

PARAGLIDING

S I M U L A T I O N



MANUAL



PARAGLIDING MANUAL

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WHAT IS PARAGLIDING?

HISTORY OF FREE GLIDING

In 1948 Francis ROGALO, an American engineer, entered the history of American inventions in a rather strange way... He patented a flexible-frame wing on a triangular armature (from which arises the wing name delta). To this patent were applied the enormous scientific and financial resources of NASA and the U.S. Air Force, which never, however, managed to find a practical application for the apparatus.

Today, one has been found, first in the 1960's, thanks to the rather kamikaze-like empiricism of acrobatic athletes, then thanks to the perseverance of pilot-manufacturers.

It was found that these several square meters of carefully sewn fabric, which were small enough to be transported on the roof of a car and stored in the same garage, allowed mankind, whom God had created pedestrian, to float in the air for almost as long as the sun shines.

Later, in the 1980's, an even simpler aircraft was discovered - a piece of fabric without a tube, with suspending ropes and a harness. This was the paraglider.

One's "airplane" can now be carried in a bag and the paraglider is in the process of transforming the world of air sports. True, popular "aviation" now exists thanks to this foldable aircraft, and exploring the skies - something few thought would ever be possible - is now a reality.

While sail flying inspired the production of extraordinary machines which flew in the face of basic natural law, people tried to meet another challenge: to come close to and equal birds with the same means and constraints (taking off and landing on our own feet).

We have already joined them in their world (birds surpass us only by their piloting talents), where we share their intimacy with the air, in a world of GLIDING which we call FREE.

DEFINITION OF FREE GLIDING

More commonly known by the name of "hang-gliding and paragliding," free gliding is a rigorous and complete sporting event which gives its enthusiasts as much as it demands of them.

Since we are not born with wings, learning how to fly involves taking a training course which follows a specific progression by the student and leaves little room for error.

Flying as an experienced pilot means knowing exactly the characteristics of your canopy, agility, falling rate, handling ability and limits.

Next comes one's knowledge of meteorology. Which updrafts will make the wing rise, how are these updrafts created, how can they be found or taken advantage of in the air?

This means learning to sense the invisible medium around you, seeing without your eyes, inter-

preting certain sensations. It also means being able to detect danger, foresee turbulence and the winds hidden behind the contours of the land, rolling winds caused by trees and houses, currents and counter-currents channeled by valleys.

Flying means depending on the weather, equipment, land formation, take-off and landing sites.

Today, free gliding in France counts more than 24,000 certified enthusiasts, spread out among 500 clubs in 18 leagues. In 1986, the number of members grew with the boom of paragliding. This veritable demographic explosion appears to be continuing in leaps and bounds. The Fédération Française de Vol Libre (French Federation of Free Gliding) was created in 1974 with only 500 pilots at the time.

PARAGLIDING EQUIPMENT

* Paragliding

It is made of simple materials: synthetic fabric, lines (string) and harness.

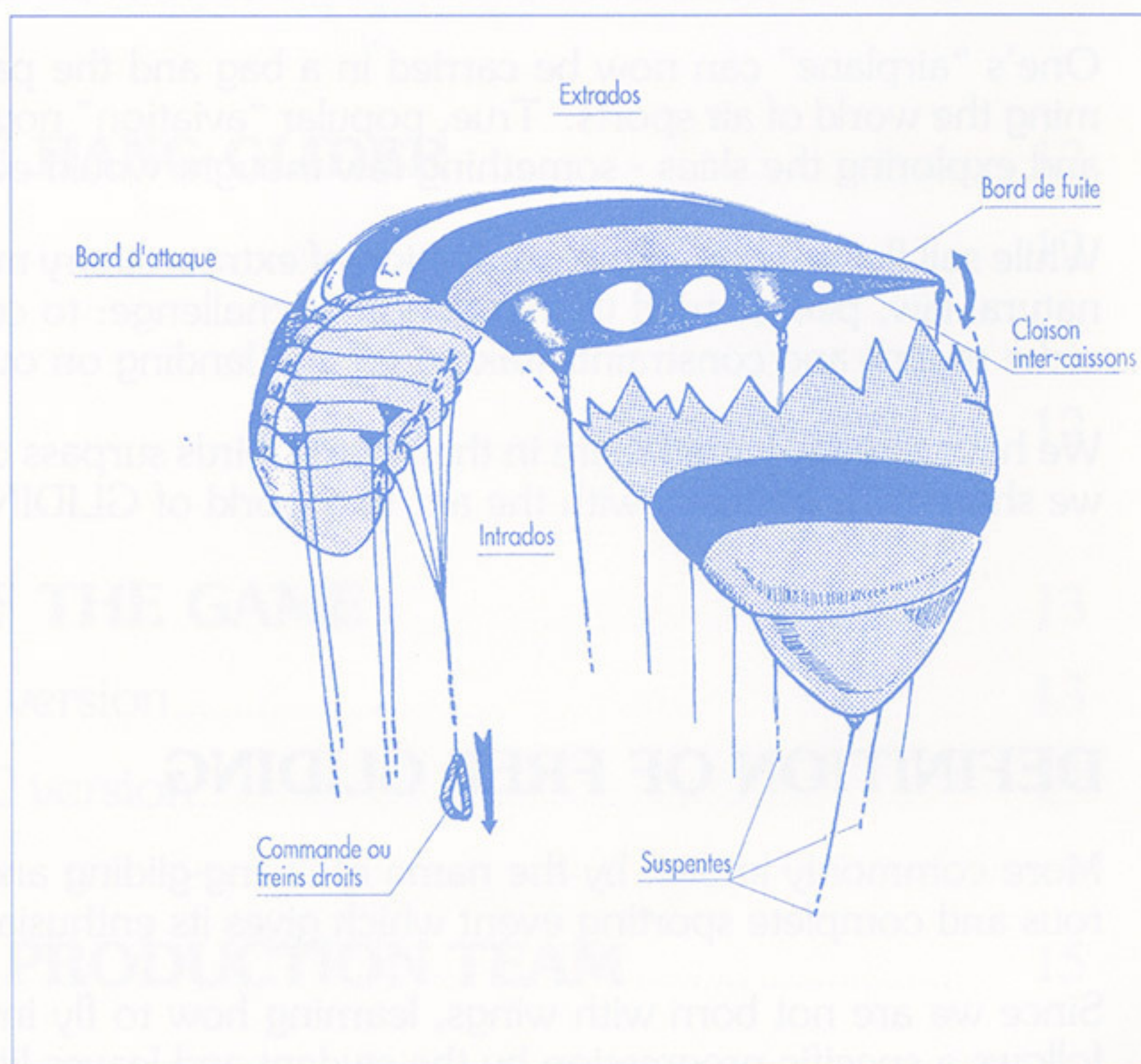
The canopy can fit in a daypack. Its weight varies between 5 kg for single seat canopies and 10 kg for tandems. It can be stored without any problem in the trunk of a car.

