induce an epileptic seizure in these individuals. Certain conditions may induce previously undetected epileptic symptoms even in persons who have no history of prior seizures or epilepsy. If you, or anyone in your family, has an epileptic condition, consult your physician prior to playing. If you experience any of the following symptoms while playing a video game — dizziness, altered vision, eye or muscle twitches, loss of awareness, disorientation, any involuntary movement, or convulsions—IMMEDIATELY discontinue use and consult your physician before resuming play.

WARNING TO OWNERS OF PROJECTION TELEVISIONS:

Still pictures or images may cause permanent picture-tube damage or mark the phosphor of the CRT, avoid repeated or extended use of video games on large-screen projection televisions. Refer to your projection TV instruction manual for more details.

HANDLING YOUR PLAYSTATION DISC:

- This compact disc is intended for use only with the PlayStation game console.
- Do not bend it, crush it or submerge it in liquids.
- Do not leave it in direct sunlight or near a radiator or other source of heat.
- Be sure to take an occasional rest break during extended play.
- Keep this compact disc clean. Always hold the disc by the edges and keep it in its protective case when not in use.
- Clean the disc with a lint-free, soft, dry cloth, wiping in straight lines from center to outer edge. Never use solvents or abrasive cleaners.

AUNSHIP®

PLAYER'S HANDBOOK

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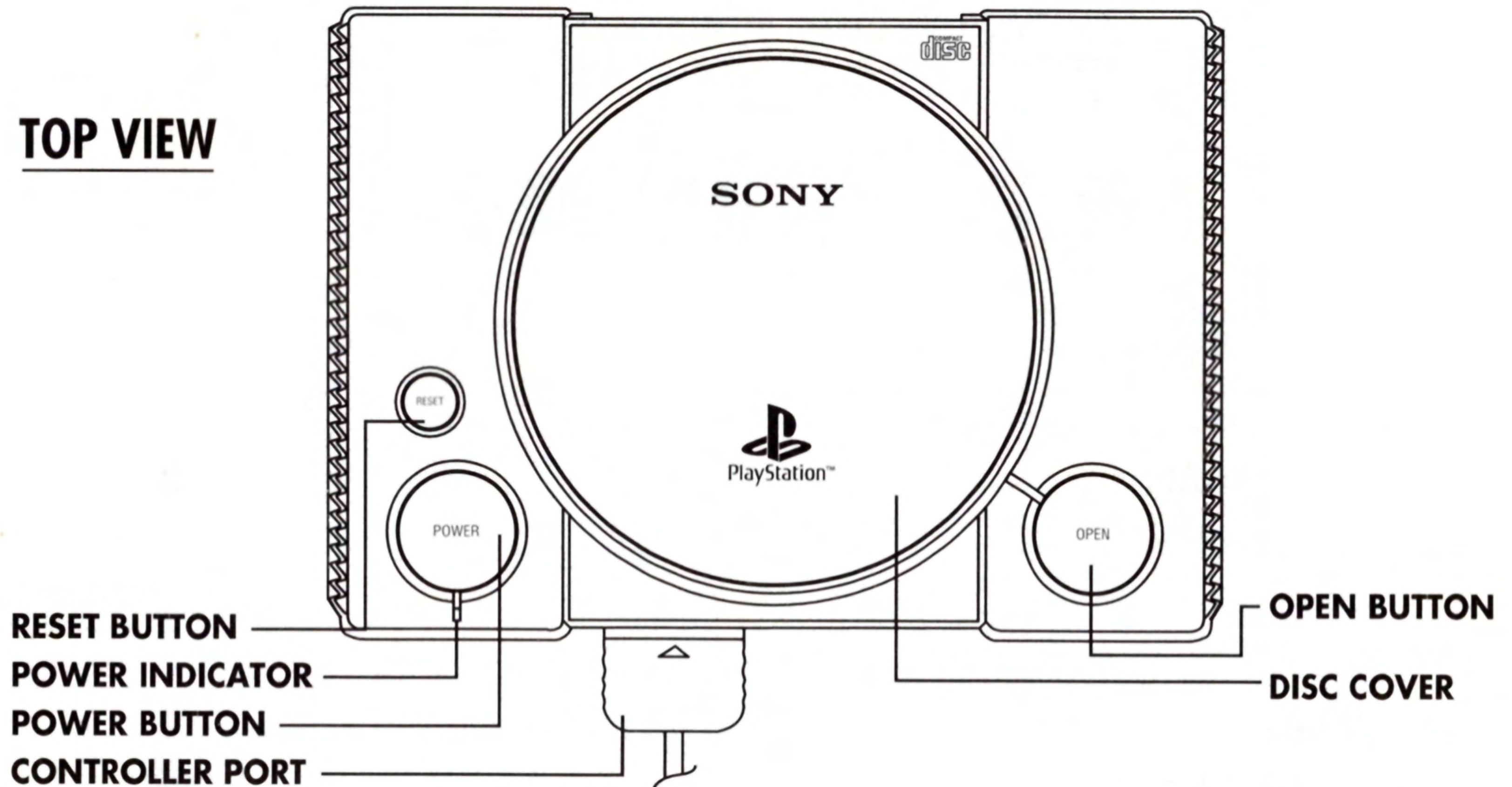
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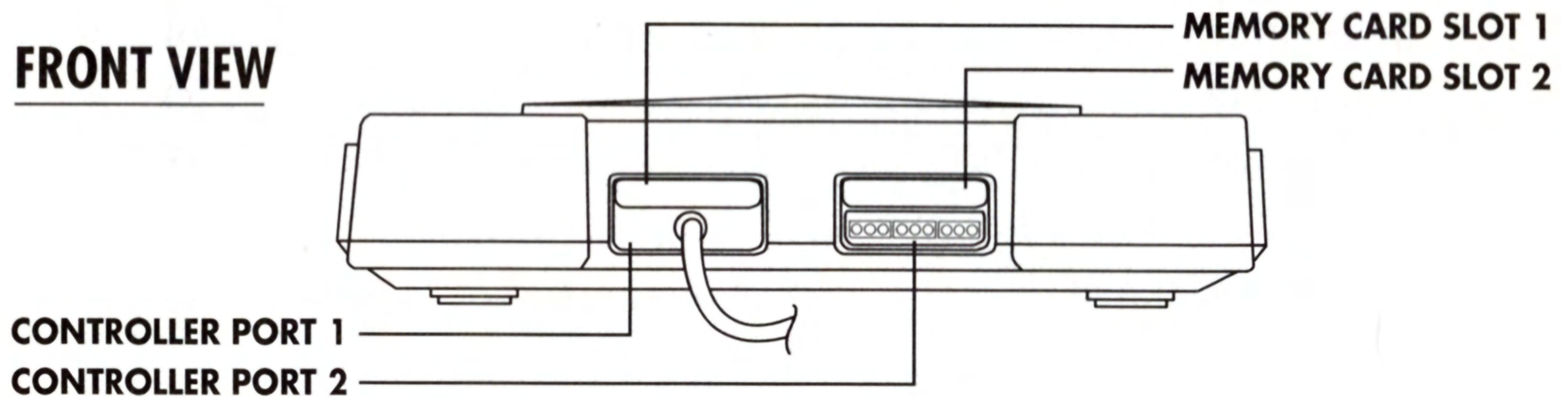
THE PLAYSTATION CONTROLLER

Console

TOP VIEW



FRONT VIEW

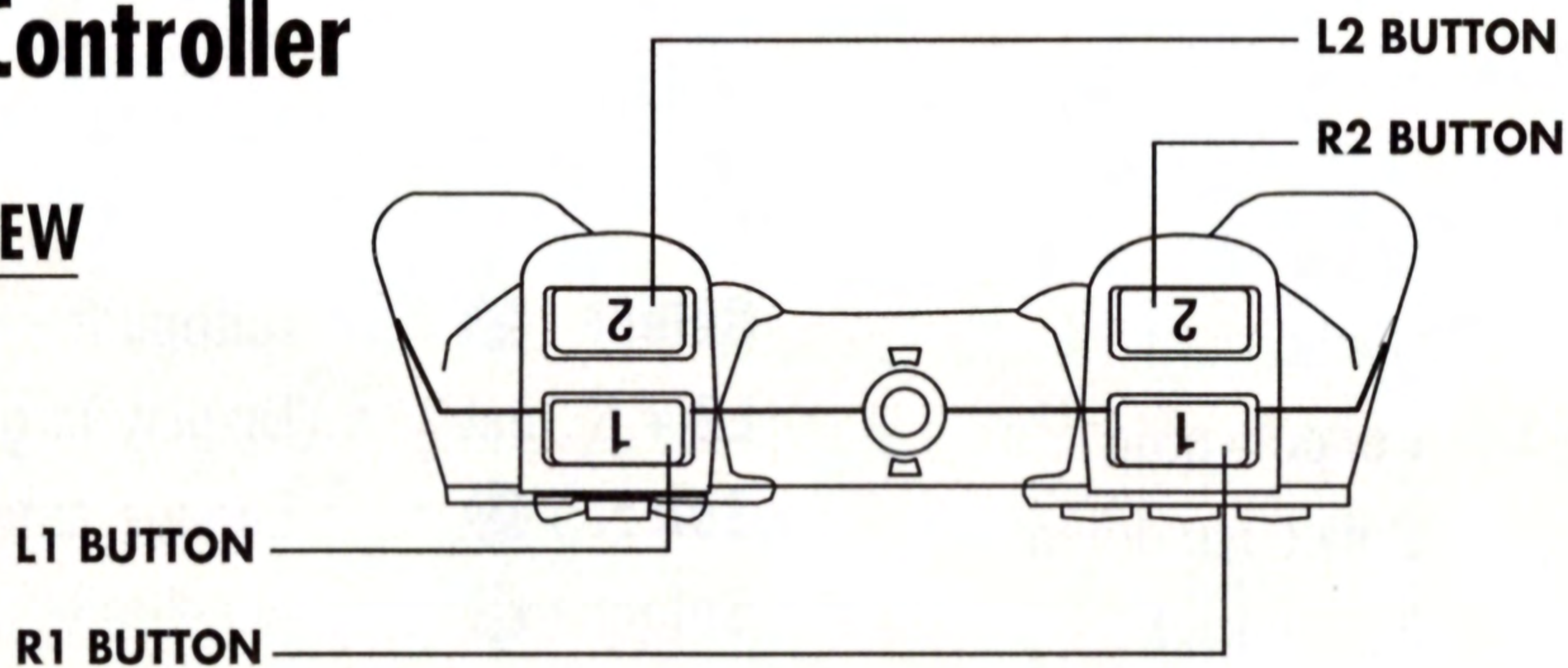


GETTING STARTED

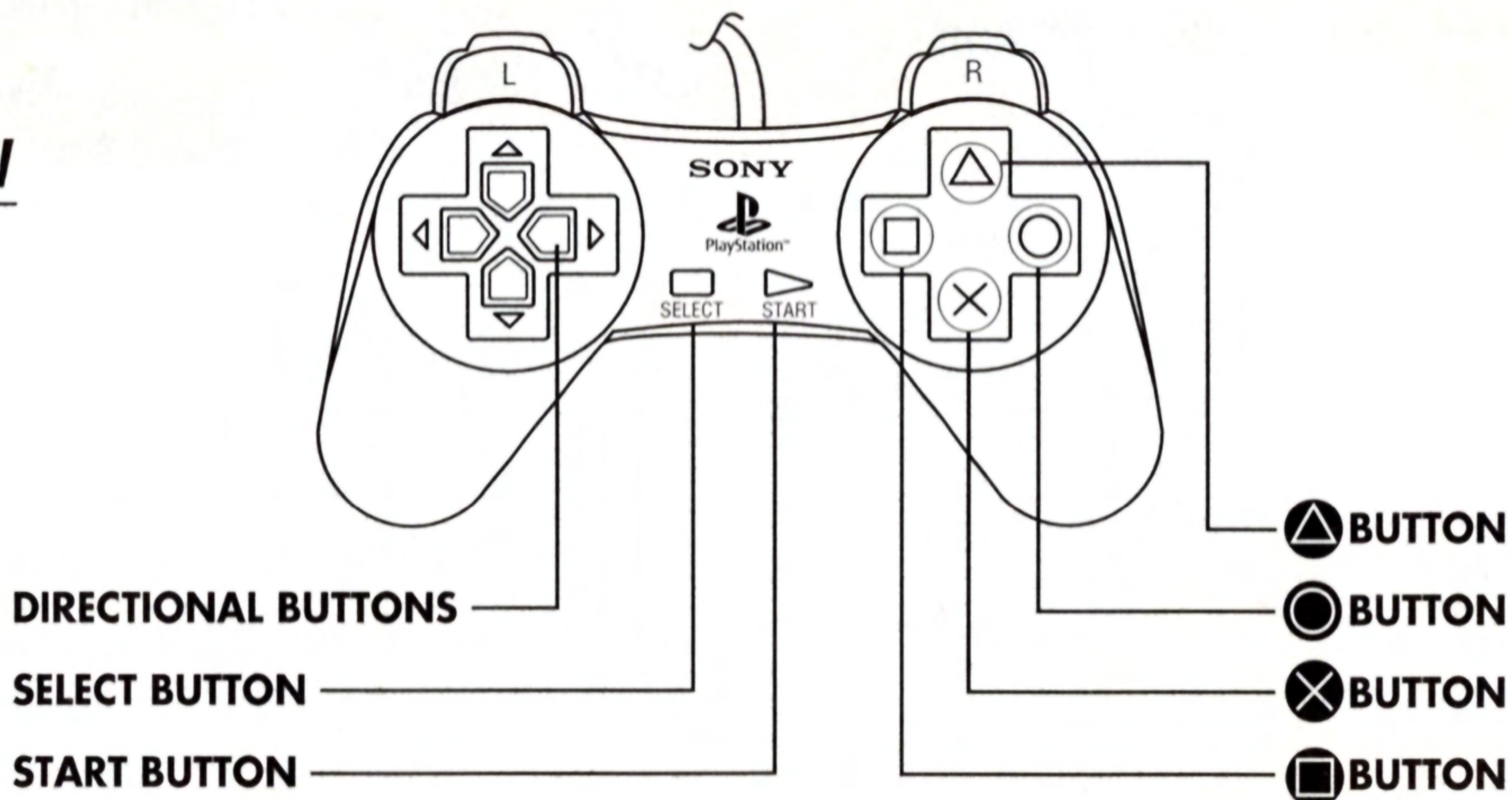
- Set up your PlayStation game console according to the instructions in the owner's manual.
- Make sure the power is off before inserting or removing a compact disc.
- Insert the *Gunship* disc and close the CD door.
- Insert game controllers and turn on the PlayStation game console.
- Follow on-screen instructions to start a game.

Controller









FRONT VIEW



TOP VIEW



CONTROLS

<i>Button</i>	<i>Function</i>	<i>Button</i>	<i>Function</i>
Up	Cyclic up	L2 + Left/Right	Cycle internal/external views
Down	Cyclic down	L1	Cycle MFD functions
Left	Cyclic left	Select + 	Autopilot
Right	Cyclic right	L2 + Select	Display target info
R1	Collective up	Select + 	Engage auto-hover
R2	Collective down	Select + 	Accelerate time (cycle through)
	New target	R2 + Select	Rocket salvos (cycle through)
	Select weapon	L1 + Select	Repeat last buddy message
	Fire weapon	Select + 	Map screen/exit map screen
	Cycle to next waypoint		
Start	Pause menu/Unpause		
L2	Toggle cockpit/chase view		

INTRODUCTION

G unship is a detailed presentation of helicopter combat operations. The game can be played as a Quick Fire Game and as a Simulation. In the Quick Fire Game, your object is simply to progress up the rankings by destroying important targets. In the Simulation, you will develop your flying skills on training missions, before attempting to progress onto more difficult missions and campaigns where you can control up to five distinct helicopters.

The Quick Fire game takes you straight into fast and furious action. You'll have to master controlling a powerful combat helicopter as you struggle to defeat a vicious enemy. Destruction is the name of this game.

In the Simulation, you start out as a Warrant Officer Candidate (WOC), select your squadron and provide its nickname. As a beginner, you'll get the necessary training for helicopter combat.

Upon completion, you are promoted to Warrant Officer (WO1) and move on to single Helicopter Missions. Here, you command and fly a single helicopter, in one of two theatres, against opposing forces in a variety of missions. The rank of a commissioned officer awaits your success, and upon receiving your commission, the door opens to the endless variety and challenge of Flight and Campaign Missions.

In the Flight Missions, you command five helicopters. You determine the mix of helicopters and ordnance necessary to complete the mission. How well you employ your own helicopter, plus command the other four helicopters, determines the success or failure of the mission.

