

Spitfire



40

MIRRORSOFT

SPECTRUM 48K/SPECTRUM PLUS

KEYBOARD CONTROLS

Joystick Controls

Normal up, and down, left and right movements and fire button apply.

Keyboard Controls

Controls given are for a Standard 48K Spectrum. Where these differ for Spectrum Plus, they are given in brackets.

Joystick up	P (cursor up)
Joystick down	L (cursor down)
Joystick left	A (cursor left)
Joystick right	S (cursor right)
Fire	Shift (or ;)
Left rudder	Z
Right rudder	X
Increase power	Q
Decrease power	W
Flaps	F
Screen switch	Space
Gear	G
Brakes	B
Map	M
Expand map	N

Loading

LOAD " " and press ENTER.

Loading saving your log

Insert a new tape and follow the on-screen instructions. Do not forget to press ENTER after typing your name.

AMSTRAD CPC

KEYBOARD CONTROL

Joystick Controls

Normal up, and down, left and right movements and fire button apply.

Keyboard Controls

Joystick up	+
Joystick down	?
Joystick left	A
Joystick right	S
Fire	Shift
Left rudder	Z
Right rudder	X
Increase power	Q
Decrease power	W
Flaps	F
Screen switch	Space
Gear	G
Brakes	B
Map	M
Expand map	N



Loading

Press CTRL and small ENTER key.

Loading saving your log

Insert a new tape and follow the on-screen instructions. Do not forget to press RETURN after typing your name.

FLIGHT CHECK LIST FOR YOUR SPITFIRE

TAKE OFF

- | | |
|-------------------------|----------------------|
| 1 Brakes off | 3 Lift off at 90 MPH |
| 2 Engine revs 3,400 RPM | 4 Retract gear |

LANDING APPROACH

- | | |
|---|------------------------|
| 1 Reduce speed to 140 MPH | 2 Lower flaps and gear |
| 3 Final approach between 80 MPH and 100 MPH | |

OPTIMUM CLIMB

Varies with height:

200 MPH at 2,850 RPM giving 2,500 ft per minute

OPTIMUM CRUISE

200 MPH at 1,900 RPM

Level flight is achievable between speeds of
90 MPH and 350 MPH

FLYING LIMITS

STALL: Approx 65 MPH
with gear and flaps down

DIVING: 450 MPH

LOOP: Enter with a speed of
greater than 250 MPH

ROLL: Between 180 MPH
and 300 MPH. Nose just
above Horizon. Higher speed
for an upward roll.

CEILING: 35,000 ft

OUT OF CONTROL AND DISORIENTATED

- | | |
|--|--|
| 1 Reduce power. | 3 If appropriate apply rudder
in direction of slip indicator. |
| 2 Apply joystick in opposite
direction to turn indicator. | Centralise when indicator at
zero. |
| 4 Ease back on joystick if in a dive. | |