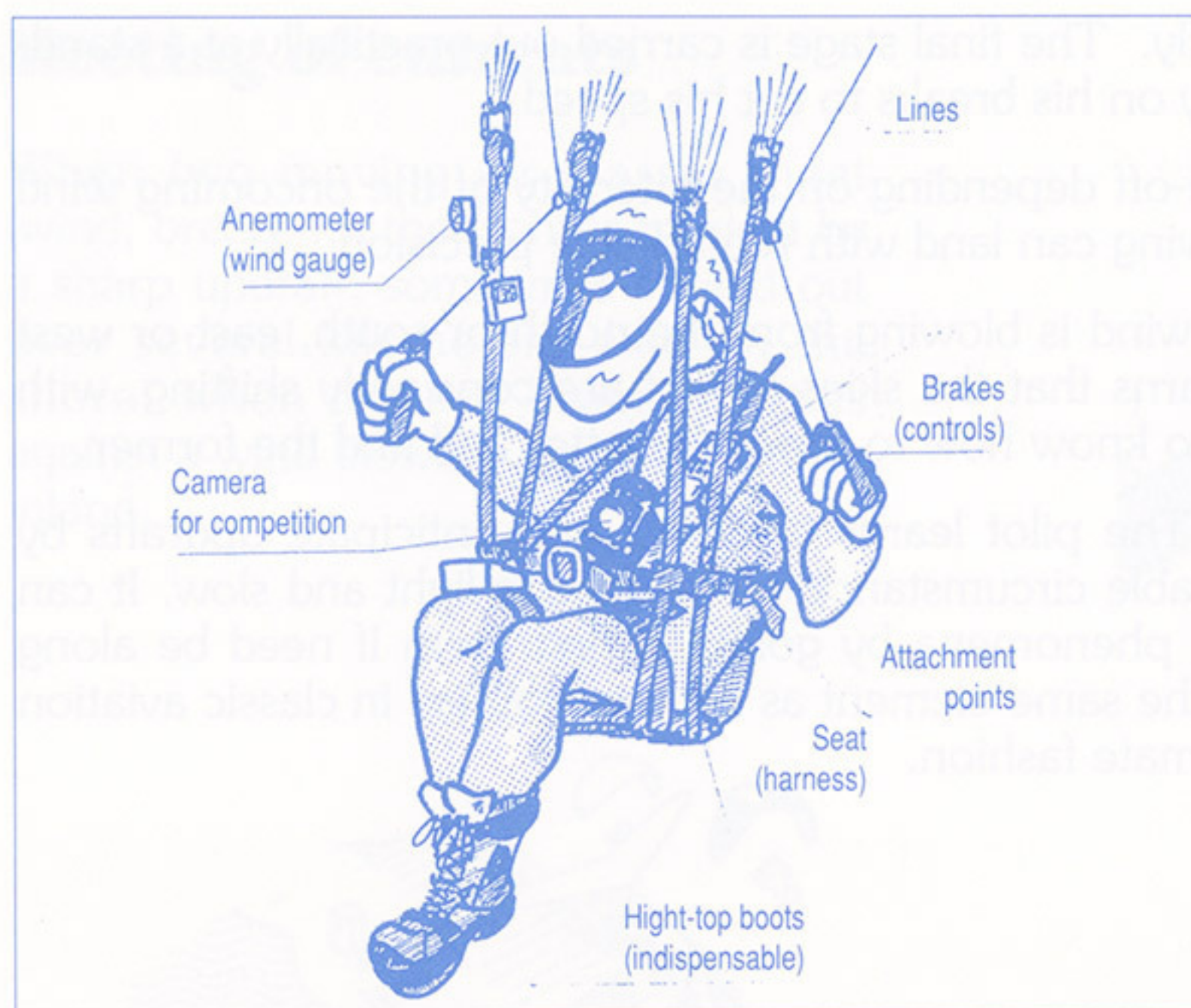
It is ready to use in a flash. New models have pushed performances to new heights.

These qualities have meant that the canopy comes along on every outing, trip, hike, expedition....

Be careful, however : exposed to the sun and snow and humidity abrasion, the canopy is fragile.

Fold it up as soon as you have landed and do not unfold it again until you are ready to take off.





* Paragliding equipment

The **variometer** indicates vertical speed (rising or falling) and helps in the detection and exploitation of updrafts.

The **airspeed** indicator shows the speed of flight.

The **altimeter** indicates altitude.

HOW DOES IT FLY?

The paragliding wing is steered by controls: 2 handles connected to the back edge of the canopy.

Pulling simultaneously on both of them reduces speed; letting them up again accelerates.

If a single handle is pulled, one side of the canopy slows down while the other accelerates, and this makes the canopy turn.

To turn right, pull the right handle; to turn left, pull the left.

* Take-off and Landing

Little space and infrastructure are needed for take-off and landing.

To take-off, the paragliding practitioner is happiest on the slopes of mountains, hills and dunes.

And to land, a wide-open field or beach will do.

Take-off and landing areas must be equipped with wind socks.

Like anything that flies, a wing takes off and lands facing the wind. If the paraglider needs a speed of 20 km per hour to take-off, and the wind is blowing at 10 km per hour, he only needs to add 10 km per hour more in order to fly.

From the very first steps, the wing inflates. The pilot accompanies the wing's progression and the two of them take-off gently.

