

FLIGHT PATH 737

LOADING (DISCONNECT EXTRA DISC DRIVE)

Please ensure that the disc is WRITE PROTECTED before it is inserted in the disc drive. AMIGA – Insert the disc when the computer asks for the WORK BENCH. AMIGA 1000 owners need KICKSTART 1.2 to load the program. ST – Insert the disc in the drive and switch on the computer.

FLIGHT INSTRUCTIONS

Take Off from the airstrip surrounded by high mountains. When you are safely over the mountains, await the headings of the landing strip. Set your course to the new heading and safely land the aircraft.

CONTROLS – The aircraft is MOUSE controlled. There are TWO modes of MOUSE operation.

SELECT MODE – This mode allows the options to the screen to be selected by pointing the arrow at the option and pressing the LEFT MOUSE.

BUTTON (LMB) i.e. to lower the flaps, point the arrow at the FLAPS DOWN option and press the LMB. Appearance of arrow signifies that you are in SELECT mode.

FLIGHT MODE – This is used to control the aircraft.

You can toggle between SELECT and FLIGHT mode by pressing the RIGHT MOUSE BUTTON (RMB).

FLYING INSTRUCTIONS – Go into the SELECT mode to start the aircraft engines by pointing the Mouse at IGNITION and pressing the LMB. The engine will roar into life. Ensure that the Brakes are OFF and the Flaps are DOWN. Go into FLIGHT mode and start Taxiing for the Take Off by holding the LMB down and slowly moving the Mouse UP. Note the RUN/HDG which shows the DIFFERENCE between Runway heading and the aircraft heading. When it is ZERO, the aircraft is correctly aligned on the runway for Take Off. Move the mouse Left or Right to reduce the difference to zero and keep it around zero until the aircraft is airborne. Failure to do so will result in a crash. Increase the speed to 180 Knots but not above 200 kn to avoid damaging the flaps. At a speed between 180–200 Kn, Lift the aircraft nose by moving the Mouse Back. The aircraft will be airborne. Once over 300 ft. you may retract the Undercarriage and put the Flaps up. Retracting the U/C increases the speed by 5 Kn and if your flaps are still down, take care not to exceed the speed of 200 Kn. Once the flaps are up, you must not allow the speed to fall below 180 Kn, the STALL speed of the aircraft.

CLIMB – Having raised the U/C and Flaps, you may increase speed and climb above the mountains. A Red high Ground Warning (GW) will flash as you approach the mountains. It will go steady Blue when you have safely cleared the mountains.

CRUISE – During your short cruise, the Landing runway heading will flash. Bank the aircraft to reduce the heading reading to zero. You are now ready to start your descent.

DESCENT – With the ground warning light out and 25 miles to the Touchdown, move the Mouse UP to start your descent. The aircraft speed will increase as you bring the aircraft nose down, so keep it under control. At 14 miles to go and at an altitude less than 200 ft., if your heading is within +/-5, you will see the runway in the distance.

LANDING APPROACH – At 10 miles to touchdown, the H/L warning indicator will light up. If it is white, you are too high for landing and must go in steeper descent. If red, you are too low and will crash before reaching the runway. If red a green light signifies correct rate of descent. Before descending to a height of 300ft. you must lower the U/C and put flaps down. Lowering the U/C reduces the speed by 5Kn and the flaps are damaged if the speed is more than 200 Kn.

LANDING – Keep the speed between 160 (Flaps down Stall speed) and 170 Kn keeping the plane level the heading between +/-5. When the distance shows 0, and NOT before, bring the aircraft down to altitude 0. As soon as you see Zero altitude, put the mouse down to fly level and you have landed. As you touch down on the runway, you will hear the screeching sound of the tyres and a degree of juddering depending on the heaviness of the landing. Rapidly bring the speed down to below 20 Kn. You must stop before the end of the runway. At the higher levels, you will have to apply the Reverse thrust to bring the plane speed down rapidly for a shorter runway. You may make judicious use of brakes but their use may cause severe juddering and acute discomfort to your passengers.

SCORE – If you make any errors in your aircraft handling you will be told exactly where you went wrong, together with advice on whether to proceed to the next level. The faster you fly, the higher the score.

FUEL – You always have enough fuel for one attempt at landing on each flight.

ENGINE FIRE – Engine fire alarm is raised by the flashing of the FIRE icon. As soon as the alarm is raised, activate the icon to extinguish the fire otherwise a serious loss of power may result.