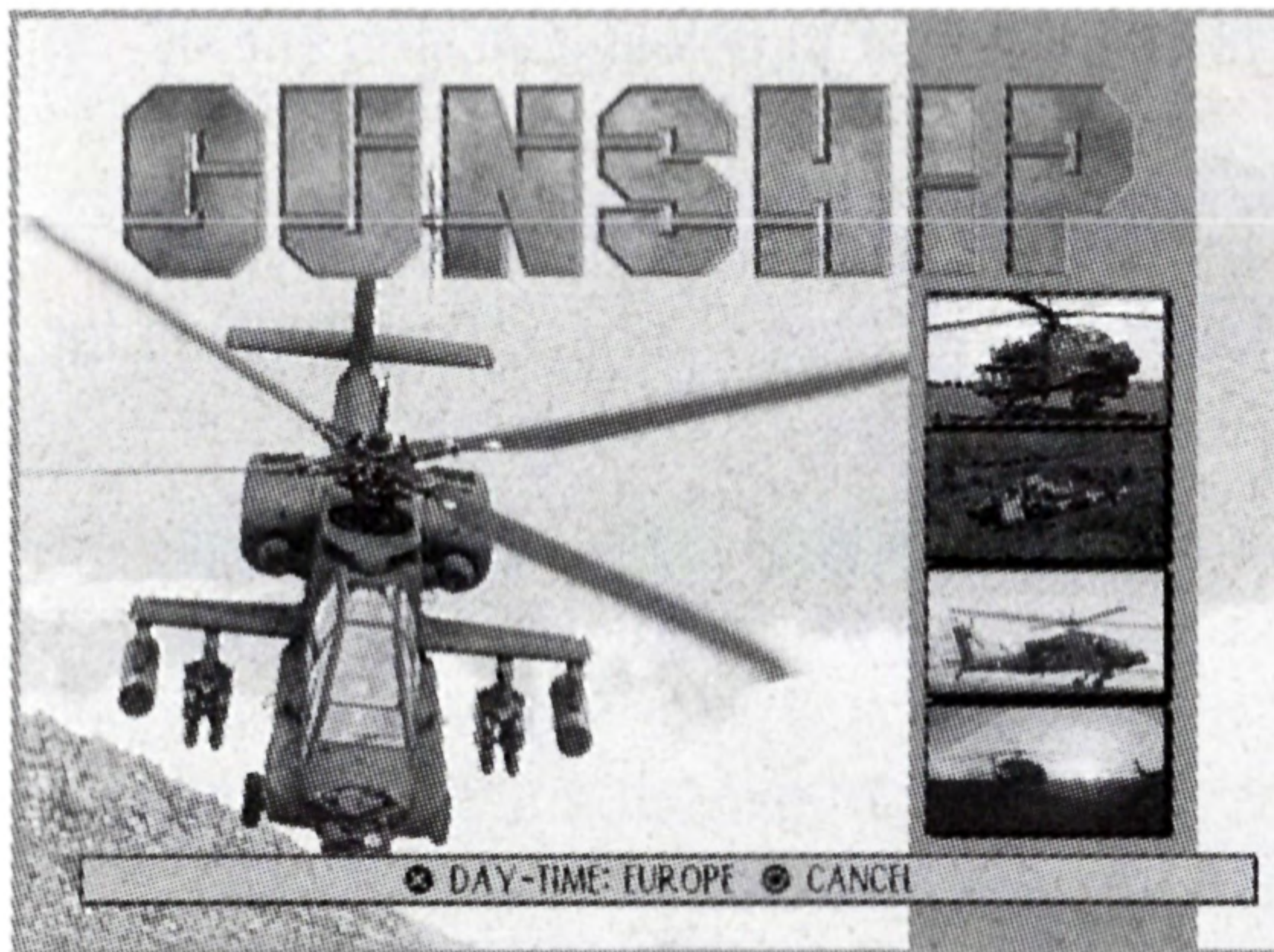
The Campaign Mission places you in a situation of continuous combat where mission after mission is thrown at you and your flight. While you can't win the campaign on your own, your success (or failure) does have an impact on its ultimate outcome.

QUICKSTART

Insert the *Gunship* CD-ROM into your PlayStation and turn the power on. The Sony logo screen will appear. A short, animated introduction will begin, after which you will be taken to the Main Menu.



➤ Press  to start.



You can choose the following scenarios:



- Day-time: Europe
- Night-time: Europe
- Day-time: Persian Gulf
- Night-time: Persian Gulf

➤ Select the desired scenario using **Up/Down** and press . The Quick Fire game will now load.

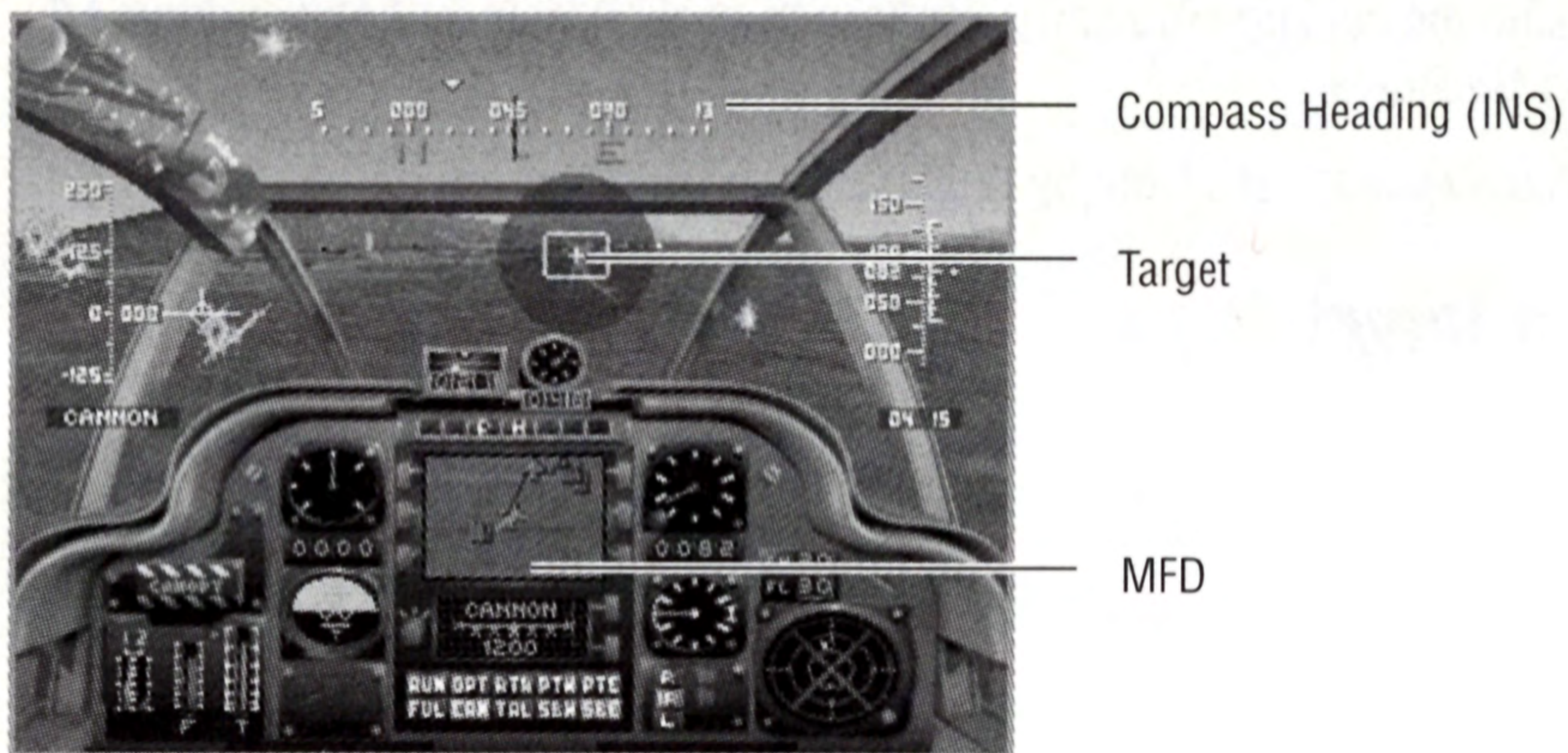
The Quick Fire Game

The aim of the Quick Fire game is to complete as many mission objectives as possible. As you complete objectives (by destroying selected targets), you will progress through the ranks. As you progress, the game becomes more and more difficult.

The Quick Fire game begins with your helicopter hovering above your base. Your first target is locked into the helicopter's computer (the MFD: Multi Functional Display), which displays the target information on-screen.

If you wish, you can use the Autopilot (hold down **Select** and press ) to point you directly at the target. You can also Accelerate Time by holding down **Select** and pressing . This will cycle through the available accelerated time options.

If you do not use the Autopilot, your copilot will provide directions. Arrows at either side of your compass will also indicate your course. The route to the target is also displayed on the inertial navigation system (INS).



You should fly towards the target and destroy it. On the way, you will need to avoid or destroy other enemy objects.

Controlling the Helicopter

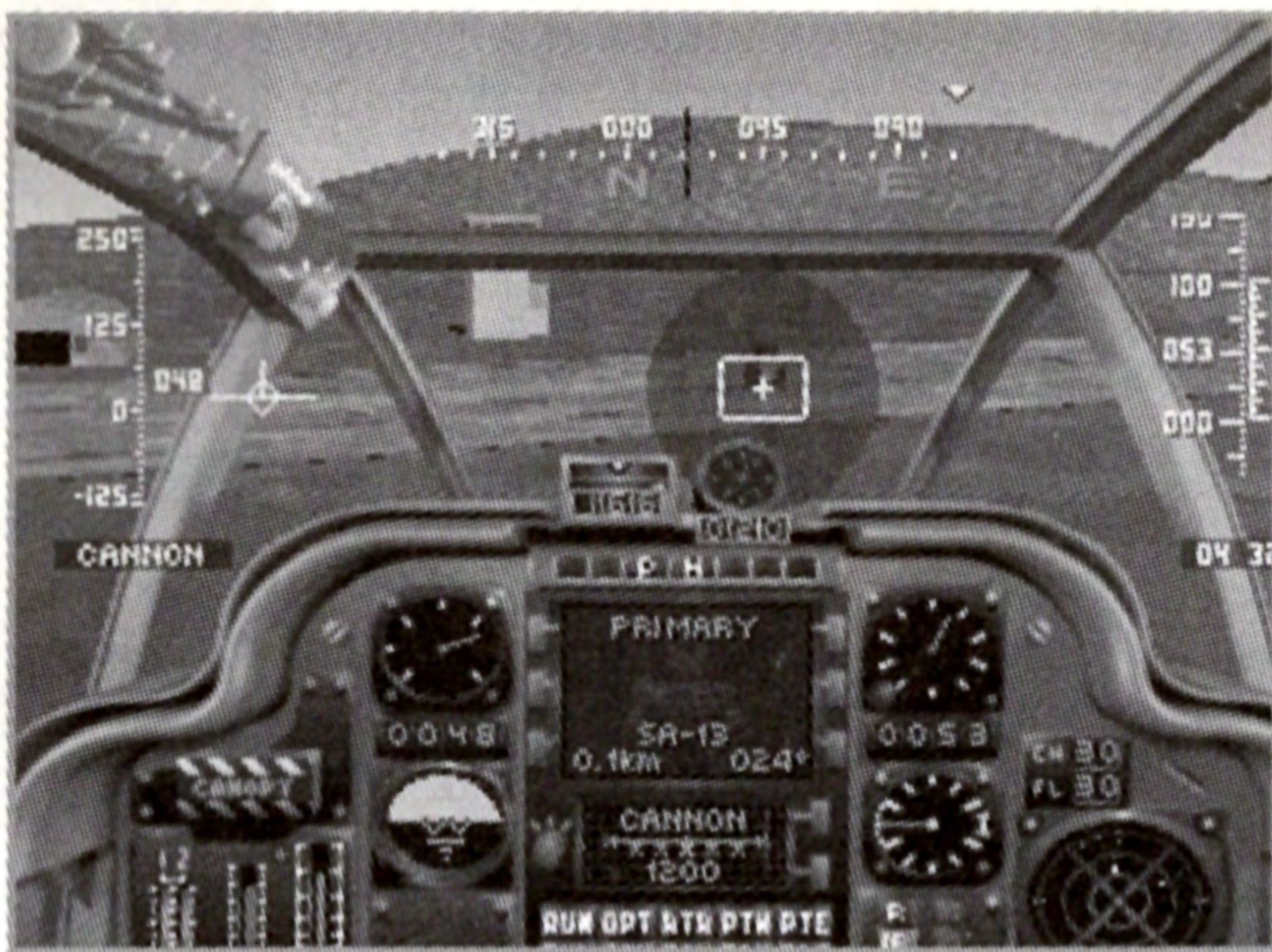
Your helicopter's vertical movement is controlled by the Collective.

- Press the Collective Up (**R1**) a few times until the Apache starts to gain lift.
- When the altitude reaches approximately 100 feet (your altitude is displayed in the right-hand corner of the screen), press the Collective Down (**R2**) to stabilize the lift.
- Horizontal movement is controlled by the Cyclic (**Up/Down/Left/Right**).
- To move forward, push **Up**. You now start to gain speed. By pushing fully forward, the maximum speed for that altitude is attained.
- Next push slightly to the right. You bank and turn to the right. If you do the opposite, you bank and turn to the left.
- You can select to view the action from inside or outside the helicopter. Press **L2**. You will now have an external view of the action. Pressing the same button again will take you back inside the cockpit. You can adjust the in-cockpit view by holding down **L2** and pressing **Up/Down**.

A number of other views are available by holding down **L2** and pressing **Left/Right**.

Destroying a Target

You should also attempt to destroy as many enemy ground and air targets as possible. Before you can fire at an opposing unit, you must lock onto the target. Look at the Threat Display.



In-Cockpit View

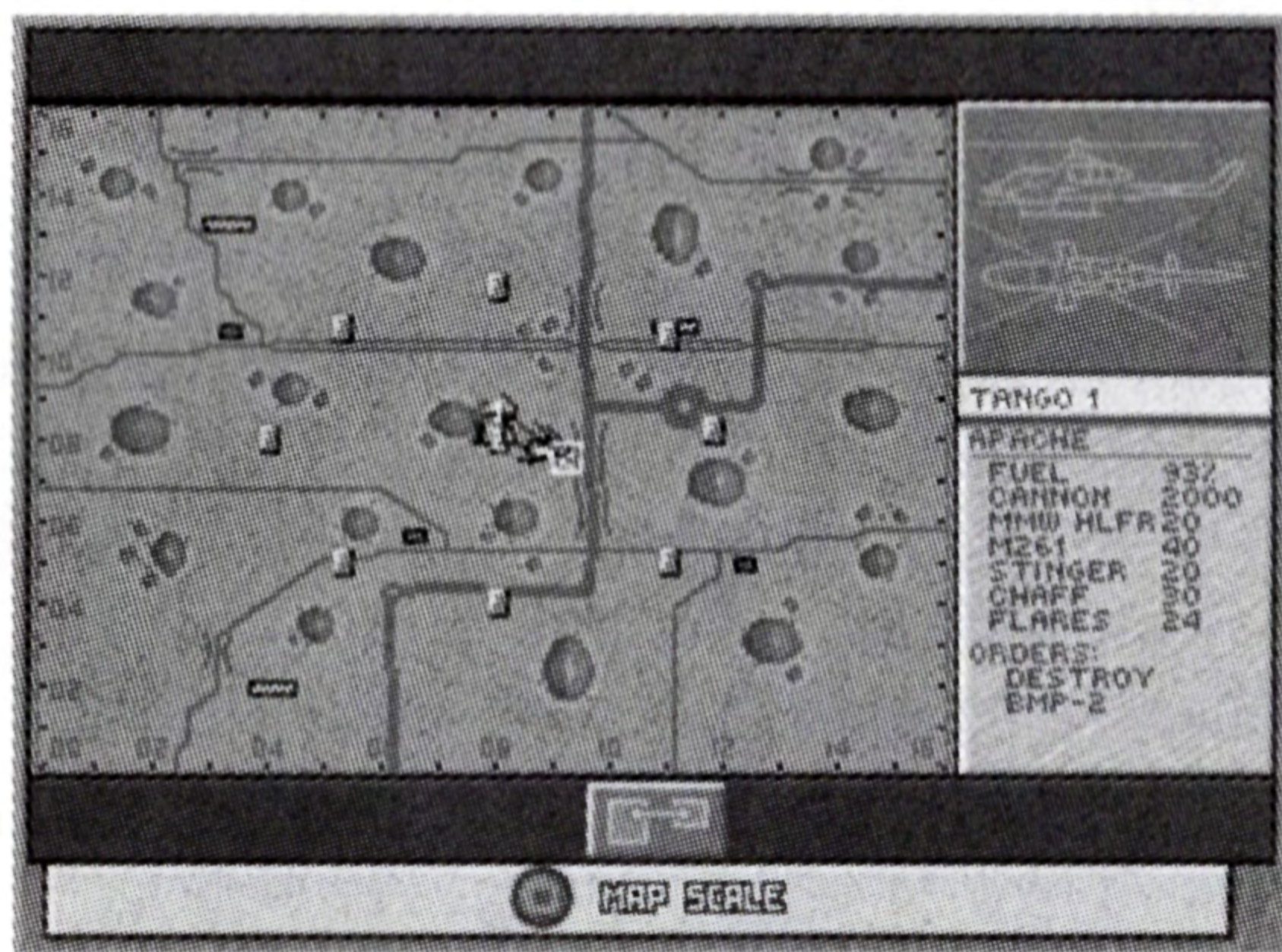
If you're flying in the right direction, there should be a red dot directly ahead (displayed on the compass at the top of the screen). If not, adjust your flight path. When you are locked on a target, the Reticle Ring will appear. The Reticle Ring is the aiming point of the cannon. As the range decreases, the Reticle Ring increases in size, indicating an increase in weapon accuracy when you are in firing range. At long range, the current target is represented by a broken diamond shape. As you close in on a target, the diamond will change into a Target Box. When you are within optimum firing parameters, the Reticle Ring will turn yellow. Fire off a burst now.

Remember, different weapons have different ranges. Also, you will need to use different weapons on different targets. For example, Stingers are more effective against air targets, whereas Hellfires are better for ground targets. The cannon is the most effective weapon in close quarters combat. Holding down **Select** and pressing **L2** will bring up the target information screen. This screen provides information on which weapons are most suitable for use against the current target. Press **X** to return to the action.