A paragliding canopy lands like a butterfly. The final stage is carried out practically at a stand-still, the pilot having pulled down sharply on his breaks to cut his speed.

Paragliding requires a short or long take-off depending on the intensity of the oncoming wind and the slope of the take-off area. The wing can land with remarkable precision.

Imagine that in the air around you, the wind is blowing from the north or south, east or west While that may be true, the pilot learns that the skies in fact are constantly shifting, with air masses rising and falling. He needs to know how to avoid the latter and find the former.

Free flight develops aerial intelligence. The pilot learns to detect and anticipate updrafts by seeking out topography indicating favorable circumstances. The wing is light and slow. It can take advantage of micro-meteorological phenomena by going to find them if need be along the edges of contours, circling about in the same element as his big brothers in classic aviation (notable hang-gliding), but in a more intimate fashion.

UPDRAFTS

They can have various causes.

All phenomena that the paragliding pilot uses are a direct result of the sun.

Free flight runs on solar energy!

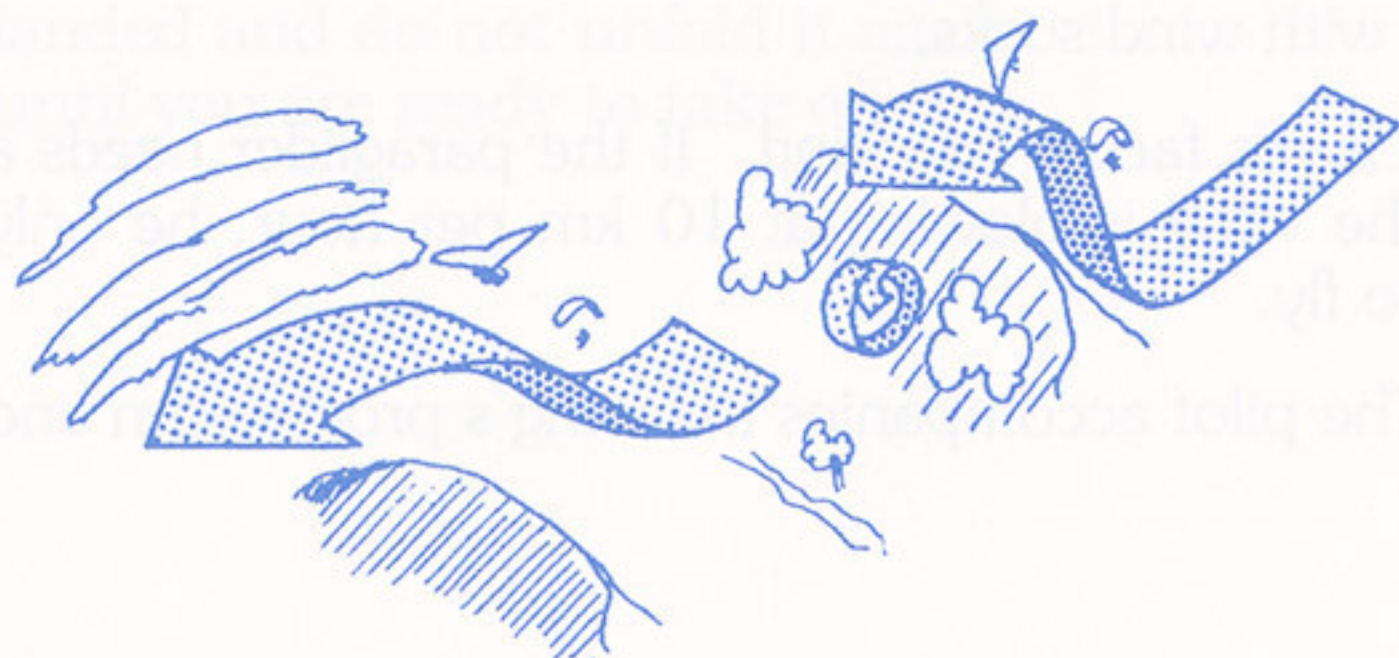
* The convection barrier

Any barrier to the wind is likely to create an updraft... even another updraft (thermal) can incur this phenomenon.



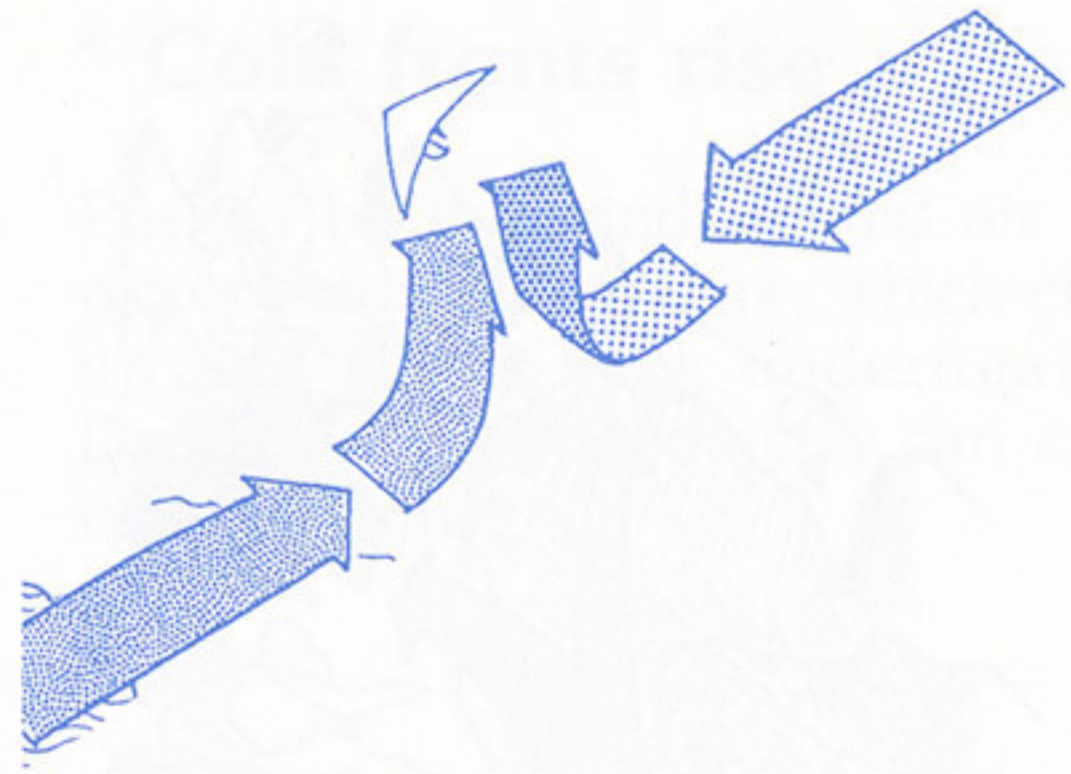
Waves

When a strong and regular wind strikes a contour, it is turned upward. In certain favorable conditions (resonance), a cumulative phenomenon develops and secondary updrafts (rises) appear.