SKILL LEVELS

LEVEL	Mountain Ht.	Runway Lgth.	NOTES
SOLO	5000 ft.	3.0 miles	
TRAINING FLIGHT	6000 ft.	3.0 miles	Engine Fire
CERTIFICATE	7000 ft.	2.5 miles	Smoother landing required
DOMESTIC	8000 ft.	2.0 miles	Cross winds on landing approaches
EUROPEAN	9000 ft.	1.8 miles	Cross winds and engine fires
INTERNATIONAL	9200 ft.	1.5 miles	Cross winds, turbulence and engine fires

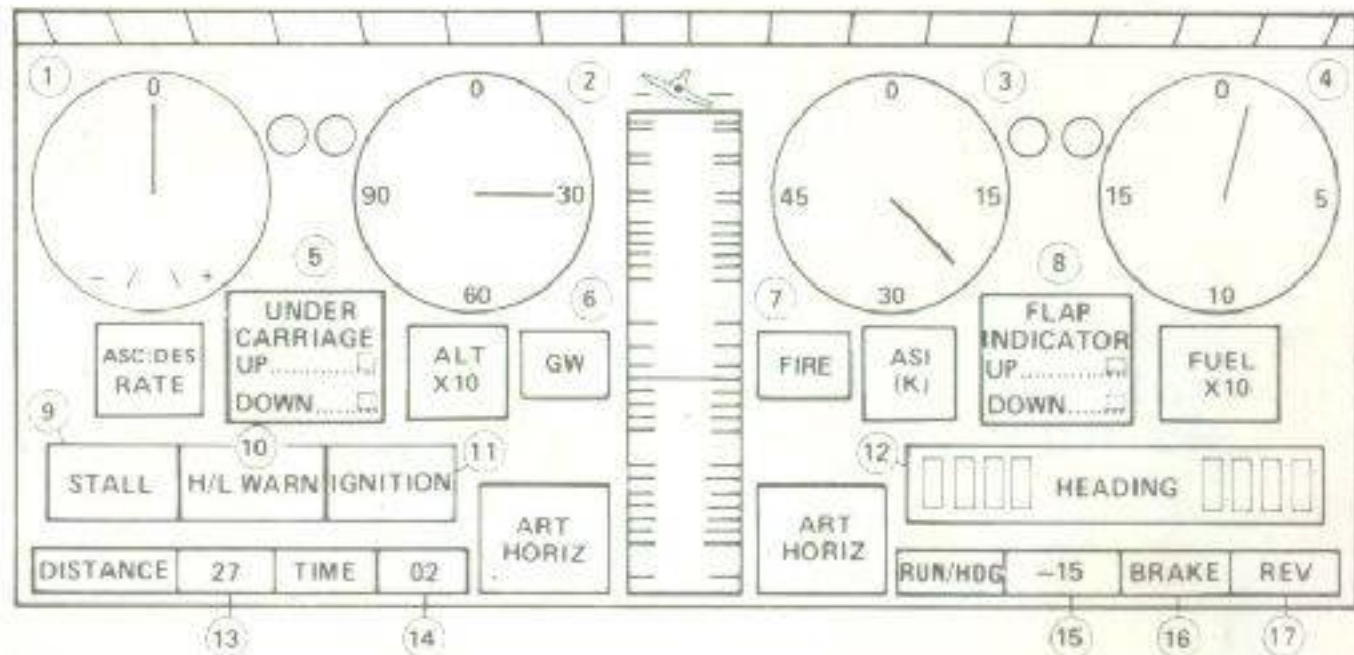
FLIGHT NOTES – Levels 4, 5 and 6 require use of REVERSE THRUST on landing. Higher the level you select, quicker you must climb from the moment of the lift off. Use the rate of climb indicator and the best climb speed (420 Kn) to clear the mountains. Move mouse slowly for maximum flight and speed control. At level 4, the cross winds are strong. Fly low to minimise their effects. Cruising height of 1500 ft. until a distance of 14 miles from the runway is recommended. The secret of successful flying is to think ahead. **STAY CALM AND YOU WILL LIVE TO FLY AGAIN.**

MOUSE CONTROLS

	MOUSE	BUTTON
Bank/Turn Right	Right	-
Bank/Turn Left	Left	-
Ascent	Down	-
Descent	Up	-
Increase Speed	Up	Left
Decrease Speed	Down	Right

PANEL IDENTIFIERS

1 Climb Rate	2 Altitude	3 Air Speed Indicator	4 Fuel	5 Undercarriage
6 Ground Warning	7 Fire Warning	8 Flaps	9 Stall Warning	10 H/L Warning
11 Ignition	12 Level Indicator	13 Distance	14 Time	15 Heading Diff.
16 Brakes ON/OFF		17 Reverse Thrust		



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