Points are awarded for all targets destroyed. Although your helicopter has an unlimited number of cannon rounds, you will need to return to your base in order to re-arm with

Stinger and Hellfire missiles. Your helicopter will also be repaired each time you return to base. You can only reload, at your base, a limited number of times. You will have noticed a line on your INS that guides you to your current objective (waypoint 1). You can reprogram the INS to guide you to your base (waypoint 2) by pressing **△**. Another line will appear on the INS which leads you back to your base.



You can also see your position relative to your base by accessing the map. To do this hold down **Select** and press **■**. Your base is at the center of the map. You can also refuel and repair at FARPs (Forward Arming/Refuelling Points). The number of available FARPs changes with your rank. Hit **Select** and press **■** to return to the game.



You begin the Quick Fire game with a crash avoidance system which prevents your helicopter from colliding with the ground. However, as you progress through the ranks, you will lose the crash avoidance system.

Your ultimate aim is to advance to the rank of Brigadier General. You will automatically gain promotion through the ranks by completing mission objectives. The award of a new rank is shown by a message which appears informing you of your promotion.

At the end of every Quick Fire Game, you will be taken to the High Scores screen. If you have gained a high score, you will now be able to enter your name. Using **Up/Down**,

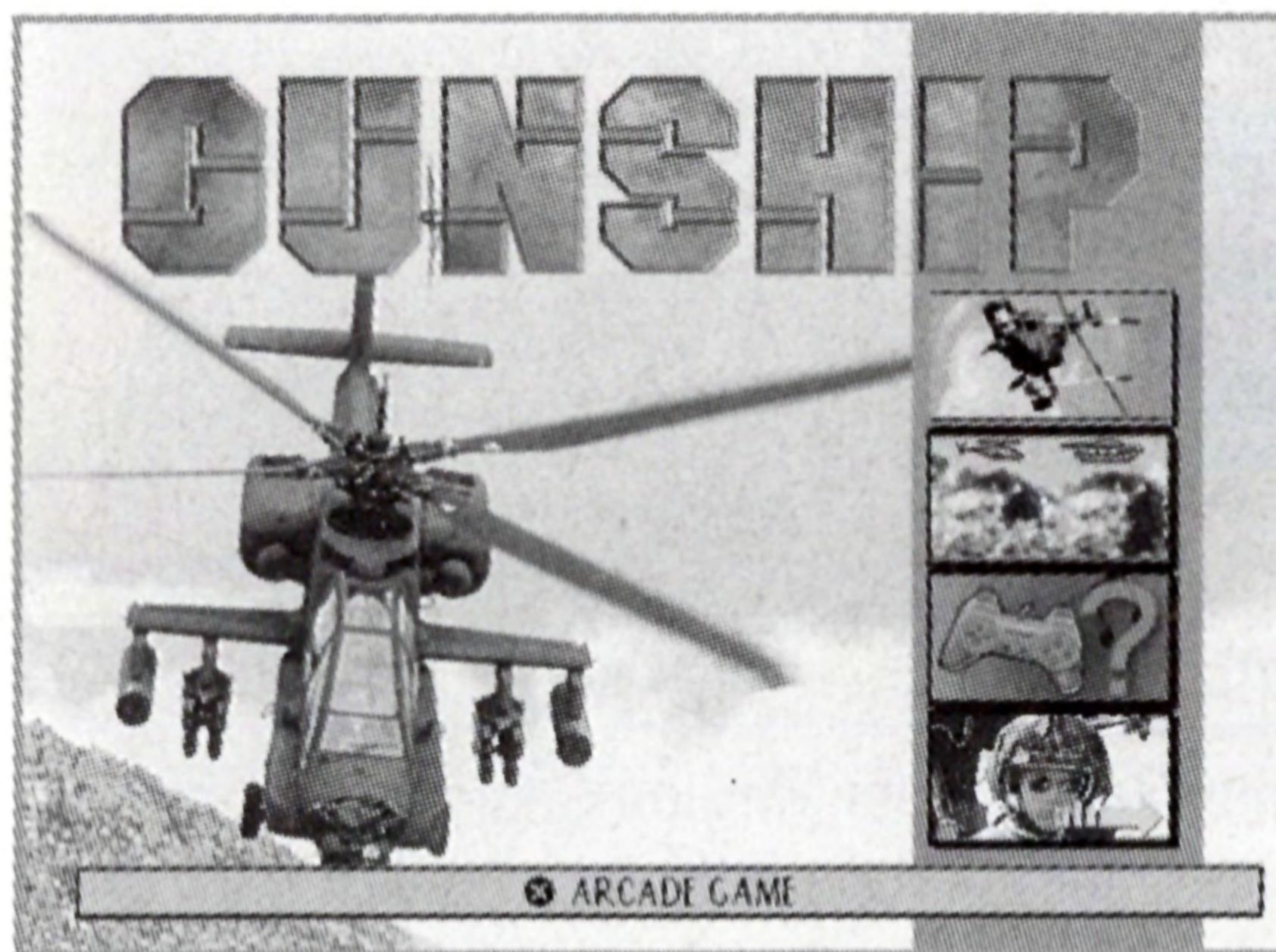
select the first letter of your name. Then move  to enter that letter and repeat this procedure until you have entered your full name. Press  to accept this name.

TUTORIAL

This tutorial familiarizes you with the basic controls and systems of the AH-64A Apache Gunship in a simple training flight against simulated opposing forces.

Where You Start

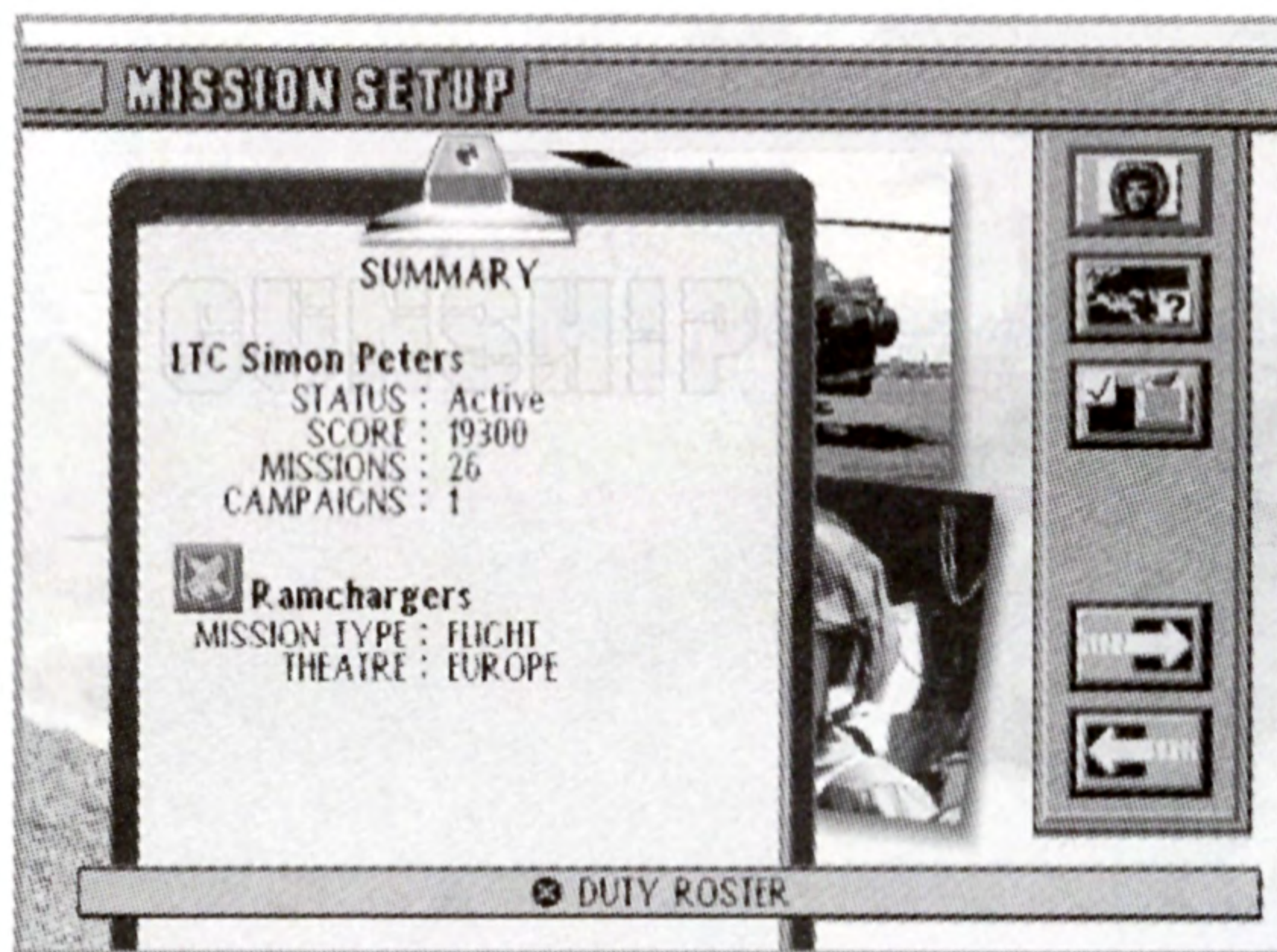
After the title sequence, you'll find yourself at the Gunship Main Menu.



The Options icon provides details of control options and allows you to adjust sound settings.

➤ To select an icon, position the cursor on the desired icon and press .

Note: While in the menu screens and windows, if you are ever in doubt about the function of a particular icon or the effect of any button, check the text bar at the bottom of the screen.



➤ Select Main Game to go to Mission Setup.

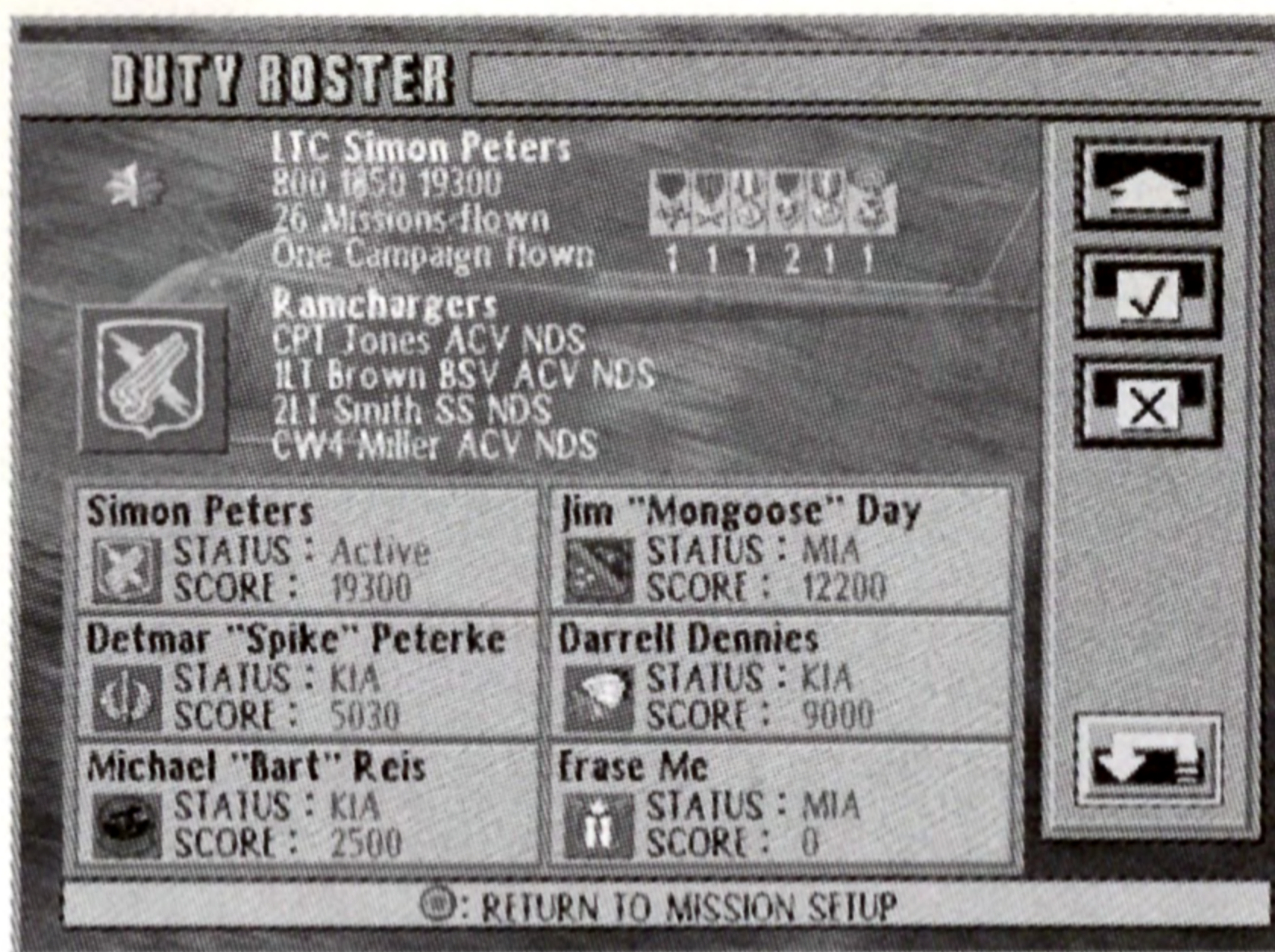
The summary clipboard, which is always displayed on the Mission Setup screen, shows information on the current pilot, unit, performance and brief mission details.

Duty Roster



As a new pilot, your first step is to get your name up on the Duty Roster. You also have the opportunity to select your squadron unit Insignia and its Nickname.

➤ From Mission Setup, select the Duty Roster icon.

The Duty Roster screen now appears.



The top section of this screen displays information on the currently selected pilot. You can move the highlight around the available pilots. For now, you just want to get your name on the Duty Roster (for a detailed description of the Duty Roster, see pages 14–15.)

- Press **Left** to select “Erase Me.”
- Press  to erase the current pilot.
- Enter your name using the on-screen keyboard. Follow the instructions that appear on the title bar at the bottom of the screen.
- Next, you will be given the chance to Select Unit Patch. **Up/Down/Left/Right** will cycle through the available unit patches. Press  to select one.
- Next, you will be given the chance to Enter Unit Name. To enter a unit name, follow the same procedure as Enter Pilot Name.

You will notice that the pilot’s Name, Unit and Insignia now appear at the top of the Duty Roster.

- Select Return to Mission Setup from the bottom right side of the screen.

Theatre of Duty

- From Mission Setup, select the Theatre of Duty icon.

The Theatre of Duty screen overlay will now appear.

- There are simulated training sites available for either of the two theatres: the Persian Gulf and Central Europe. Select one of these sites. You will automatically return to Mission Setup.

Mission Type

- From Mission Setup, select the Mission Type icon.

The Mission Type screen overlay will now appear. At the bottom right of the screen are four mission types: Training Mission, Single Mission, Flight Mission and Campaign Mission. At this stage of the game, you can only select Training or Single.

- Select Training by pressing .

Once you have made your selection, you will automatically return to Mission Setup.

Mission Briefing

You are now ready to start the Training flight.

- From Mission Setup, select the Mission Brief icon.

The Mission Brief screen will appear along with a clipboard for the current mission.

You will be looking at the first page of your Mission Orders. Since this is a training mission some of the information will be abbreviated; however, note some important areas. The first page of your Mission Orders contains information about the “Primary Mission” and “Secondary Missions.” Review the type or nature of the missions. Additionally, the position of your base and FARP are also indicated.

Please note that the map coordinates are read military fashion, “right & up.” The first number listed is on the horizontal scale, and the second on the vertical scale.

(For example, 00/16 is in the upper left corner.) Remember that maps are never 100% accurate. This is especially true when sighting mobile units.

➤ Select the next page icon.

The next page of your Mission Orders appears. This lists the support data about the flight conditions and any intelligence reports.