Meeting of currents

When two moving air masses meet (wind, breeze...), the front is marked by a sharp updraft, sometimes spread out over several kilometers, like on the shore, when the sea breeze hurtles against a wind blowing out from further inland.



* Ram pressure

When the wind strikes a contour. It is turned upward, creating an updraft that is regular and easily taken advantage of, ideal for local, enduring flights.

Breezes

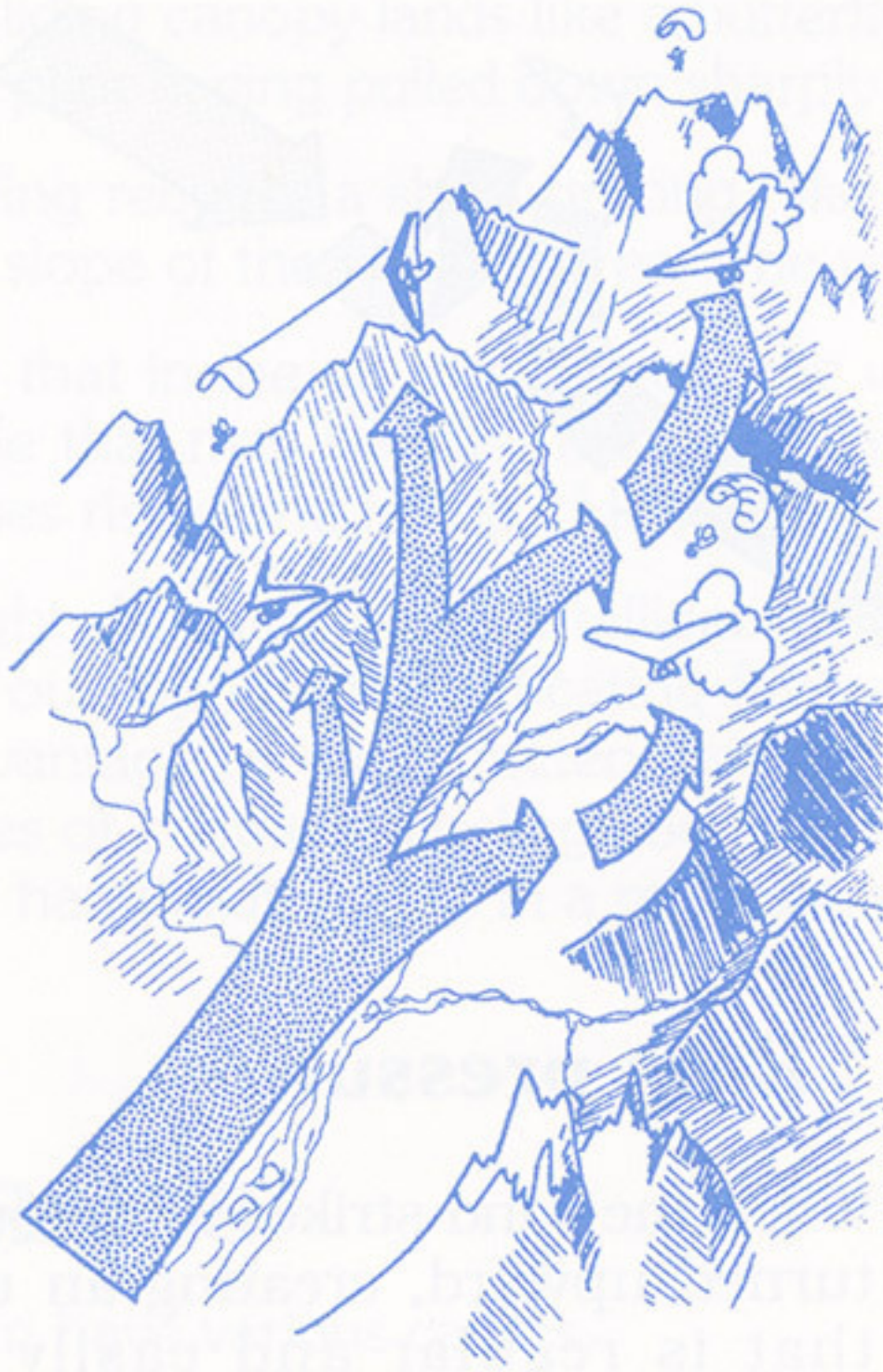
Local "winds" due to differences in warming (for example, the "sea breeze" between the cooler water and the sun-warmed shore).

Thermals

When the sun heats the ground, the air above it heats as well, and rises. Dry soils are favorable to the creation of "thermals" above all when the contrasts (wheat-field next to a forest) allow for a good supply of fresh air.

The thermal is often topped by a cumulus cloud.





* Slope and valley breezes

Sunny slopes warm rapidly and create thermals. The resulting pulling in of air creates updrafts all along the contours – slope breezes – which in turn create suction in the valleys – valley breezes – which incur dynamic updrafts even against sunny slopes. In the summer, mountains are sites of complex but promising phenomena!

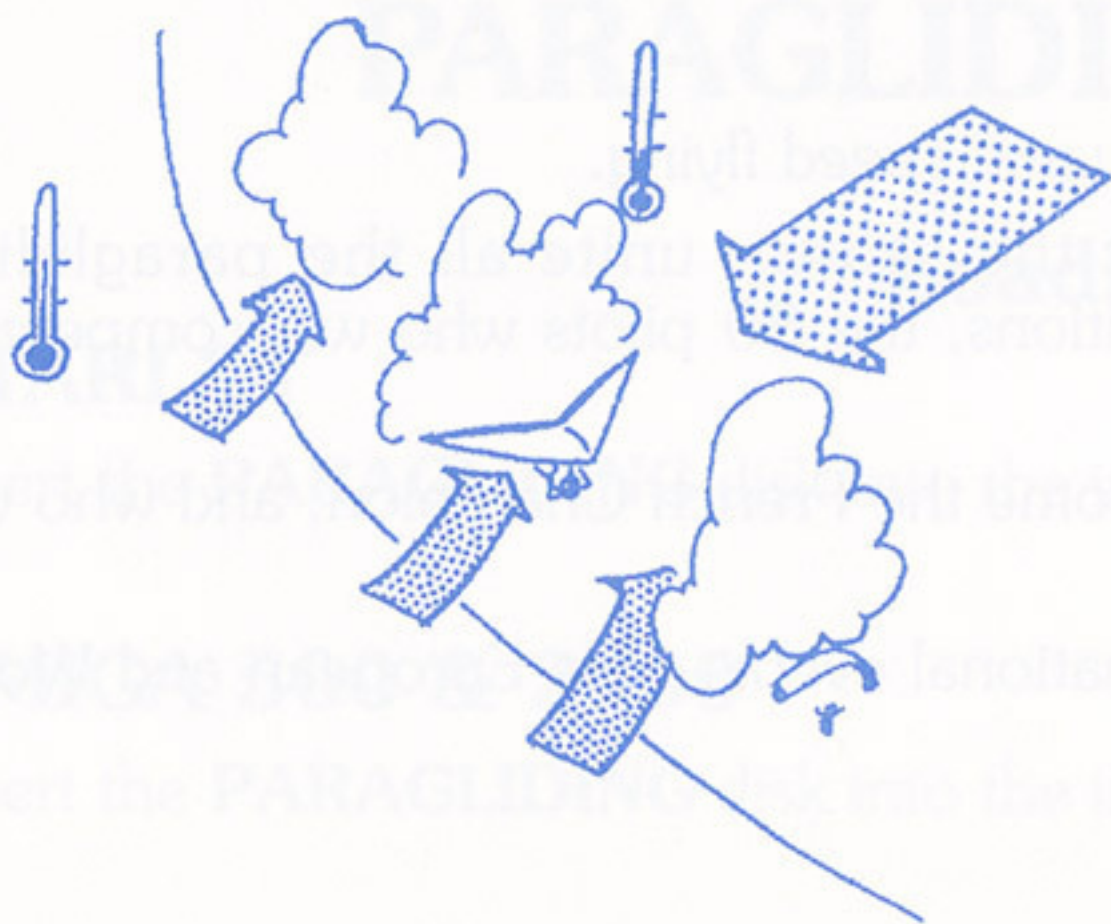
* “Thermodynamics”

When air rises in an updraft, it progressively cools down, and the moisture it contains condenses and forms clouds. This transformation creates a warming that maintains an updraft a long time after the disappearance of the initial cause. Pushed by the wind, the cloud carries along beneath it its own updraft.



Meteorological winds

Do not confuse the “wind” due to differences in pressure on a geographical level with “breezes,” local phenomena due to sun warming.



* Cold fronts rise

Pushed by the wind, a cold air mass plows before it warm air, which churns up and slides back underneath.... Danger! This phenomena can create violent storms!

THE PLEASURE OF FLYING

There is something in it for everyone!

There is a great variety of pleasure to be found in Free Gliding - from the peaceful Sunday flight during a family picnic to cross-country flight, with competition along the way, as well as flying in a two-seater...

Of course, one can fly for hours over dunes exposed to the ocean breeze, without any major changes in altitude, turbulence or surprises.

But some paragliders prefer the capriciousness and irregularities of thermals. If the meteorological conditions are favorable, the increases in altitude can be extraordinary.

Another activity people are passionate about: competition. Each year about 800 paragliding enthusiasts (hang-gliding and paragliding) take their competition cards and participate in events organized here and there all over France.

Free gliding is a new sport: in the space of 15 years this sporting activity has grown dramatically.

In the first meetings, free-gliding competitors challenged one another in their mastery of piloting - figures and landing precision.

Changes in equipment, and most of all in people's piloting skills, have allowed, along with the ability to take advantage of updrafts, for increases in altitude, extended flight times, and today, cross-country flying.

* Cross-country flying

Cross-country flying requires a variety of skills, including an understanding of meteorology, mastery of piloting, a good choice of itinerary, endurance and willpower.

Free gliding today is a trip!

The exhilaration of flying and discovering new landscapes can be had for no more than the effort and intelligence required to fly. Traveling great distances still depends on exceptional atmospheric conditions. One must choose the day carefully...

The paragliding World Record for distance: 130 km.

The French paragliding Record for distance: 81 km.

Competition

Today, competitive events are based on cross-country and speed flying.

Selective competitions taking place throughout the season unite all the paragliding competitors in the country. Based on these competitions, the 80 pilots who will compete in the French championships are selected.

This event, which lasts 15 days, decides who will become the French Champion, and who will be on the national team.

Those selected will then compete in the major international events - the European and World Championships.

LEARNING TO FLY

You won't become a bird all by yourself!

The student is taken in and instructed up to the level of autonomous pilot in a school.

Each year the Federation prints an updated brochure of all accredited schools. Choosing an accredited school is a sure way to guarantee quality instruction. These schools are monitored continuously by the Federation's Technical Managers.

The following are the main stages in the standard progression of a paragliding student.

The training slope

On a gradual slope the student acquires the basic movements: take-off, short flights and landing. As it is a perfect environment for practice, one should always return to the training slope during one's training. To practice one's technique, adjust one's wings, experiment with other techniques, etc...

Training two-seaters

With the instructor, the student discovers the sensations of flying while far above the ground; he or she orients him- or herself and learns to fly jointly with the instructor.