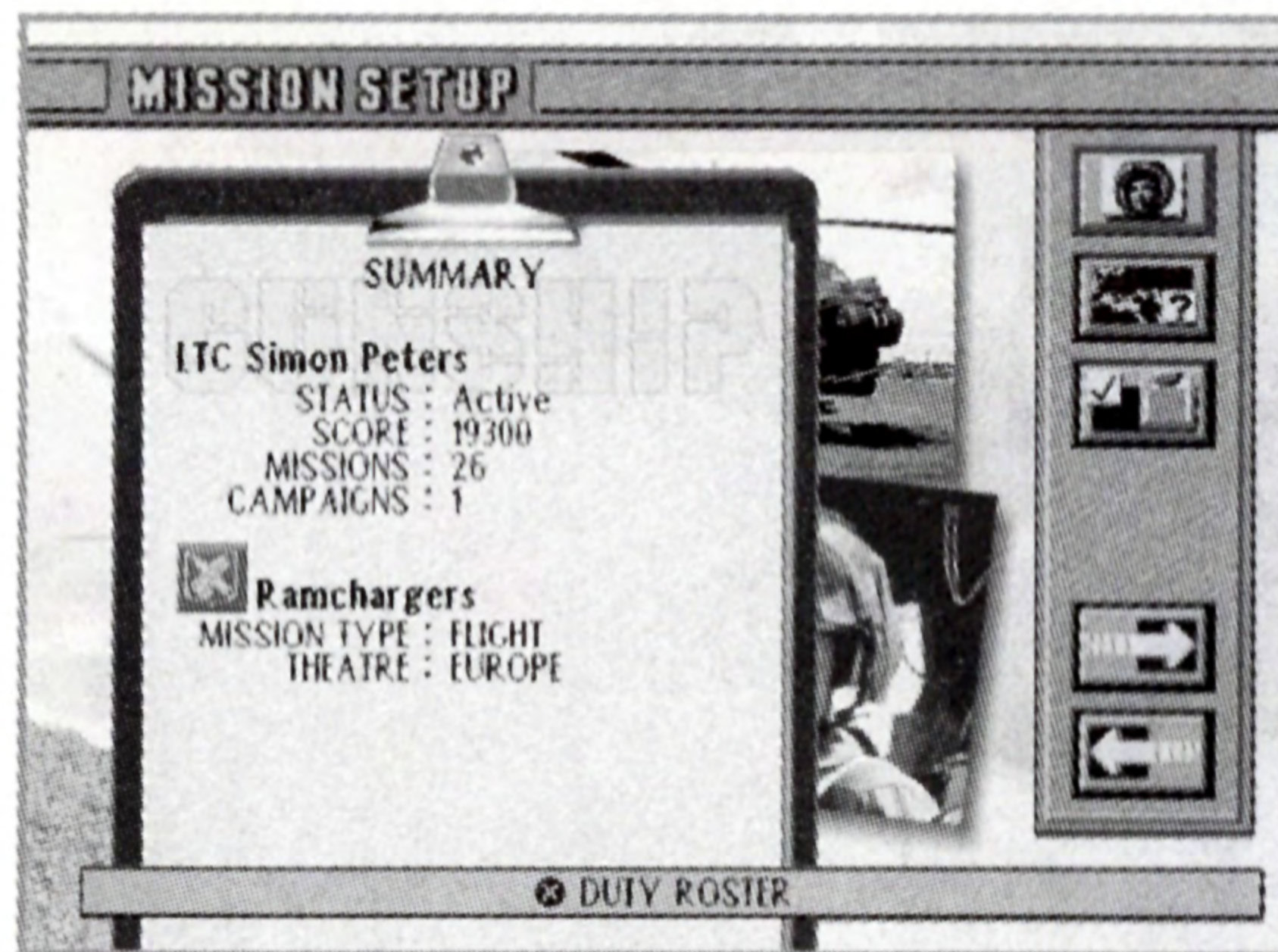
➤ Press the next page icon.

The mission map appears. This map indicates the relative positions of the Primary Mission (P), Secondary Mission (S), your Base (B) and FARP (F).

Additionally, the map details the major terrain features and other areas of interest.

The final page of the Mission Orders clipboard may show up to three options: Decline Mission, Suspend Campaign and Abort Campaign. For the purposes of this tutorial, simply ignore this page.

To review the Mission Orders, you may sequentially leaf through the pages any number of times.



When *Gunship* is first loaded, all of the settings are at their easiest. Let's leave them this way for the flight. Your helicopter will be suitably armed, so there is no need to make any adjustments. Let's go straight into the action.

➤ Select the Begin Mission icon.

THE TRAINING MISSION

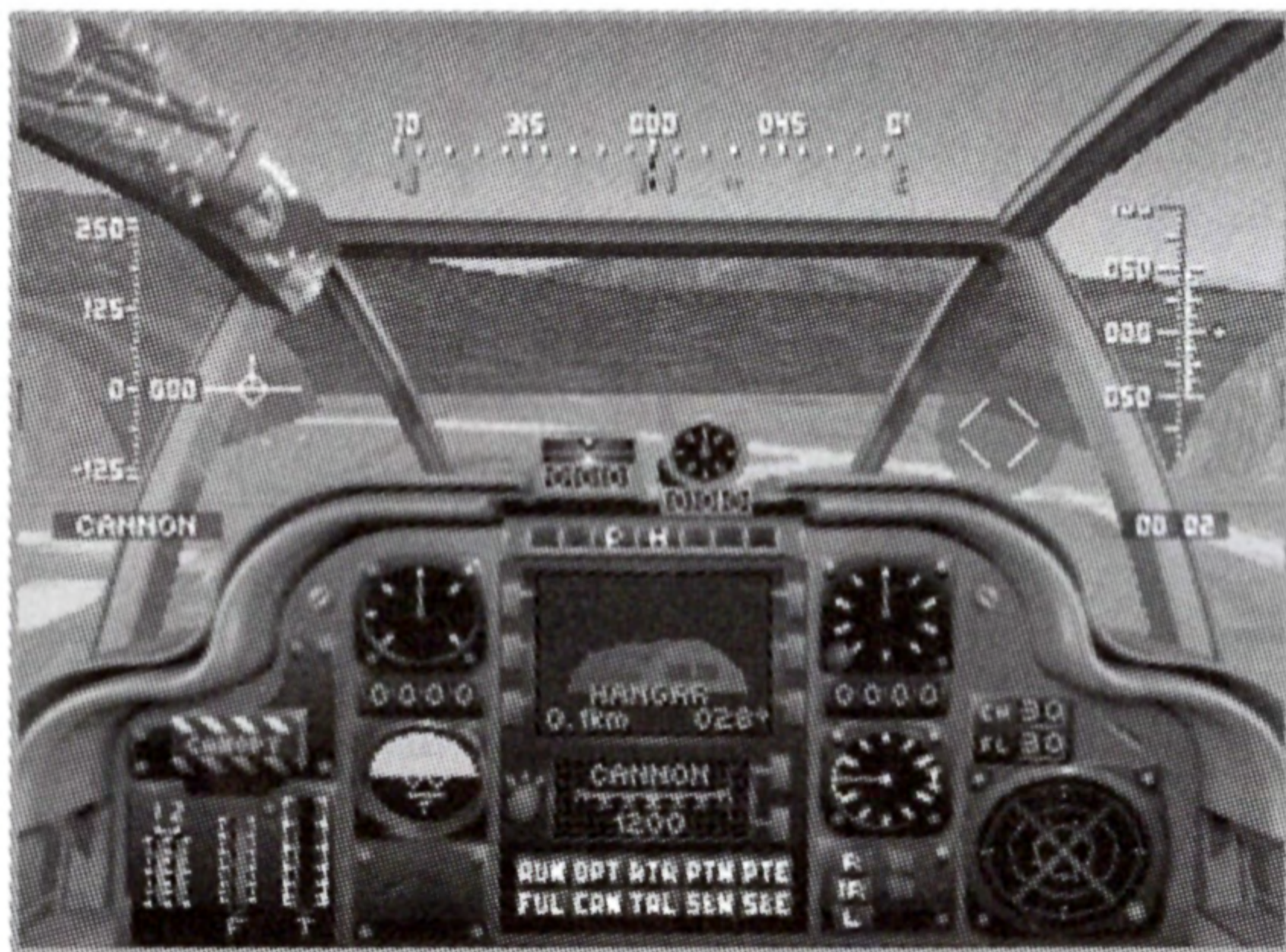
AT THE CONTROLS

You begin the Training Mission on the ground, at your base, at the controls of an AH-64A Apache. You have a pilot's eye view of the world as you look out over the cockpit gauges and indicators.

You will start the training mission by taking off from your base and end it by landing back at your base.

Getting Airborne

First locate the **Start** button on your controller. This button pauses the game. You're advised to read a section of this guide, perform the actions, pause the game, then read on.



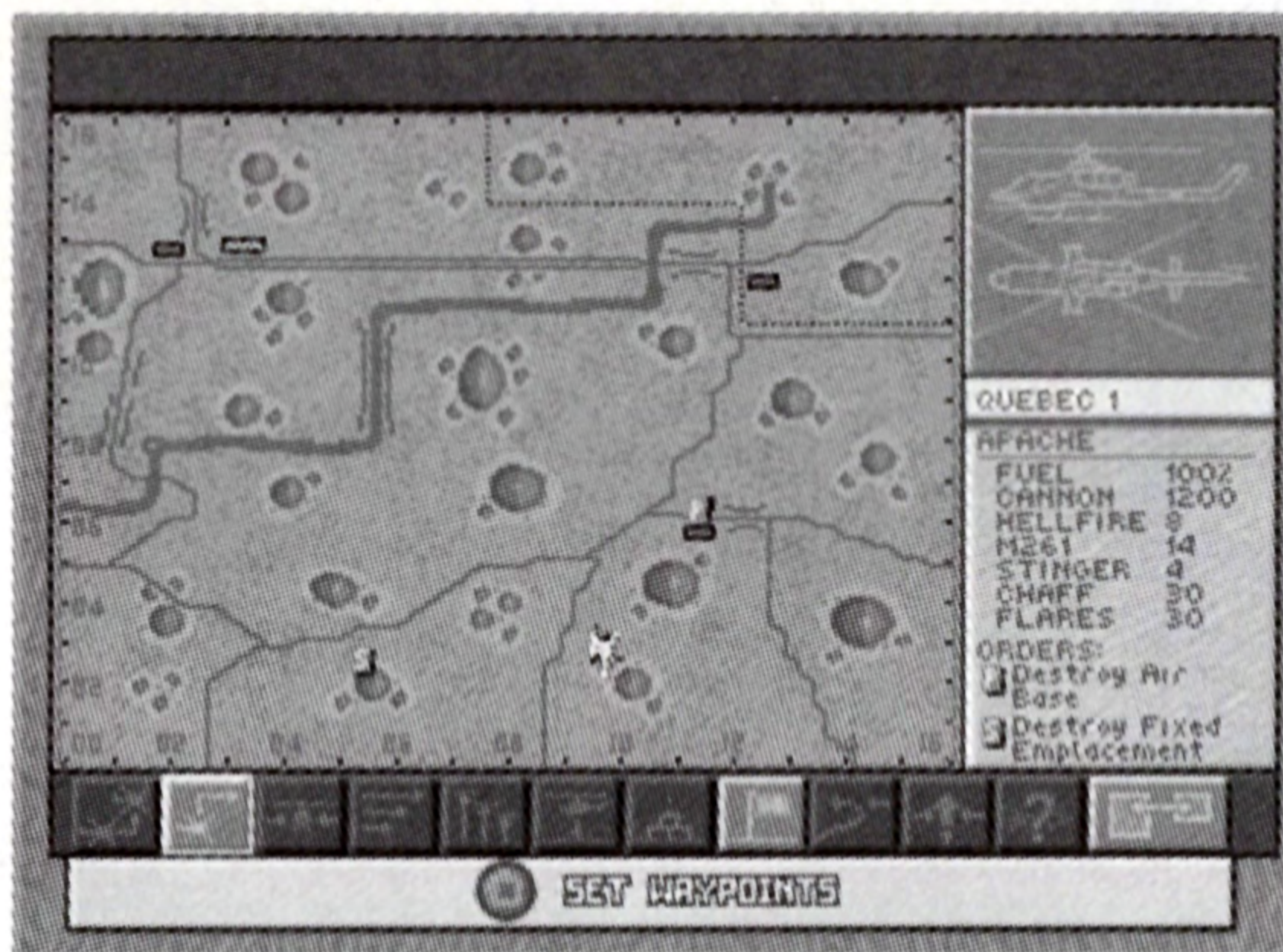
Vertical movement is controlled by the Collective.


- Press and hold down the Collective Up (**R1**) button until the Apache starts to gain lift.
- When the altitude reaches approximately 200 feet, release the Collective Up (**R1**) button to stabilize the lift.

Horizontal movement is controlled by the Cyclic (**Up/Down/Left/Right**).

- To move forward, push **Up**. You now start to gain speed. By pushing fully forward, the maximum speed for that altitude is attained.
- Next, push slightly to the right. You bank and turn to the right. If you do the opposite, you bank and turn to the left.

MAP VIEW

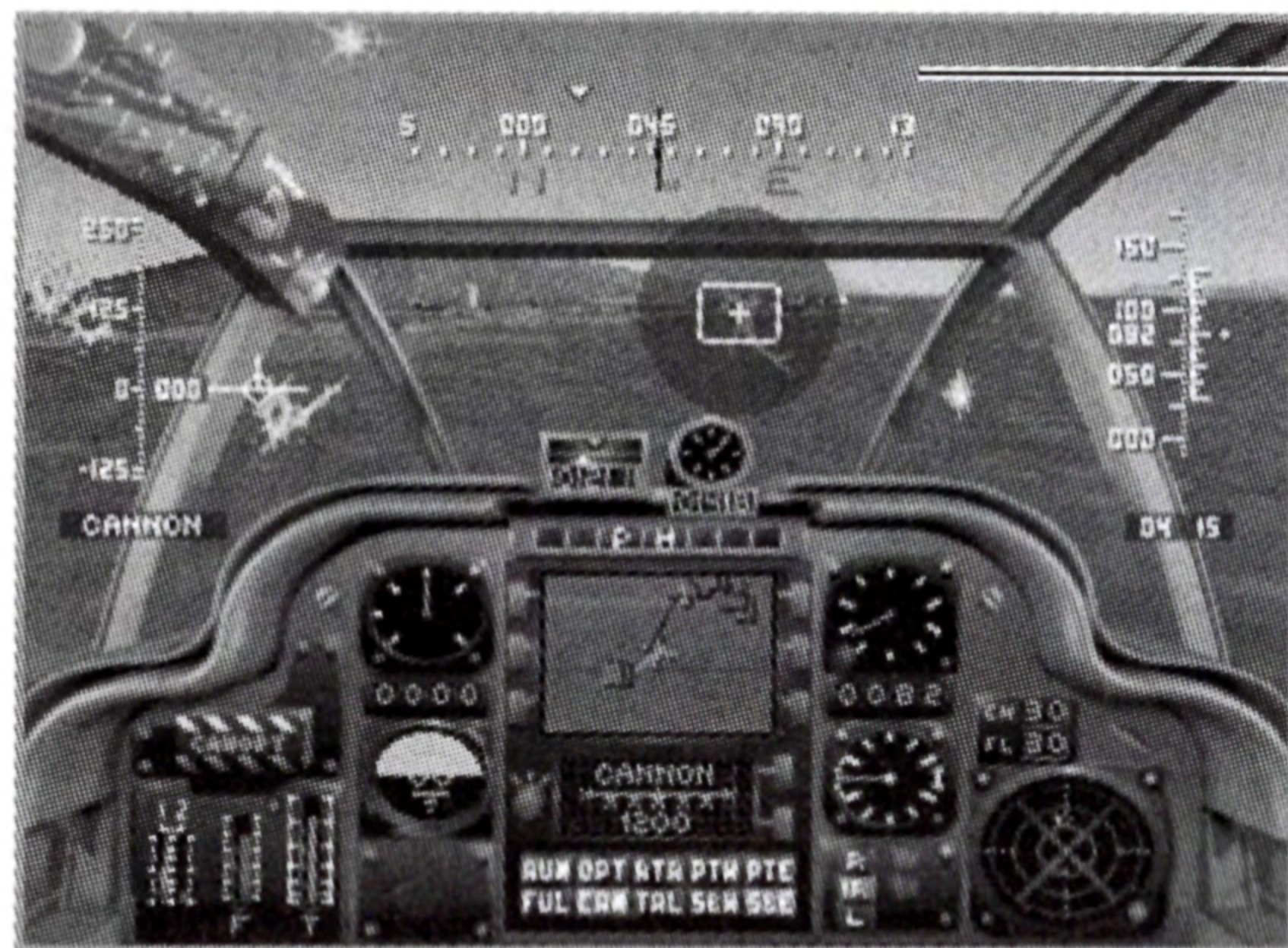


- Hold down **Select** and press  to select the Map View. The GPS (Global Positioning System) map now appears. Don't worry, your Apache doesn't crash while you're viewing the map—the action is suspended.

The GPS map displays the entire world in which you're flying. Notice that it matches the map you reviewed in your Mission Orders. Examine the map and locate the position of your Apache and the mission targets.


Let's use the Apache's INS System to navigate to the target.

- Press **X** to position your first waypoint. A cursor will appear on the map screen. Using the controller, position the cursor over the first Primary Objective, and press **X** again to position your first waypoint. Now press **○** to complete your waypoint selection. Your position has now been entered into the INS System.
- You can check the map at any time during a flight to verify positions. For now, hold down **Select** and press **□** to return to the cockpit view.




- The heading for the Primary Mission is displayed in the INS Indicator. More than likely, your true heading is different from the INS heading. Bank the Apache towards the INS heading indicator until the indicator is aligned with the triangle above the scale. This new heading will take you to the first Primary Mission for gunnery practice.

WEAPON SELECTION

Your Weapons Indicator (located at the lower left) should display “Cannon.” If not, press Weapon Select  until it displays “Cannon.”

TARGETING


Before you can fire at an opposing unit, you must be locked onto the target. Look at the Threat Display (it’s located in the lower right-hand corner). If you’re flying in the correct direction, there should be a red dot directly ahead. If not, adjust your flight path. Check the map to verify the placement of your waypoint.

- The target should be displayed, along with its identification, true heading and range data, in the MFD (located in the center of the cockpit). If you are not locked onto the target, tap the Acquire/Next Target button .

Within view, you will see a green circle. This is called the Reticle Ring. Inside this ring will be a broken diamond shape. This shape indicates the current target is out of range. Keep flying toward the target.

TAKING THE SHOT

When the target enters maximum range for the cannon, the diamond shape changes to a Target Box. As the range decreases, the Reticle Ring increases in size, indicating an increase in weapon accuracy.

- When the range reaches about 700 meters and the Reticle Ring turns yellow, you should open fire by pressing . You don’t have to aim the cannon, since it automatically tracks the target. After a few rounds, the target is knocked out; you’ll see its telltale explosion in the distance.