The first long flight

Often preceded by small intermediary flights, the first long flight is scheduled during calm meteorological conditions, and the student is supported through radio communication. The radio, which is a pleasant flight companion, should only be used to assist the student at the beginning.

Long flights

After the first flights, the student becomes familiar with his new environment. He or she carries out flights of increasingly long duration which are designed through the student's knowledge of how to make a flight plan; the student also learns to increase his altitude, and one day, embarks on his first journey off the beaten track.

The certificate

A test covers the theoretical part of the certificate, while the practical part is completed in the paragliding school. The certificate grants the right to fly autonomously.

PARAGLIDING : THE GAME

Loading the game

ATARI ST

Insert the **PARAGLIDING** disk into the internal disk drive and turn on the computer.

AMIGA 500 & 2000

Insert the **PARAGLIDING** disk into the internal disk drive and turn on the computer.

AMIGA 1000

Insert the Kickstart disk into the internal disk drive and turn on the computer. When the Workbench screen appears, insert the **PARAGLIDING** disk into the internal disk drive.

AMSTRAD CPC Disk

Turn on the computer. Insert the **PARAGLIDING** disk into the internal disk drive. Type **"RUN 'P'"** and press the **<ENTER>** key.

AMSTRAD CPC Cassette

Turn on the computer. Rewind the cassette.

Press the **<PLAY>** button on the tape recorder.

Type **"RUN"**, and press the **<ENTER>** key.

IBM PC & Compatibles

Turn on your PC and load DOS.

Insert the **"PARAGLIDING A"** disk into the A-drive.

Change to the A-drive by typing **"A:"** then pressing **<ENTER>**.

Type **"PARA"**, press the **<ENTER>** key then follow the instructions on the screen.

If you want to load **PARAGLIDING** in the B-drive:

Insert the **"PARAGLIDING A"** disk into the B-drive.

Change to the B-drive by typing **"B:"** then pressing the **<ENTER>** key.

Type **"SWAPAB"**, then press the **<ENTER>** key.

Type **"PARA"**, press the **<ENTER>** key then follow the instructions on the screen.

If you want to install **"PARAGLIDING"** on your hard disk:

Turn on your PC and load DOS.

Insert the **"PARAGLIDING A"** disk into the disk drive.

Type **"INSTALL"**, press the **<ENTER>** key, then follow the instructions on the screen.

THE COMMANDS

The game is played with a Joystick or a keyboard (arrow keys and the space bar).

Basic Commands:

PAUSE	<P>
ABORT	<ESC>
RETURN TO DOS (PC ONLY)	<F10>

CONTROLLING THE PARAGLIDER

Taking-off

Start the paraglider's take-off by pushing the joystick to the right.

When the wing is "inflated" and the pilot is ready to kick off, push the joystick upwards to make the canopy take off.

On CPC, press the firing key (or the space bar), then push the lever to the right to make the hang-glider take off.

Flying

The hang-glider turns when the lever is pushed to the right or the left.

By moving the joystick up or down, you can adjust the "opening" of your wing: the wider it is open, the more wind will fill it.

To pick up an object just press the fire button (or the space bar) when the pilot is at the right level (except on CPC).

Be careful: pay attention to all the items displayed on the screen to find the air currents and choose the course that will take you on the right path...

* Landing

To land, you must first find a flat surface.

You must then slowly reduce your altitude and close the canopy right at the last moment.

THE OBJECTIVE OF THE GAME

***AMSTRAD CPC Version**

The certificate

This part consists of 3 challenges which you must meet if you want to make it to the other parts of the game.

1st challenge: you must take off and land on a target scoring 100 points.

2nd challenge: you must again take off and land on a target scoring 100 points, but this time the target is smaller and surrounded by water.

3rd challenge: this involves the same principle as the first two challenges, but this time you must find an updraft if you want to reach the target...

Excursions

You may choose among 4 different sites: the Alps, the Himalayas, the Grand Canyon and the Andes.

At each of these sites you must try to beat the distance record. Be careful: each site involves different challenges because of the terrain's own special relief and the different sources of air currents. You will also find several objects distributed along your path which may help you on your trip...

But be careful of traps.

*** ST, AMIGA & PC version**

After the introduction the game will ask you to select the number of players and the name and nationality of each player (among the 8 countries displayed on the screen).

N.B.: After each session, you will have the chance to change this selection.

The Practice mode

You must succeed at three challenges in order to receive your paragliding pilot's certificate.

1st challenge: you must take off, fly on a gradual slope and land.

2nd challenge: you must take off, find an updraft and land.

3rd challenge: you must take off, avoid an obstacle and land on a moving target.

Excursions

You can choose among four sites: the desert, the hills, the mountains and the Grand Canyon. At each of the sites you must try to beat the distance record. To do this you must observe the various important components of the air currents. But be careful of all kinds of traps...

Competitive events

There are four competitions at each of the four sites.

In this de you must complete the required circuit, while picking up the target items in the right order. Your time is limited and you will have to land when the time is up.

The championship

At each of the 4 sites above, you must participate in 6 events.

1st event: speed.

You must go from one point to another as quickly as possible while avoiding the obstacles.

2nd event: skill

You must pick up as many target objects as you can and land in a set time.

3rd event: racing against the clock

You must go as far as you can and land in a set time.

Based on your performance in each of the above events you will receive points, and a general classification will be posted at the end of each event.

THE PARAGLIDING PRODUCTION TEAM:

PROJECT MANAGER:..... Christophe GOMEZ

ST, AMIGA, PC VERSION:..... ATREID Concept

CPC VERSION: Jean-Philippe BISCAY

TESTS : Dominique TRIANA

Special thanks to:

- the Fédération Française de Vol Libre
(especially Mrs. ACCART)

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PARAGLIDING : DAS SPIEL

LADEN DES SPIELS

ATARI ST

PARAGLIDING-Diskette in das interne Laufwerk einlegen und den Computer einschalten.

AMIGA 500 & 2000

PARAGLIDING-Diskette in das interne Laufwerk einlegen und den Computer einschalten.

AMIGA 1000

Kickstart-Diskette in das interne Laufwerk einlegen und den Computer einschalten. Sobald der Workbench-Bildschirm erscheint, die **PARAGLIDING**-Diskette in das interne Laufwerk einlegen.