RETURN TO BASE

- Select the Map View, and set the INS System for a heading to the base.
- Fly the Apache to a position directly over the base's helicopter landing pad. When in position, pull back on the cyclic (**Down**) and allow your speed to drop to zero.
- Now, press the Collective Down (**R2**) to start a slow descent on to the base. (Don't worry, you can't crash on this flight.)
- Upon touchdown, disengage the rotor (hold down **Select** and press **R1**), and the rotor slows to a stop. You'll be asked if you want to end the mission. Press **Start** to accept. This training flight is now at an end.

If you wish to save your pilot details, go to the Duty Roster screen. Select Save Duty Roster and follow all on-screen prompts.

LOAD AND SAVE INSTRUCTIONS


You can save and load game information from the Duty Roster screen.

Save Game

- Highlight and select the Save Duty Roster icon.
- Using the controller (**Up/Down/Left/Right**), highlight a save game slot. Press  to save game information.
- If the memory card has not been used before, you will need to press  to format it.

Load Game

- Highlight and select the Duty Roster icon.
- Using the controller (**Up/Down/Left/Right**), highlight the required load game slot. Press  to load game information.


- If all the game slots are full, you can delete a previously saved game by selecting its slot and pressing .

Remember, DO NOT try to insert a Memory Card during Loading/Saving.

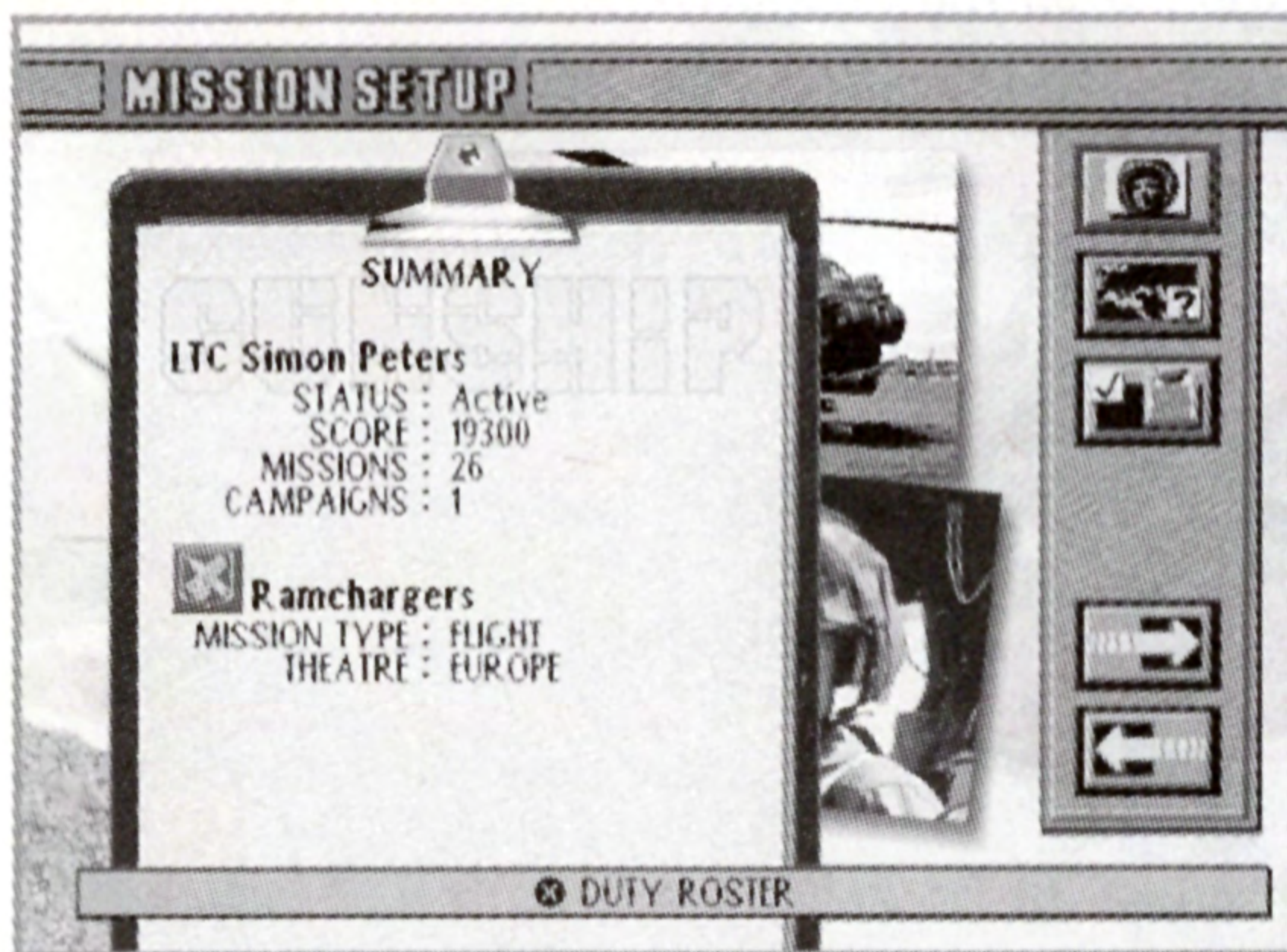
OPERATING INSTRUCTIONS

MAKING SELECTIONS

Gunship provides for a large number of game options. These are presented in various screens in the form of icons or in a menu format.

When a screen first appears, the highlight will be positioned over a menu selection or over an icon. You move the highlight or change the menu selection by using the controller (**Up/Down/Left/Right**). Select by pressing .

MISSION SETUP



All action commences from the Mission Setup screen. From this screen, the selections are made that determine the nature of your upcoming mission(s).

There are five icons located in the icon bar to the right of the screen, and these are accessed to make the various mission selections.

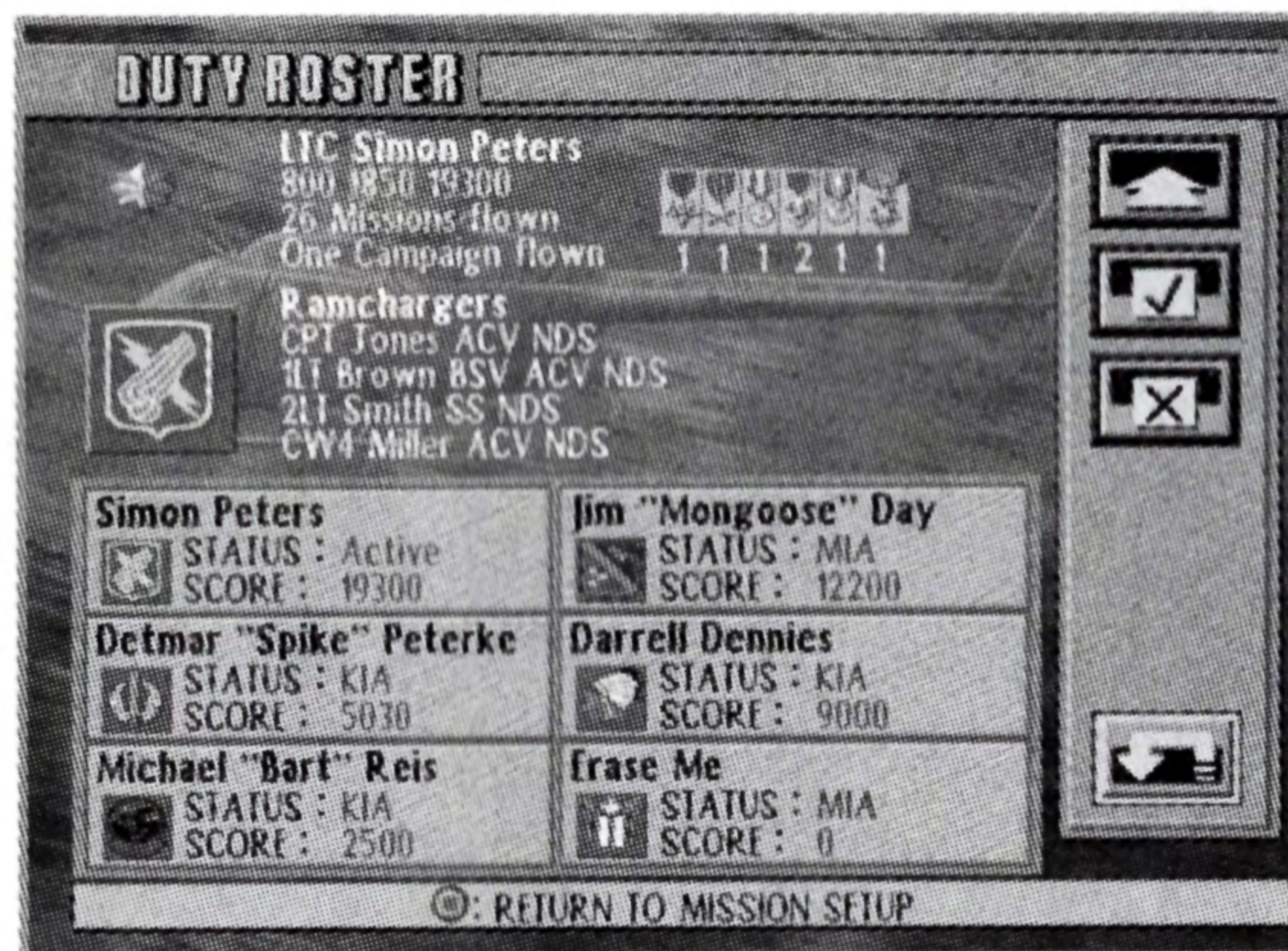
DUTY ROSTER

➤ Select the View Duty Roster icon.

The Duty Roster is used to show the name of active pilots and flight members, if any, for the upcoming mission.

It shows the pilot's name, rank, unit insignia, unit nickname, decorations awarded (numerals indicate multiple awards), missions flown and career score(s). If the pilot is a flight commander, the flight members are also listed along with their name, rank and decorations.

Ranks: Throughout a career, a pilot, including flight members, can advance through the ranks from Warrant Officer Candidate all the way up to Brigadier General. Ranks are indicated by a military abbreviation or by the actual rank insignia.



The military abbreviations correspond to the following ranks in order of achievement:

WOC: Warrant Officer Candidate
W01: Warrant Officer, W-1
CW2: Chief Warrant Officer, W-2
CW3: Chief Warrant Officer, W-3
CW4: Chief Warrant Officer, W-4
2LT: Second Lieutenant
1LT: First Lieutenant
CAP: Captain
MAJ: Major
LTC: Lieutenant Colonel
COL: Colonel
BG: Brigadier General

Decorations: For exemplary service, a pilot, including flight members, are awarded decorations up to and including the Congressional Medal of Honor. Decorations are displayed by an abbreviation and by the actual medal.

The abbreviations correspond to the following decorations:

NDS: The National Defense Service Medal—awarded for successfully completing training.
PH: The Purple Heart—awarded for wounds received in combat.

The following decorations are awarded for heroism and valor, and are listed from least difficult to achieve to the highest:

ACV: The Army Commendation Medal for Valor
AMV: The Air Medal for Valor
BSV: The Bronze Star for Valor
SS: The Silver Star
DSC: The Distinguished Service Cross
CMOH: The Congressional Medal of Honor

Career Records: There are three numerical values that summarize a pilot's career records. They represent, from left to right, last mission, best mission and total career.

Status: Pilots, and consequently their flight members, are classified by the current flight status. Only "Active" pilots can be posted for duty.

Active: Currently on active duty and good to go.

You can have up to six "Active" pilots on the Duty Roster.

Retired: If you are successful enough to achieve the rank of Brigadier General, your country will ask no more of you.

MIA: If your helicopter goes down behind enemy lines, there's a chance you'll be lost or captured. As a result, you'll be classified as "Missing in Action."

KIA: If your helicopter suffers a catastrophic crash, there's a chance you won't walk away from it. As a result, you'll be classified as "Killed in Action."

Campaigns: If your pilot and flight are currently engaged in a campaign, that information is displayed. Campaigns must be resolved before any other mission (except training) can be flown.

New Pilot: If you are creating a new pilot, you must permanently erase an existing pilot from the Duty Roster; so be careful who you select for erasure.

- An "Erase Me" pilot has been provided for your first entry. Select "Erase Me." Enter your name and select your squadron insignia and its nickname. Notice that your pilot's name and unit are now listed at the top of the Duty Roster. All new pilots start out at the rank of WOC.
- Selecting the Return to Mission Setup icon will return you to Mission Setup.

THEATRE OF DUTY

➤ From the Mission Setup screen, select the Theatre of Duty icon.

The Theatre of Duty window appears.

➤ There are simulated training sites available for either of the two theatres: the Persian Gulf and Central Europe. Select either The Persian Gulf or Central Europe. You will now return to Mission Setup.

Persian Gulf: The Iraqis are a well-equipped foe. They possess a high degree of commitment and won't easily waiver.

Central Europe: This region is the greatest challenge since you are up against the best Russian renegade forces have to offer. The region remains unstable.

MISSION TYPE

➤ From the Mission Setup screen, select the Mission Type icon.

The Mission Type window appears. In the bottom of the Mission Type window, there are four option bars.

Option 1 — Training Mission:

These missions are conducted at the training center and are constructed to simulate the Theatres of Duty. The opposing forces are always positioned in the same manner so that various weapons and tactics can be tested.

Training missions simulate all helicopter operations with the following exceptions:

No Damage: You can't be hurt, as all of the opposing shots are simulated, and you walk away from all crash landings. However, the opposing weapons do behave normally, so you can still practice defensive measures.

Career Record: The Training mission does not count as a mission flown; you don't receive any score, promotion or decorations for heroism and valor.

Training missions can be flown at any time during a pilot's career and, in fact, are the only alternative mission type that can be selected if a pilot is currently engaged in a Campaign. New pilots are not required to select Training, but if you do, at least you'll receive quick promotion to W01 and the NDS medal.

Option 2 — Single Mission:

These missions send you out in a single helicopter against a real opposing force. While any pilot can fly these missions, pilots of any Warrant Officer rank are limited to Single helicopter missions.

During Single Missions, you're assigned a Primary and, more than likely, a Secondary mission. These missions can either be Point Attack or Search & Destroy.

Point Attack: You're directed to a specific target or targets with the objective to eliminate the targets.

Search & Destroy: The specific location of the targets is unknown or the targets are moving. You need to search the area described in your orders to find the target units with the objective to eliminate them.

Option 3 — Flight Mission:

Once you have received your commission (ranks of Second Lieutenant and above), you are then eligible to command a multiple-helicopter flight. The other pilots in your flight are assigned to you from the force pool and stay with you for the duration.

As with Single Missions, you're assigned overall missions. The missions include the two described above plus Deep Strike, Tactical Support, Search & Rescue and Recon.

Deep Strike: You're directed to a target or targets deep in enemy territory. HQ will take care of getting you to the "passage point," but you must take it from there.

Tactical Support: You're called upon to pick up or deliver troops or supplies to the battle area. A UH-60K/L Blackhawk must be on tap to successfully complete these missions.

Search & Rescue: Friendly forces are in need of extraction, but must first be located. The UH-60K/L Blackhawk must be on tap to successfully complete these missions.

Recon: The scouts lead the way here, as you're ordered to see what's out there. The OH-58D Kiowa Warrior, AH-66A Comanche or AH-6G Defender must be on tap to successfully complete these missions.

Option 4 — Campaign Mission:

This is a theatre-wide commitment for the long haul. You're placed in a situation of continuous combat where mission after mission is thrown at you and your flight.

MISSION BRIEFING

➤ From the Mission Setup screen, select the Mission Brief icon.

The Mission Brief screen appears.

To the right of the screen is an icon bar containing four icons. These are Next Page, Helicopter Arming, Mission Difficulty and Begin Mission.

The Mission Orders clipboard will automatically rise up the screen. You will be looking at the first page of your Mission Orders. In total, there are four pages of Mission Orders. Selecting Next Page moves between pages.

The Mission Orders not only detail the upcoming mission, but also provide important intelligence data about the opposing forces. It's very important to read your orders carefully.

Call Sign: You're always number "1."

Primary Mission: This is why you're being sent out. Make sure that you fully understand the components of the Primary Mission. Its general location is indicated on the mission map with a "P."

Secondary Mission: The Secondary Mission's general location is indicated on the mission map with an "S."

Base: This is where you will start and finish the mission. Its location is indicated on the mission map with a “B.”

Note that on Deep Strike missions, your base is somewhere off the mission map. You start on the edge of the world at the “Passage Point” which is expressed as two coordinate values. This is the only safe exit from the mission.

FARP: If a “FARP” is available, its location is indicated on the mission map with an “F.” You may land at a FARP to replenish fuel and weapons.

S-2 Report: The S-2 gives you his best estimate about the opposing force’s equipment. Pay special attention to the availability of opposing helicopters.

Conditions: A brief report on the weather conditions in the flight area.

Mission Map: This is the flight area for the current mission. All of the key points of interest are indicated on the map.

Please note that the map coordinates are read military fashion, “right & up.” For example, 00/16 is in the upper left corner. Remember that maps are never 100% accurate.

Decline Mission: In the event you really don’t want to fly this mission, you can opt to pass it along to someone else and request new orders. If currently engaged in a campaign, this page provides the mechanism to suspend or abort the campaign.

To review the Mission Orders, you may leaf through the pages any number of times.

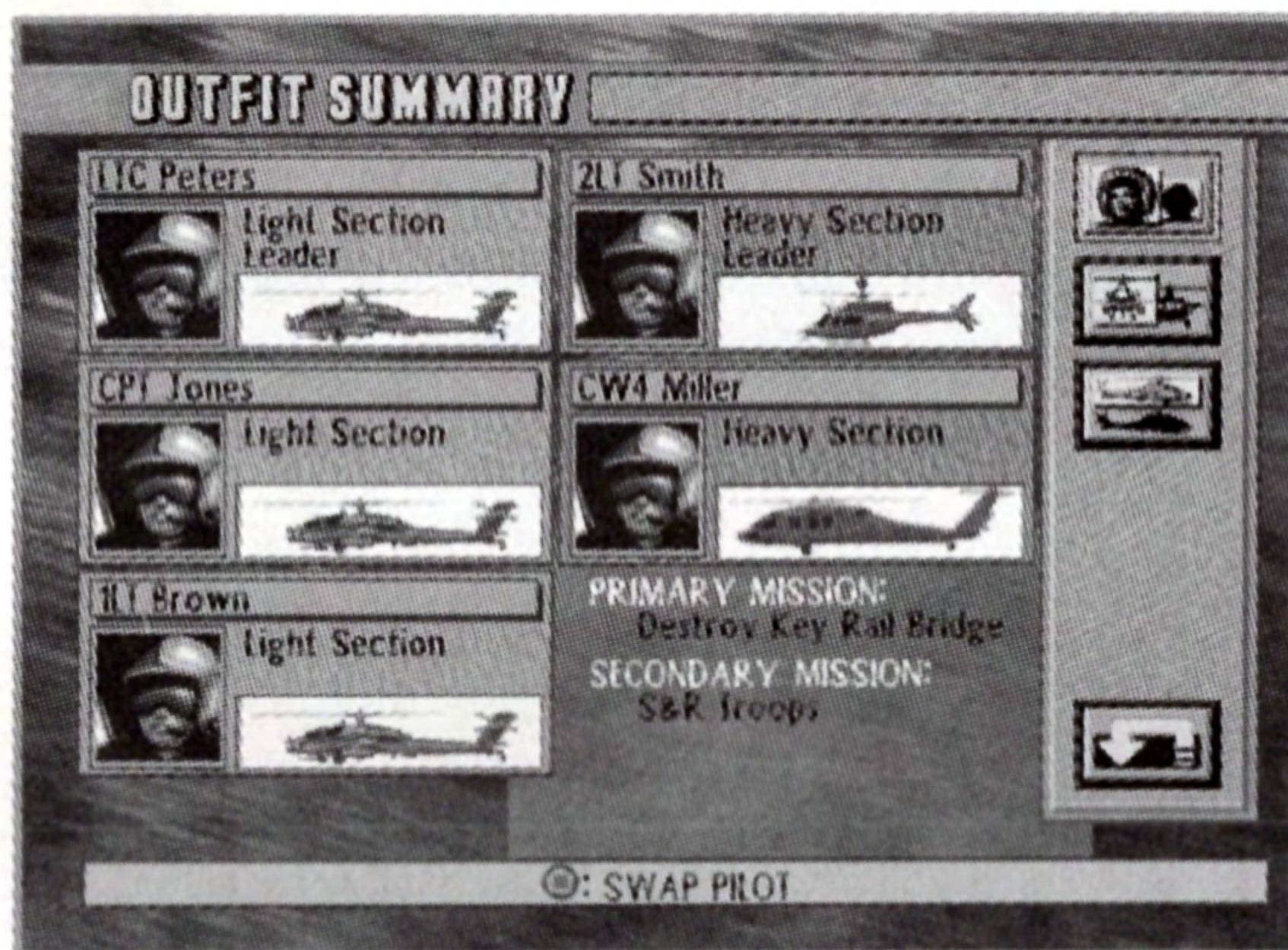
Outfit Helicopters

➤ Select the Helicopter Arming icon.

If you are flying a mission with wingmen, you will be taken to the Outfit Summary screen. If you are flying without wingmen, then you will be taken directly to the Arming screen.

Outfit Summary

The squadron armorer routinely places the recommended helicopters, with ordnance, on the flightline. You can accept his recommendations or change any or all of the helicopters and ordnance.



There is an icon bar on the right of the Outfit Summary screen. These icons are Swap Pilot, Swap Helicopter, Duplicate Helicopter and Return to Mission Brief.

As you highlight the pilots, their details and mission orders will appear in the Mission Synopsis window at the bottom of the screen, next to the Return to Mission Brief icon. If you wish to change the arming details of any of the pilot's helicopters, simply select that pilot and you will be taken directly to the Helicopter Arming screen.

Swap Pilots:

- Select the Swap Pilot icon. The border of your pilot cameo will flash. You can now move the flashing highlight to any of the pilot cameos. Select the pilot you wish to swap. Now select the pilot you wish to swap with the previously selected pilot. There's just one restriction: you must occupy the #1 position. After all, you're the flight leader.

Swap Helicopters:

- Select the Swap Helicopter icon. The border of your helicopter box will flash. You can now move the flashing highlight to any of the helicopter boxes. Select the helicopter you wish to swap. Now select the helicopter you wish to swap with the previously selected helicopter.

Duplicate Helicopters:

- You can duplicate helicopters if sufficient stores are available. Select the Duplicate Helicopter icon. The border of your helicopter box will flash. Select the helicopter you wish to be duplicated. Now select the second helicopter. The second helicopter will now have the same load as the first.

Section Leaders:

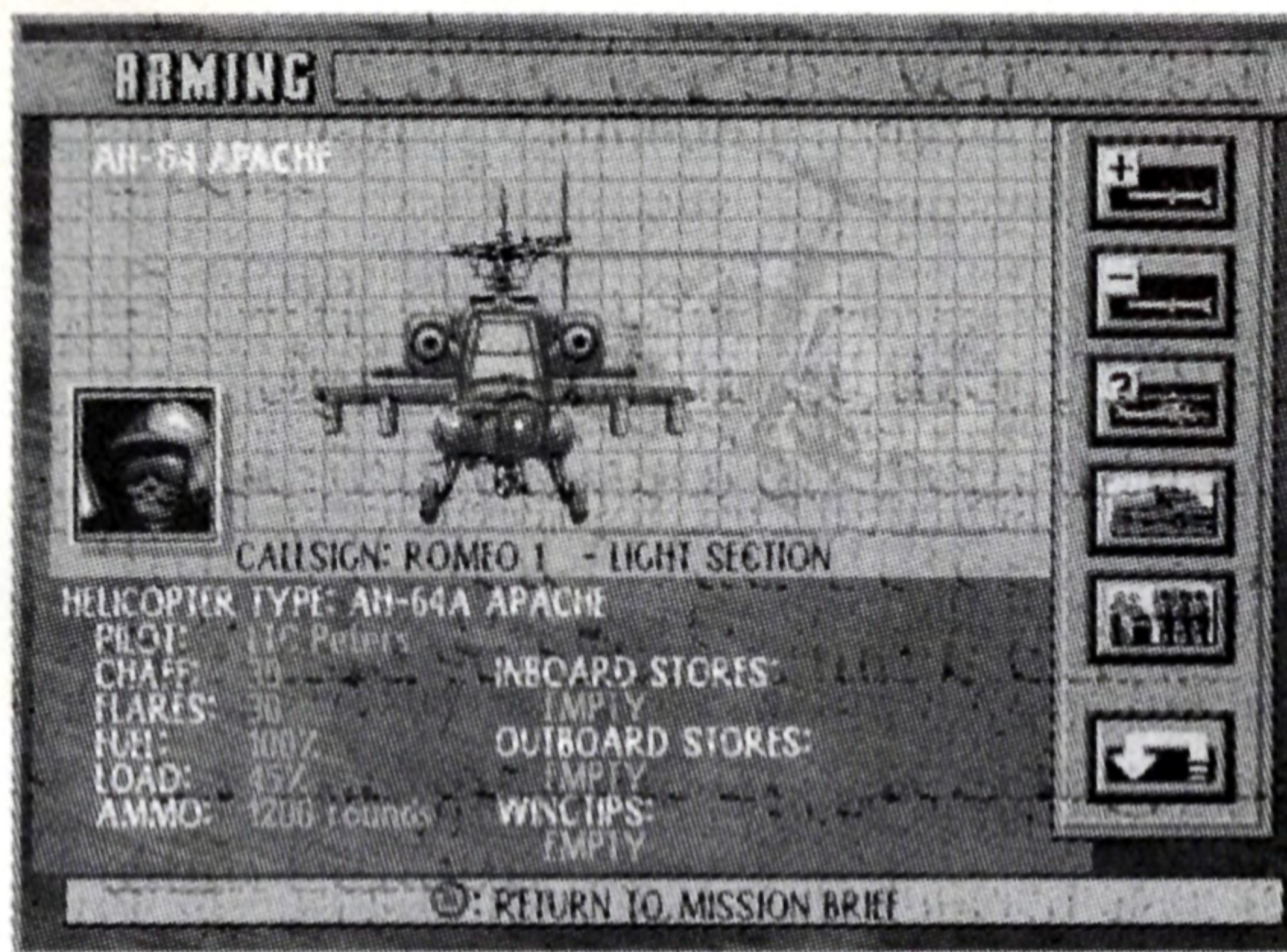
Your flight is organized into section leaders. The three pilots to the far left of the screen make up the 'Heavy Section.' The other two pilots make up the 'Light Section.' Sections fly as a single group which greatly facilitates flight commands.

To assign a pilot as section leader, select the desired pilot. The computer will automatically allocate the pilot as 'Heavy Section Leader' or 'Light Section Leader' as applicable.

The Heavy Section is identified by a blue band and the Light Section by a grey band.

Return to the Mission Briefing screen when satisfied with the mix.

Helicopter Arming



If you are flying alone, access the Helicopter Arming screen by selecting Helicopter Arming from the Mission Brief screen. If you are flying with wingmen, access Helicopter Arming by following the instructions detailed in Outfit Summary.

Add Weapons:

- Select the Add Weapons icon. The Add Weapons window will appear.
- Using **Left/Right** you can cycle through the available weapons. Select a weapon with the **X** button. You will be able to select the area of the helicopter where you wish to mount the selected weapon with the **Up/Down** buttons.

For cannon, chaff and flares, the weapon loading process is slightly different. After selecting one of these weapons, pressing **Up** will load the maximum number of chaff/flares. **Down** will load zero chaff/flares. **Right** will add chaff/flares in single increments. **Left** will remove chaff/flares in single increments.

Most helicopter weapons are balance loaded; whenever you add or subtract a weapon to one position, its twin automatically loads on the opposite wing. The Defender and Kiowa Warrior are exceptions; their pylons can carry different weapons.

Remove Weapons:


- Select the Remove Weapons icon. The Remove Weapons window will appear.
- Cycle through the weapons list using **Left/Right**. Simply select a weapon to remove it.

You can choose to remove all weapons if you wish.

Change Helicopter:

- Select the Change Helicopter icon. The Change Helicopter window appears.
- Cycle through the available helicopters using **Left/Right**. Simply select the helicopter you desire. New helicopters always arrive on the flightline “clean” (without ordnance).

Adjust Fuel:

- Select the Adjust Fuel icon and press . The Fuel window appears.
- Press **Up** to load the maximum amount of fuel. Press **Down** to remove all fuel. **Right** will load fuel in 50 unit increments. **Left** will remove fuel in 50 unit increments.

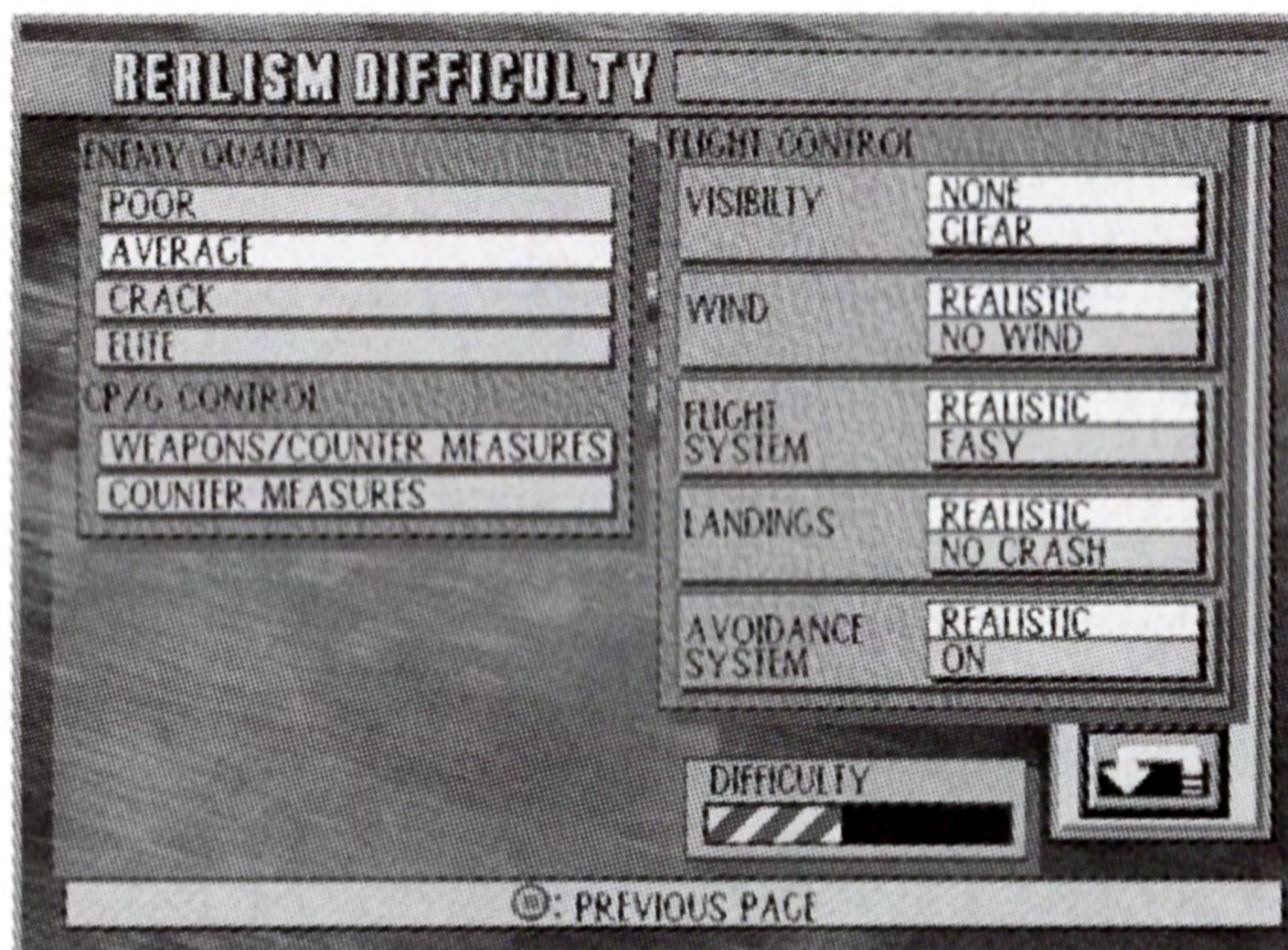
Load Infantry and Cargo:

- If you are piloting a Blackhawk helicopter, you can load cargo or squad members. Select the Load Infantry and Cargo icon. The Load window appears.
- Using this option you can load cargo or squad members. Use **Left/Right** to cycle between cargo and squad. Simply select cargo or squad as you require.

All helicopters are rated for a maximum load capacity; this value is expressed as a factor of 100%. The load capacity is automatically calculated for each helicopter, but of course

varies by the theatre and mission conditions. As you change weapons or increase/decrease Fuel or Ammo, the load capacity changes. A load of less than 100% is desirable since more reserve power is then available.

MISSION DIFFICULTY



- From the Mission Brief screen, select the Mission Difficulty icon. The Mission Difficulty screen will appear.

This screen allows you to determine the overall “reality” or difficulty of the upcoming mission.

Enemy Quality

This determines the competency level and training of the opposing forces.

Poor: A good first opponent for new pilots.

Average: These are your basic everyday troops.

Crack: These guys know their business and are a real challenge.

Elite: You need to be exceptionally quick and skillful to get the upper hand.

Co-Pilot/Gunner (CP/G) Controls

This assigns duties to your invisible CP/G and enables you to concentrate on other activities.

Weapons/Counter Measures: The CP/G will automatically fire all weapons. The CP/G additionally activates the appropriate countermeasures systems as needed.

Counter Measures: The GP/G controls just the countermeasures systems.

Flight Control

These options set the flight difficulty parameters for your upcoming mission. In Easy Flight, your collective is self-trimming, (i.e., when you release the collective up/down buttons (**R1/R2**), the altitude instantly ceases to change).

Visibility

Realistic: Visibility can be limited by battlefield/weather conditions.

Clear: Visibility is unlimited.

Wind

Realistic: The wind is blowing across the battlefield at the velocity and bearing indicated in the Mission Orders.

No Wind: The flight conditions are calm and serene.

Flight System

Realistic: Here the pitch, roll, altitude and airspeed affect lift as in a real helicopter.

Easy: The pitch, roll, altitude and airspeed of the helicopter have no effect on lift. No matter how you maneuver the cyclic Controller (**Up/Down/Left/Right**), lift and, therefore, your altitude is unaffected. The collective is the only control that affects lift and altitude.

Landings

Realistic: Landings need to be within the design specifications of the helicopter.

No Crash: All landing attempts will be perfect.

Avoidance System

Realistic: You're on your own, so keep alert. The radar altimeter is probably your best friend.

On: The helicopter automatically avoids crashing into hillsides. The system avoids the objects by gaining altitude.