AMSTRAD CPC Diskette

Computer einschalten. **PARAGLIDING**-Diskette in das interne Laufwerk einlegen. Eingeben: **'RUN "P"'** und auf **<RETURN>** drücken.

AMSTRAD CPC Kassette

Computer einschalten. Cassette zurückspulen.

Taste **<PLAY>** des Magnetophons drücken.

Eingeben: **'RUN'** gefolgt von **<RETURN>**.

IBM PC und kompatible Rechner

PC starten, DOS laden.

Diskette **"PARAGLIDING A"** in das Laufwerk A einlegen.

Auf A umschalten ('A:' gefolgt von **<RETURN>** eingeben).

Eingeben: **'PARA'**, dann auf **<RETURN>** drücken und die auf dem Bildschirm erscheinenden Anweisungen befolgen.

Wenn Sie **PARAGLIDING** auf dem Laufwerk B laden wollen:

Diskette **"PARAGLIDING A"** in das Laufwerk B einlegen.

Auf das Laufwerk B umschalten ("B:" gefolgt von **<RETURN>** eingeben).

Eingeben: **'SWAPAB'** gefolgt von **<RETURN>**.

Eingeben: **'PARA'**, gefolgt von **<RETURN>** und die auf dem Bildschirm erscheinenden Anweisungen befolgen.

Wenn Sie **"PARAGLIDING"** auf Ihre Festplatte installieren wollen:

PC starten, DOS laden.

Diskette **"PARAGLIDER A"** in das Laufwerk geben.

Eingeben: **'INSTALL'**, gefolgt von **<RETURN>** und die auf dem Bildschirm erscheinenden Anweisungen befolgen.

*** Start**

Starten Sie den Flug, indem Sie den Joystick nach rechts schieben. Sobald der Flügel "aufgeblasen" und der Pilot auf einer Abflugposition ist, den Joystick nach oben schieben, damit er abhebt.

Auf einem CPC drücken Sie auf den Schußknopf (oder auf die Leertaste) und schieben dann den Joystick nach rechts, damit Ihr Hanggleiter abhebt.

*** Im Flug**

Schiebt man den Griff nach rechts oder nach links, führt der Hanggleiter eine Kurve durch.

Führt man den Joystick nach oben oder nach unten, kann man die "Flügelöffnung" einstellen: je größer die Öffnung, desto stärker der Windauftrieb.

Um einen Gegenstand aufzuheben, braucht man nur den Schußknopf zu drücken (oder die Leertaste), wenn der Pilot auf der Höhe des Gegenstands ist (außer beim CPC).

Achtung: berücksichtigen Sie alle auf dem Bildschirm anwesenden Elemente, damit Sie Luftströmungen erkennen und den Weg finden, der Sie sicher ins Ziel bringt...

*** Landevorgang**

Zum Landen müssen Sie zuerst eine ebene Fläche finden.

Dann verringern Sie langsam die Höhe und schließen den Hanggleiter im letzten Moment.

ABLAUF DES SPIELS

* AMSTRAD CPC

Der Flugschein

Der Flugschein besteht aus 3 Durchgängen, die Sie unbedingt bestehen müssen, wenn Sie an den anderen Teilen des Spiels teilnehmen wollen.

1. Durchgang: Sie müssen abheben und auf einem Zielpunkt wieder landen und erhalten dafür 100 Punkte.
2. Durchgang: Sie müssen abheben und auf einem Zielpunkt wieder landen (und bekommen wieder 100 Punkte), allerdings ist das Ziel kleiner und steht im Wasser.
3. Durchgang: Das Prinzip bleibt gleich wie oben, jedoch müssen Sie jetzt einen aufsteigenden Luftstrom finden, wenn Sie das Ziel erreichen wollen...

Promenaden

4 Landschaften stehen Ihnen zur Verfügung: die Alpen, der Himalaya, der Grand Canyon und die Anden.

In jeder Landschaft müssen Sie versuchen, den Längenrekord einzustellen.

Achtung: Jede Landschaft weist ihre spezifischen Schwierigkeiten auf, die mit ihrem Relief und den verschiedenen Luftstromquellen zusammenhängen. Außerdem können Gegenstände, die auf Ihrem Weg verstreut liegen, Ihren Parcours erleichtern...

Aber Vorsicht, es gibt auch Fallen...

* ST, AMIGA & PC

Nach der Vorstellung verlangt das Spiel von Ihnen, daß Sie die Anzahl der Spieler angeben sowie ihren Name und Staatsangehörigkeit (Auswahl aus den 8 vorgeschlagenen Ländern).

N.B.: Nach jedem Spiel können Sie diese Auswahl ändern.

Practice-Modus

Sie müssen 3 Durchgänge bestehen, um Ihren Hanggleiter-Flugschein zu erhalten.

1. Durchgang: Sie müssen abfliegen, einen leicht geneigten Flug durchführen und landen.
2. Durchgang: Sie müssen abfliegen, einen aufsteigenden Luftstrom finden und landen.
3. Durchgang: Sie müssen abfliegen, ein Hindernis vermeiden und auf einem beweglichen Zielpunkt landen.

Promenaden

4 Landschaften stehen Ihnen zur Verfügung: die Wüste, Hügel, Gebirge und der Grand Canyon. In jeder Landschaft geht es darum, den Längenrekord einzustellen. Dazu müssen Sie die verschiedenen signifikanten Elemente der Luftströme erkennen. Aber Vorsicht: es gibt unterwegs allerlei Fallen...

Der Wettkampf

In den 4 Promenadenlandschaften werden 4 Wettkämpfe abgehalten. In dieser Betriebsweise müssen Sie eine Kür ablegen und dabei Zielgegenstände in einer bestimmten Reihenfolge innerhalb eines Zeitlimits auflesen. Beim Ablufen der Zeit müssen Sie gelandet sein.

Meisterschaften

In den bereits erwähnten 4 Landschaften müssen Sie an 6 Wettkämpfen teilnehmen.