Difficulty Bar

The combination of theatre, mission type and switch settings determines the overall difficulty level of the upcoming mission. When the black and yellow bar is completely to the right, the mission is at the hardest difficulty setting. The indicator is not illuminated, regardless of the settings, for Training Missions as no score is awarded.

Note: The difficulty level of the Quick Fire game cannot be adjusted.

SIMULATION CONTROLS AND VIEWS

SIMULATION CONTROLS

Pause

Press the **Start** button to freeze the action and enter the Pause Menu.

Views Menu

This option allows you to adjust the current internal or external view.

Objectives

Selecting this option will show your current primary and secondary objectives.

Last Message

The other section leader or pilots communicate with you during the course of a mission. These messages stay visible for only a short period of time. If, for some reason, you are unable to review an entire message (you could be busy with some bad guys of your own), select Last Message from the Pause Menu.

Salvo Size

Select Salvo Size from the Pause Menu to set how many missiles are fired in a shot. The Salvo Size can be set at x1, x2 or x4.

Low Limit

Select Low Limit from the Pause Menu. The Low Limit is the minimum height that the helicopter will fly at when autopilot is engaged. The Low Limit can be set between 50 feet and 250 feet and can be adjusted in 50-foot increments.

Jettison Weapon

Select Jettison Weapon from the Pause Menu to jettison the weapon currently selected.

Sound Options

All Sound Options are accessed from the Pause Menu.

You can select Rotor Sound on/off, the Warning Sounds setting and the speech settings. You can also adjust the volume of the music and sound effects. In addition, you can toggle between the available CD music tracks.

Abort Mission

Select Abort Mission from the Pause Menu to end the current mission. You can't use this to escape from impending disaster, and the results do count as a mission flown.

SIMULATION VIEWS

Gunship offers a number of different points of view while flying. You can jump from inside the cockpit to a point of view outside or even ride a Hellfire into its target. You can access different views from the 3-D, or you can change views by selecting Views in the Pause Menu.

To change views, hold down the **L2** button and press **Left/Right** to cycle through the available views.

Cockpit

This is your normal from-the-cockpit view. From this, you see the gauges and controls of the cockpit panel. While in the cockpit view, you can adjust the view angle by holding down **L2** and pressing **Up/Down**.

Mast

The OH-58D Kiowa Warrior, MD530G Defender and AH-64B Longbow Apache are equipped with mast-mounted sights. They're used to peer over the tops of obstacles, safe from opposing weapons. They're best employed from hover mode (the auto-hover mode holds your position) as you really can't mask behind terrain in forward flight. When activated, the controller is used to rotate the sight, left or right, through 360°, not to control helicopter flight.

Left View

The view to the left of your helicopter.

Right View

The view to the right of your helicopter.

Chase View

You are positioned just behind your helicopter.

Flight Chase View

You're positioned just behind one of your pilot's helicopters looking past it at whatever lies ahead. Select again to shift your view to the next helicopter.

Tactical View

You're positioned just behind your helicopter, looking past it at the target. This view automatically rotates and pans to keep both the helicopter and target in view.

This view is helpful when engaging air targets, and is also useful if you want to return for a second or third pass at a ground target. It's probably wise to return to the cockpit before firing, so as not to waste ammunition.

Reverse Tactical View

You're positioned just behind your helicopter's target, looking past it at your own helicopter.

Remote View

You're positioned just off from your helicopter; your helicopter continues its flight. This view automatically rotates and pans to keep your helicopter in view.

Missile View

You are positioned behind the weapon just launched.

MAP OPTION

Map View

The GPS map displays the entire world in which you're flying in low and high scales.

This map displays the positions of all friendly units and of sighted opposing units. Current sightings display in bright red, while old sightings display in dark red. Remember that the opposing forces may be moving. The different terrain features are depicted on the high-scale maps.

Map Scale

Select the Scale icon to change the scale of the map. The low scale maps depict specific terrain features (e.g., actual hills). The displayed area is scrolled by selecting "scroll map" and using the controller (**Up/Down/Left/Right**). A reduced version of the large scale map displays in the upper right corner; the yellow indicator "boxes" the display area.

HELICOPTER CONTROLS

FLIGHT CONTROLS

A number of controls and flying aids are available to you as a pilot. But, do not use this section as a guide to flying (see later).

Cyclic Stick

Pushing **Up** pitches the helicopter's nose down.

Pulling **Down** pitches the helicopter's nose up.

Pushing **Left** or **Right** rolls the helicopter in that direction.

A downward pitch moves the helicopter forward.

A large down pitch causes a faster dive in Realistic Flight mode.

An upward pitch moves the helicopter backwards.

Rolling the helicopter left or right at extremely low speeds (under 10 knots) causes the helicopter to rotate left or right. At low speed (under 40 knots), it causes a skid or "sideslip" left or right. At medium or high speed, it causes a banking turn left or right.

The Artificial Horizon Gauge shows the current pitch and roll of the helicopter.

Collective

Lift keeps the helicopter airborne. In level flight, increasing the collective causes the helicopter to ascend, while decreasing the collective causes the helicopter to descend.

The current level of the collective is measured as "torque." When raising or lowering the collective, the engine torque/throttle is automatically adjusted.

To raise or lower the collective, press the Collective Up (**R1**) or the Collective Down (**R2**).

The Torque Gauge indicates the current level of torque.

Autopilot

Select the Autopilot (hold **Select** and press ) to engage. Touch any directional button to disengage.

When engaged, it flies you to the “active” INS waypoint; if no waypoints are set, the Autopilot doesn’t engage. When engaged, the Autopilot locks in your current altitude and speed. However, if your altitude is less than the Low Limit, the Autopilot climbs the helicopter to that altitude.

The Autopilot Indicator Light illuminates when it’s engaged.

Warning: the Autopilot doesn’t avoid hills or obstacles (unless Collision Avoidance is engaged); it flies a straight line from waypoint to waypoint.


Next Waypoint

Press  to cycle through to the next waypoint. This can be selected while the Autopilot is engaged.

Bay Open/Close

This is a copilot function and occurs automatically. The Bay Indicator Light is illuminated when it’s open.

Auto-Hover

When flying at a speed from +40 to -40 knots, engaging Auto-hover (hold down **Select** and press ) automatically places the helicopter in hover mode; your speed is automatically reduced to zero. The collective controls can be used normally, but Auto-hover doesn’t allow the altitude to drop below the Low Limit. Therefore, you can’t land with Auto-hover engaged. If the cyclic stick (**Up/Down**) is moved forward or back (you may still rotate left or right), auto-hover automatically disengages.

The Auto-hover Indicator Light illuminates when it's engaged; it flashes when engaged at too high a speed.

Auto-hover is very useful to maintain a position during windy conditions or to unmask and quickly mask from cover. You can drop altitude like a rock, since Auto-hover holds you at the Low Limit Altitude.

MFD Cycle Through

Press **L1** to change the information displayed in the MFD. Helicopters with a single MFD have five possible displays: Navigation (heading & waypoint data), low-scale Map, Mission Orders, Weapons Status or Target Camera. The Target Camera automatically displays, overriding any other display, whenever a lock-on occurs.

For Two MFDs: Pressing **L1** and **Left/Right** will toggle between the appropriate left/right MFD.

Low Limit

Select Low Limit (from the Pause Menu) to decrease the low altitude limit in 50-foot units; it cannot be reduced below 50 feet or above 250 feet. Both the barometric and radar altimeters utilize the low limit setting as the basis for low altitude warnings. Audio and visual indicators are activated whenever the altitude falls below the low limit.

In addition to its function as a flying aid, the low limit is used to set the flying altitude of independent helicopters and/or sections.


WEAPON CONTROLS

A number of weapon controls are available. The following describes and defines how each works.

Rocket Salvo x1, x2, x4

When you have rockets selected, holding down **Select** and pressing **R2** cycles through the available rocket salvo sizes. Choose from Rocket Salvo x1, x2 or x4 (1, 2, 4) to set the number of unguided rockets that will be fired from each wing pod whenever “rockets” are used. Rockets are fired symmetrically from both wing pods, except for the Kiowa Warrior and Defender. The salvo mode is shown in the Weapons Display.

Acquire/Next Target

Press  to acquire a target or change to the Next Target. This locks onto a target or switches the current lock-on. Normally, the targeting system automatically locks onto the nearest target; this enables you to switch to an alternate target.

If no other targets are present, the lock-on remains with the current target. The target system toggles through the potential targets from nearest to farthest.



Radar Jammer, Drop Chaff, IR Jammer, Drop Flare

All these systems are controlled by the copilot/gunner.

Select Weapon

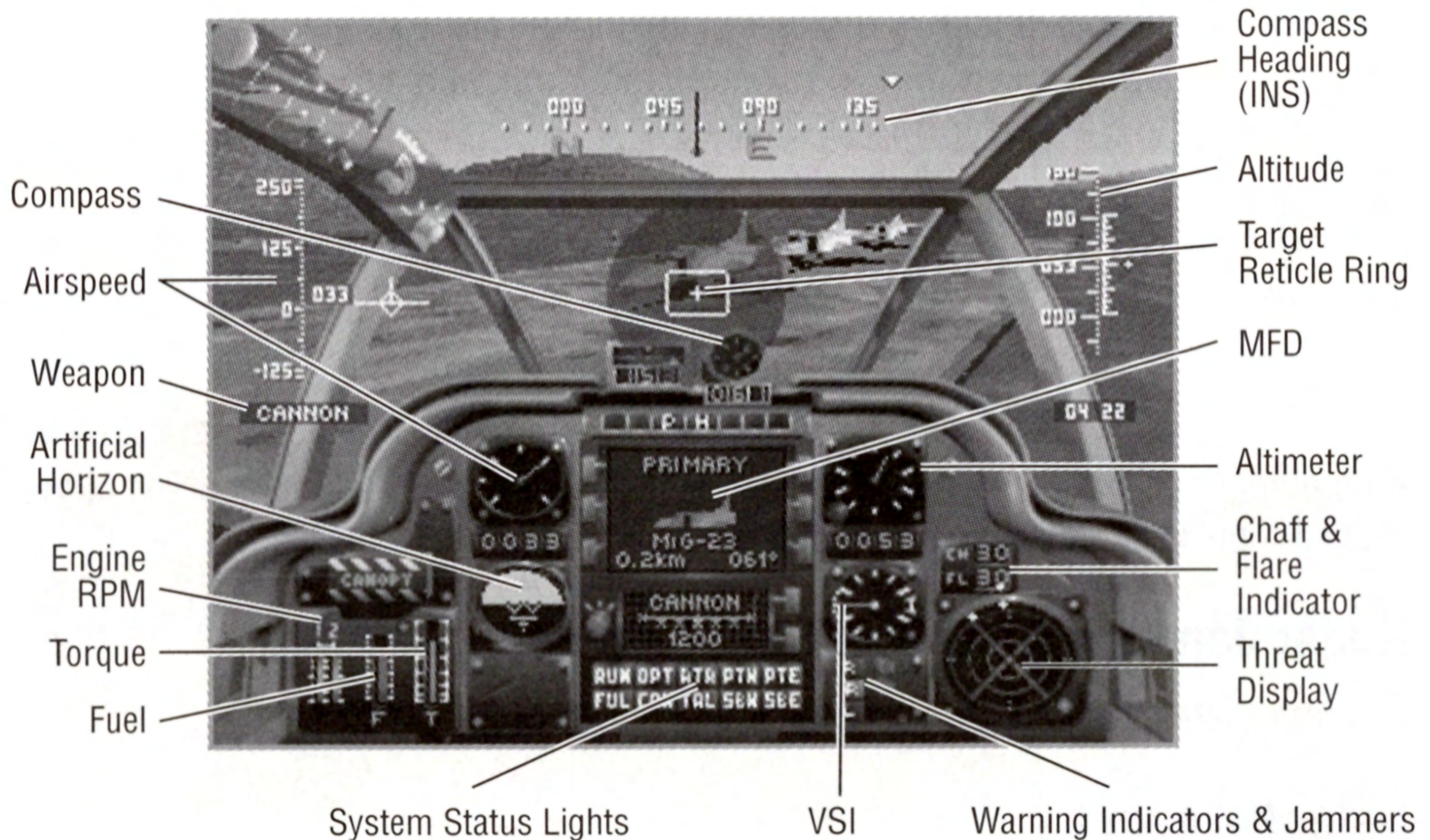
Press  to change the active weapon. The active weapon, along with the available quantity, is shown in the Weapons Indicator.

Fire Weapon

Press  to fire the active weapon. Most weapons are fired/launched singly; each time  is pressed, one round is fired. However, rockets are fired in salvos while cannons and machine guns fire in multiple-round bursts.

HELICOPTER GAUGES AND INDICATORS

AH-64A/B Apache



Airspeed

This gauge, along with its digital readout, shows your horizontal speed through the air in knots. 100 knots equals about 114 mph.

Altimeter

This gauge, along with its digital readout, is your barometric altimeter; it shows your true altitude in feet. It's adjusted for you to compensate for ground elevation variances so that "0" altitude is always at ground level.

Artificial Horizon

This ball gauge shows your pitch (nose up or down) and your roll (left or right).

Autopilot

The “P” illuminates whenever the autopilot is engaged.

Auto-Hover

The “H” illuminates whenever auto-hover is engaged.

Compass

The analog compass, along with its digital readout, indicates your current heading. Note that the compass shows the heading your helicopter faces. During skids or backwards flight, your actual course is different.

Chaff and Flare Indicator

This indicator shows the number of defensive stores remaining. It's shown as chaff “CF” and flares “FL.” Each defensive unit is released as a group of three cartridges.

Engine Gauge

The left and right strips in the farthest left gauge show the RPMs of the port (left) and starboard (right) engines.

Fuel Gauge

The gauge marked “F” shows the amount of fuel remaining in all tanks.

HUD

The HUD (Head-Up Display) projects bright numbers and symbols ahead of your view so that you can simultaneously read the display and look ahead.

The left scale indicates your airspeed along with a symbolic representation of the artificial horizon.

The right side scale combines the radar altimeter with the vertical speed indicator (see below).

The radar altimeter is probably the most important indicator you have, so pay close attention to it. It indicates your actual height over ground. There's an important distinction between this and the standard altimeter. As you fly over obstacles, your true altitude remains constant, but the height over ground changes. The red band at the lower end of the scale is low limit.

The top scale is your heading along with the INS and target lock-on pips.

INS Indicator

The INS (Inertial Navigation System) indicator indicates your course to your current waypoint. The fixed red line is your current heading, while the triangle indicates your currently selected waypoint. If it's right of center, turn to the right; if it's left of center, turn to the left. The waypoint course is also indicated digitally.

MFD

The MFD (Multi-Function Display) has five possible displays: Navigation (heading and waypoint data), low-scale Map, Mission Orders, Weapon Status or Target Camera.

Systems Status Lights

These lights show the status of major systems on board your helicopter. A green light means the system is functioning normally; yellow means the system is damaged and

malfunctioning; a red light means the system is knocked out and off-line. The abbreviations represent:

AVN: avionics (gauges, defensive measures)

OPT: optics (targeting systems)

RTR: main rotor

PTW: port weapons wing

PTE: port engine

FUL: fuel tanks

CAN: integral cannon

TAL: tail rotor (flight stability)

SBW: starboard weapons wing

SBE: starboard engine

Threat Display

This screen shows nearby targets that can potentially threaten your helicopter. Red dots are opposing units, grey dots are non-threatening units or structures, blue dots are enemy aircraft, and yellow dots are missiles in flight. This includes both opposing missiles *and* your missiles. The white flashing dot is your present target.

Torque Gauge

The strip shows the amount of torque in the turbine engine(s). This is proportional to the amount of collective control and rotor lift. The higher you set the collective, the higher the torque.

VSI

The VSI (vertical speed indicator) shows the rate you are changing altitude (ascending or descending). If the needle is horizontal, you're maintaining a constant altitude. If the needle dips downward, you're descending towards the ground; if it points upward, you're ascending. The greater the needle varies from horizontal, the greater the altitude change.

Warning Indicators and Jammers

The “R” warning light flashes red whenever a search radar “sweeps” over your helicopter. When tracking (firing) radar for either guns or missiles locks onto your helicopter, the light turns solid red. When your radar jammer is on, the neighboring light turns green while the jammer is running. If the jamming is successful, the solid red warning light turns off.

Note: your jammer can’t suppress radar searches, so flashing red warnings may continue even if your jammer is active. If the jammer remains active, they’ll eventually “read” your frequency and overcome the jamming.

The “IR” warning light turns solid red whenever an infrared (IR) homing weapon is approaching your helicopter. When your IR jammer is on, the neighboring light turns green while the jammer is running. If the jamming is successful, the solid red warning light turns off.

While the radar jammer can remain on, the IR jammer eventually “times out” due to heat. It must cool down to again become effective.

Note: since there aren’t any active IR search devices (IR search is passive), there’s no flashing red “IR” warning.

The “L” warning light turns solid red whenever your helicopter is being illuminated by a laser ranging or targeting device.

Weapons Indicator

The weapons indicator shows the active weapon. The MFD shows the weapon position on the helicopter and quantity of rounds remaining. For rockets, it also indicates the current salvo setting. When you’re in Chase View, the weapons indicator also shows the number of the current weapon on each side of the helicopter.

AH-66A Comanche

The Comanche cockpit is dominated by electronic systems and aptly fits the trend towards total digital display. The first thing you notice is the lack of analog indicators (except for the compass).

Airspeed and Altimeter

The airspeed (ASI) and altimeter (ALT) data are both digitally represented. Next to the altimeter is the VSI icon; it indicates ascending, descending and neutral altitude change modes.

Bay

The status of the weapons bay is indicated by the bay ("B") light; it's illuminated when the bay is open. The bay is controlled automatically by the copilot.

Other Displays

The remaining indicators, displays and HUD function in a similar manner to the Apaches.

The Remaining Helicopters

Although their cockpit layouts differ from the Apaches, the gauges, indicators and HUD in the other helicopters function exactly like the Apaches. Just familiarize yourself with the unique layouts; the "look" of the gauges and indicators has been standardized for ease of use.

HOW TO FLY


Remember just one thing: DON'T OVERCONTROL!

Helicopter controls are sluggish; they react slowly. Even the most responsive helicopter (like the Comanche) takes a couple of seconds to respond to your control movements.

GETTING AIRBORNE

Climb to a Hover

Press the Collective Up (**R1**) until the helicopter starts to ascend. The torque gauge rises as you “raise” the Collective. Press the Collective Down (**R2**) if the ascent is too fast. The VSI indicates the rate of your ascent (the indicator is above horizontal). Let the helicopter ascend to about 100 feet.

Select Auto-hover (hold down **Select** and press ) anytime your speed is from +40 to -40 knots. It's very useful to maintain a position during windy conditions or to unmask and quickly mask from cover.

Rotating in Hover

Push the Cyclic **Left** or **Right** to rotate the helicopter in that direction. The speed of rotation is dependent on how far the Cyclic is pushed. Center the Cyclic (press the opposite arrow) until rotation stops. You can only rotate the helicopter at speeds under 40 kts.

FLIGHT TECHNIQUES

Forward Flight

Add a little more collective (**R1**). As you begin climbing, push the Cyclic **Up** slightly to “pitch down” the helicopter. You'll begin to move forward. At about 30 kts, you'll start to

climb. Your altimeter and VSI reflect this change in lift. This is because forward motion in a helicopter adds extra lift (termed “translational lift”), especially at 30–90 kts.

The further you pitch down, the more your speed increases. As your speed exceeds 100 kts, translational lift decreases. The VSI starts to move to the negative end of the scale. More pitch downward will push you into a dive (only in Realistic Flight Mode).

Easy Flight: Lift is unaffected by forward motion. Your altitude remains constant and, is therefore, independent of the cyclic.

Level Flight

Move the Cyclic **Up** or **Down** until the airspeed reads about 120 kts. Now check the VSI. If you’re descending (the indicator is below horizontal), add more Collective until the indicator is horizontal. Alternately, if you’re ascending, reduce Collective. When the VSI is horizontal, you’re in level flight.

Easy Flight: These adjustments are unnecessary since lift is unaffected by forward motion.

Changing Altitude

When flying level (about 120 kts), the easiest way to descend is to push the Cyclic forward (**Up**) into a dive. As you approach the altitude desired, gently pull the Cyclic back (**Down**) until the VSI again stabilizes.

Similarly, the easiest way to ascend is to pitch up slightly, reducing airspeed below 100 kts. When you reach the desired altitude, pitch down again until the VSI stabilizes. This technique is not unlike conventional airplane flight. You’re able to change altitude without adjusting the collective.

A second way to change altitude, applicable at any speed, is to raise or lower the collective. When you reach the desired altitude, adjust an opposite amount of collective to regain level flight. This is the only way to change altitude from a hover.

Regardless of the technique used, don't try to fly the helicopter by constantly adjusting the collective. Learn to "feel" the correct collective setting, and then fly with just your cyclic. This takes time, so be patient. Even real pilots must practice many long hours before it's mastered.

Easy Flight: The Collective must be used to change your altitude; it's just like choosing the floors on an elevator.

Low Limit

The low altitude limit is a flying aid that warns you of close ground proximity. It works in conjunction with the radar altimeter and is displayed as a red band on the radar altimeter.

Turning

From a level flight (about 120 kts), move the Cyclic slightly to the **Left**. Your helicopter rolls into a banking left turn. As you turn, observe the change in your compass heading. Move the Cyclic further **Left** and bank into a tight turn; you'll now start to lose lift. Notice that your altitude is dropping and the VSI is below horizontal. If you center the Cyclic and level out, you'll return to level flight.

There are two methods to maintain altitude in a tight turn; this could be very important at low altitudes. Add some Collective before you start the turn, then reduce the Collective just before you come out of it.

Alternately, pull up your nose slightly as you enter the turn, then drop it back down as you come out of the turn. With this method, you can make fast, banking turns without losing altitude.

At speeds below 40 kts, the helicopter will skid ("sideslip") in the direction of cyclic movement, rather than bank into the turn; at this point, you're basically flying sideways.

Easy Flight: Altitude is never lost, no matter how tight the turn. However, the helicopter will sideslip at speeds below 40 kts.

Turbulence

When flying below 100 feet, you may feel air turbulence. You'll sometimes bounce up and down, or roll from side to side. The amount of air turbulence varies with altitude and speed; the faster and lower you fly, the more turbulence you may experience.

Autorotation

Helicopter crewman can't eject or bail out in times of trouble. Therefore, the total loss of engine power means only one thing—they must ride the bucking bronco in.

Fortunately, helicopters have the equivalent of an conventional airplane's "dead stick" landing. This unpowered method of landing is called "autorotation."

To begin an autorotation, disengage the rotor. Now adjust the pitch until your airspeed is about 70 to 90 kts (maximum translational lift). The rotor is now spinning freely because the airflow keeps the blades turning. The descent will become quite fast, a bit frightening to the inexperienced. When you get close to the ground, raise the nose and simultaneously add Collective. The rotor blades will "bite" into the air, giving you lift and slowing the descent. Unfortunately, as the blades start to bite, air resistance slows them down.

You must time the "up collective" so that the helicopter lands gently (figuratively speaking) before the rotor slows too much. If you raise the collective too soon, the rotor will stall. If you raise the collective too late, you won't slow your descent and you'll crash. Nobody said it would be easy—it just takes practice.

Easy Flight: Autorotation is not functional with easy flight. It's best to set "no crashes" when in this mode.

Flight Envelope

There are "unsafe" speed and altitude situations that, in the event of total engine failure, will unavoidably result in a crash. These unsafe situations are considered to be outside of the "flight envelope."


Hovering at altitudes from 25 feet to 500 feet, or high speed flight below 20 feet to 30 feet will probably result in a crash if engine power is lost. It takes a certain amount of time to convert from normal flight to autorotation. In these situations, there just isn't enough time to gain control.



Rules of Engagement



Everyone has rules they must abide by, and this is no different in combat. Helicopters live and fight near ground level, as high altitude is only safe for the jet jockeys.


NAVIGATION


INS System

To access the high-scale mission map hold down **Select** and press . You can always fly to specific points by dead reckoning or, more simply, you may input up to three waypoints into the INS system.

To input waypoints, select the Set Waypoints option; yellow cross hairs appear over your helicopter. Use the controller (**Up/Down/Left/Right**) to move the cross hairs to any point on the map, and press ; waypoint #1 is now marked. Existing waypoints are automatically cancelled whenever Set Waypoints is selected. Press  to return to the main INS screen.

Because the high-scale map is only a representation of the actual terrain, you may want to "fine-tune" the placement of the waypoints. After all, you wouldn't want to fly into a mountain. Select Map Scale to see the low-scale map. Using the controller, select the icon digit 1, 2 or 3 and press  to adjust a waypoint. It's currently centered in the map display. Use the controller (**Up/Down/Left/Right**) to adjust its placement; press  to confirm the adjustment.

The current INS heading is the flight path to the “active” waypoint. The waypoint range and heading can be displayed in the MFD. The Next Waypoint  is used to change the active waypoint. To manually adjust your course, always turn towards the INS pip.

Select the Autopilot (hold down **Select** and press ) at any time to engage the Autopilot. When engaged, it flies you to the “active” INS waypoint.

Wind and Weather

When flying during windy conditions, the same considerations that apply to an airplane apply to helicopters. Namely, the wind will increase your speed, slow you down and/or push you sideways, depending on your flight path in relation to the wind velocity and direction. This is most noticeable on long-distance flights.

Landing

Ideally, all landings, and takeoffs for that matter, should be into the wind. As you approach the base, lower your altitude to about 50 feet and reduce your airspeed to 60 kts by pulling back slightly on the Cyclic (**Down**). You’ll need to reduce the Collective to maintain your 50 feet altitude. Your goal is to land in the center of the base. Just before you cross the outside edge of the base, begin slowing down to a hover by pulling back on the Cyclic. Note that as your speed drops towards 0, your lift will decrease. Add some Collective to maintain your altitude.


Reduce the Collective to begin your final descent. At about 20 feet, you may need to reduce the Collective further to achieve touchdown.

Easy Flight: The Collective must be used to change your altitude; however, altitude is unaffected by the cyclic controls (**Up/Down/Left/Right.**)

The essence of *Gunship* are the multi-helicopter operations. Through this mechanism, you direct the flying, combat and support functions of the other four helicopters in your flight. After receiving your commission, the door opens to this challenging and exciting process.

HELICOPTER FLIGHT COMMANDS

SYSTEM SUMMARY

Select the Map View (hold down **Select** and press ) to access the flight commands menu. The command icons are listed across the bottom of the screen. Command icons available to the “active” section or helicopter display “brightly.”

As you toggle through the helicopters, information relating to the “active” helicopter displays along the right side. The Combat Data Link System automatically tracks key helicopter systems and mutually transmits this data via its communication link to all helicopters in the flight.

Damage Schematic

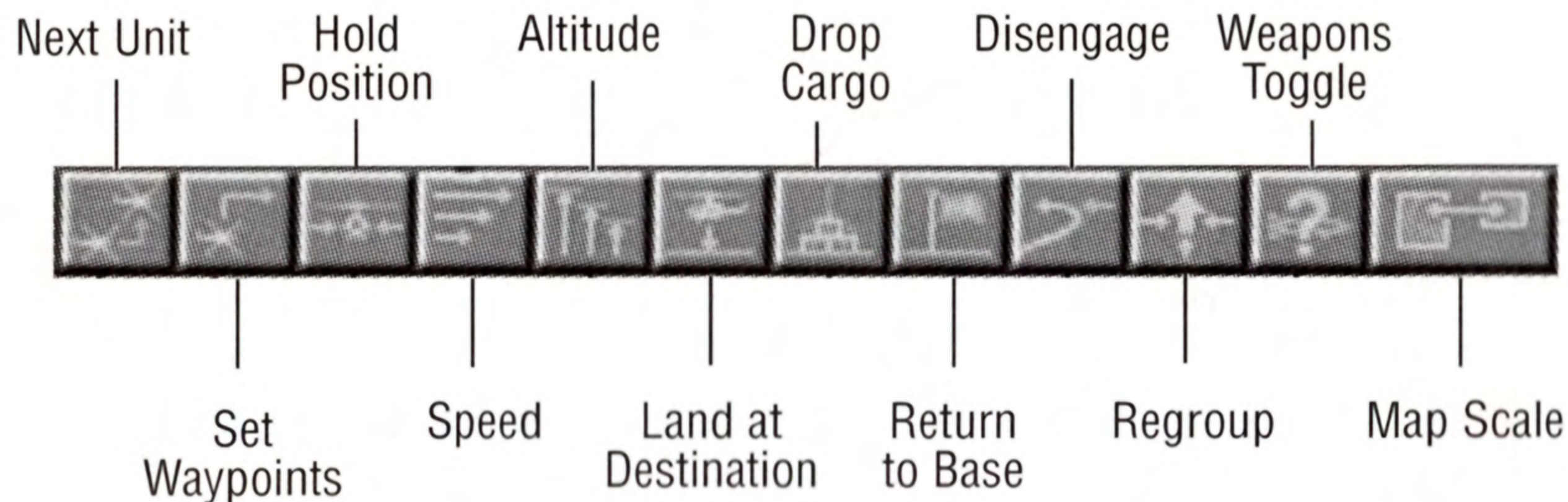
The schematic helicopter diagram graphically displays damage to helicopter systems. A yellow burst over a system indicates damage; a red burst indicates system failure.

The rotor, tail rotor, left wing, right wing, left engine, right engine and cannon indicate damage in their respective positions. Optics are located in the nose and/or mast-mounted sight, avionics are located in the tail boom, and fuel cells are located below the cockpit positions.

Helicopter Status

The helicopter’s current orders and key system indicators display below the damage schematic.

Command Control



The command list is utilized to pass instructions to the other helicopters in the flight. Commands given to a section leader apply to all helicopters in that section. Helicopters in your section always fly your course, speed and altitude unless instructed to do otherwise.

Next Unit

All commands applicable to a section leader may also be given to a single helicopter. In this case, the helicopter deviates from the leader's control.

Select the Next Unit icon to toggle between the helicopters. If the helicopters are flying as part of a single section, the helicopters display in numerical order. If a heavy and light section are both operational, the other section leader displays first, followed in numerical order by the remaining helicopters.

Set Waypoints

Select Set Waypoints to establish a flight path. Up to three waypoints can be placed. This command is applicable to your helicopter.

Hold Position

Select Hold Position to order the section to maintain its present position. The Section maintains its current altitude and heading, but reduces its airspeed to 0. This command

can be given to a section at any point; it doesn't cancel existing waypoints. Upon reaching its destination, the section immediately assumes a hold command.

Speed

Select Speed to modify the section's airspeed. There are three possible settings you can cycle through: slow, medium and fast.

Slow speed is 50% of the possible maximum for the current altitude.

Medium speed (the default) is 75% of the possible maximum.

Fast speed is 100% of the possible maximum.

Altitude

Select Altitude to modify the section's altitude. There are three possible settings: NOE (nap of the earth), contour and low.

NOE altitude (the default) is 20 feet higher than your present low altitude limit setting. Contour altitude is 150 feet higher. Low altitude is 350 feet higher.

Land at Destination

Select Land to order the section to land upon reaching its final waypoint. If no active waypoints exist, the section immediately lands. The section seeks out terrain suitable for a landing in the immediate area.

Drop Cargo

Select Cargo Drop to order the section's cargo carrying helicopters immediately to drop their cargo. The section's UH-60 K/L Blackhawks drop their cargo upon reaching the Primary/Secondary waypoint.

Return to Base

Select Return to Base to order the section to return to base; all existing waypoints are cancelled. If on a deep strike mission, the section returns to the passage point.

The section initiates the default speed and altitude unless ordered otherwise. The section takes the most direct route to the base and lands upon reaching its destination.

This command is applicable to your own helicopter. It sets a single waypoint with your base as the destination. You must initiate the autopilot or head towards the waypoint.

Disengage

Select Disengage to order the section to break contact and move away from all opposing forces. Upon reaching a “safe” position, the section assumes a hold command. This command cancels all existing waypoints.

The section disregards this command if not currently in contact with opposing forces.

Regroup

Select Regroup to order an independent helicopter to rejoin its section immediately. It takes the most direct route and initiates default speed and altitude settings. This command cancels all existing waypoints.

Weapons Free

Select Weapons Free to order a section to engage all sighted targets. The section employs the appropriate weapons, if available, based on target type.

Communications

During the course of a mission, your pilots communicate key information and status updates. The messages include target sightings, reaching destinations and damage updates.

Their call signs appear on the screen, along with their messages. This enables you to fly your portion of the mission and not constantly check on flight status.

When important situations do develop, you can immediately access the Map view to re-evaluate and revise orders as necessary. If, for any reason, you are unable to read an entire message, select Last Message to redisplay the last message.

Commands

Think about the commands you issue. If you give your helicopters poor orders, they'll perform poorly.

Scouts

Scouts play a very useful role as independent helicopters. Send one on ahead to look for enemy units and/or to clear a safe flight path.

A Kiowa Warrior can also mark targets for Hellfire-equipped Apaches, SuperCobras and Blackhawks.

Special Considerations

Upon landing, UH-60K/L Blackhawks automatically drop off their passengers, unless at a base or FARP. They also automatically pick up any passengers, if in the vicinity, when they land.

Cargo drops are also automatic.

AFTER THE MISSION

MEASURE OF SUCCESS

If you do nothing else, complete the Primary and Secondary missions and return safely to your base. If you can manage only one of the two, make it the Primary. Promotions and decorations are awarded for hitting the assigned missions and returning an intact helicopter to base. Time is also a performance measure. You can't spend the entire day flying just one mission.

Ditching

If you land and abandon your helicopter, every attempt is made to pick you up, but you may be captured by the opposing forces. Naturally, the chance of rescue increases if you're near a base or FARP.

Campaigns

When a campaign is completed, you are advised as to the outcome. This shouldn't be any surprise; you've known the progress all along. The campaign map is routinely updated each time you are briefed.

Promotion

Successful completion of your assigned mission improves your overall record. An excellent record leads to promotion. However, even in combat, promotions take time. Don't expect a promotion after every mission. As you increase in rank, promotions are even harder to come by. After all, not everyone can be a Brigadier General.

Decorations

If you do exceptionally well on a mission, you may be awarded a medal for heroism and valor.

FLIGHT PROMOTIONS

The pilots in your flight are also eligible for promotions and decorations. The high command makes recommendations as to who should be promoted and who should receive decorations. As the flight commander, you're authorized to accept the recommendations or transfer the awards to other pilots.

On the Group Promotion screen, use **Left/Right** to highlight the pilots who you wish to recommend for promotion. Press  to make your selection.

Replacements

If you're ever faced with the unfortunate situation of having lost a pilot in combat, you'll automatically receive a W-01 replacement from the pilot pool.

If you're not satisfied with the replacement or you wish to change an existing pilot, the pilot replacement screen is provided to make these administrative changes. You may replace the pilot, but the new pilot's rank and decorations are comparable.

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