1. Wettkampf: Geschwindigkeitswettkampf

Sie müssen sich so schnell wie möglich von einem Punkt zum anderen begeben und dabei Hindernisse vermeiden.

2. Wettkampf: Geschicklichkeitswettkampf

Sie müssen möglichst viele Gegenstände auflesen und innerhalb eines Zeitlimits gelandet sein.

3. Wettkampf: Gegen die Uhr

Sie müssen so weit wie möglich fliegen und innerhalb des Zeitlimits gelandet sein.

Je nach Ergebnis nach jedem dieser Wettkämpfe werden Punkte vergeben. Nach jedem Wettkampf wird eine allgemeine Klassifizierung angezeigt.

DAS TEAM

PROJEKTLEITER:

Christophe GOMEZ

ST, AMIGA, PC:

ATREID Concept

CPC:

Jean-Philippe BISCAY

TESTS:

Dominique TRIANA

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PARAGLIDING ; IL GIOCO

CARICAMENTO DEL GIOCO

ATARI ST

Inserire il disco di **PARAGLIDING** nel disk drive interno e accendere il computer.

AMIGA 500 & 2000

Inserire il disco di **PARAGLIDING** nel disk drive interno e accendere il computer.

AMIGA 1000

Inserire il disco di Kickstart nel disk drive e accendere il computer. Quando appare lo schermo del Workbench, inserire il disco di **PARAGLIDING** nel disk drive interno.

AMSTRAD CPD Disco

Accendere il computer. Inserire il disco di **PARAGLIDING** nel drive interno. Digitare "**RUN P**" e premere il tasto <ENTER>.

AMSTRAD CPC Cass

Accendere il computer. Riavvolgere la cassetta. Premere il tasto <PLAY> sul registratore. Digitare "**RUN**" e premere il tasto <ENTER>.

IBM PC & COMPATIBILI

Accendere il PC e caricare il DOS. Inserire il disco "**PARAGLIDING A**" nel drive A.

Passare al drive A digitando "A" e premere <ENTER>.

Digitare "**PARA**", premere <ENTER> e seguire le istruzioni sullo schermo.

Se si vuol caricare **PARAGLIDING** dal drive B :

Inserire il disco "**PARAGLIDING A**" nel drive A.

Passare al drive B digitando "**B:**" e premere il tasto <ENTER>.

Digitare "**SWAPAB**" e premere il tasto <ENTER>.

Digitare "**PARA**", premere <ENTER> e seguire le istruzioni sullo schermo.

Se vuoi installare "**PARAGLIDING**" su hard disk :

Accendere il PC e caricare il DOS.

Inserire il disco "**PARAGLIDING A**" nel drive A.

Digitare "**INSTALL**", premere <ENTER> e seguire le istruzioni sullo schermo.

I COMANDI

Il gioco si controlla tramite joystick o tastiera (tasti freccia e barra spaziatrice).

Comandi Basilari :

PAUSA	<P>
FINE GIOCO	<ESC>
RITORNO AL DOS	<F10>
(Solo PC)	

CONTROLLO DEL DELTAPLANO

* Decollo

Il decollo inizia premendo il joystick verso destra. Quando l'ala si è gonfiata e il pilota è pronto a darsi lo slancio, premi il joystick in avanti affinché il baldacchino decolli.

Su CPC, premi il tasto di fire (o la barra spaziatrice) e premi il joystick a destra per effettuare il decollo.

* Durante il volo

Il deltaplano vira se il joystick è premuto a destra o a sinistra. Muovendo il joystick in alto e in basso puoi regolare l'apertura dell'ala : più è aperta più vento puoi raccogliere.

Per raccogliere un oggetto premi il tasto di fire (o la barra spaziatrice) quando il pilota è alla giusta altezza (eccetto che sul CPC).

Attenzione ; tieni d'occhio tutti gli elementi che appaiono sullo schermo per trovare le correnti d'aria e scegliere la rotta che ti porti nella direzione giusta...

* Atterraggio :

Per atterrare devi trovare una superficie pianeggiante.

Devi poi ridurre lentamente la tua altitudine e chiudere il baldacchino all'ultimo momento.

L'OBIETTIVO DEL GIOCO

* **Versione AMSTRAD CPC**

Il Diploma

Questa sezione consiste in tre prove da affrontare per avere accesso alle altre parti del gioco.

Prima prova : devi decollare e atterrare ottenendo 100 punti

Seconda prova : devi nuovamente decollare e atterrare ottenendo 100 punti, ma stavolta il bersaglio è più piccolo e circondato dall'acqua.

Terza prova : questa prova implica gli stessi meccanismi delle prime due, ma stavolta devi trovare una corrente ascensionale e vuoi raggiungere il bersaglio.

Escursioni :

Devi scegliere fra 4 differenti località : le Alpi, l'Himalaya, il Grand Canyon e le Ande.

In ognuna di queste località devi cercare di battere il record di distanza.

Attenzione : ogni località implica diverse prove da affrontare a causa dei particolari rilievi del terreno e delle differenti sorgenti di correnti d'aria. Troverai anche molti oggetti distribuiti lungo il percorso che potranno esserti d'aiuto nel tuo viaggio...

Ma stai attento alle trappole...

* **Versioni ST, AMIGA e PC**

Dopo la sequenza introduttiva ti verrà chiesto di scegliere il numero dei giocatori e il nome e la nazionalità di ciascuno di essi (tra 8 paesi indicati sullo schermo).

N. B. : Al termine di ogni sessione, avrai la possibilità di modificare queste scelte.

L'addestramento

Devi superare tre prove per ottenere il tuo diploma di pilota di parapendio.

Prima prova : devi decollare, volare su un pendio e atterrare.

Seconda prova : devi decollare, trovare una corrente ascensionale ed atterrare.

Terza prova : devi decollare, evitare un ostacolo ed atterrare su un bersaglio in movimento.

IL TEAM :

RESPONSABILE DEL PROGETTO Christophe GOMEZ

VERSIONI ST, AMIGA, PC :..... ATREID Concept

VERSIONE CPC :..... Jean-Philippe BISCAY

TEST :..... Dominique TRIANA

Un ringraziamento speciale a :

**- Fédération Française de Vol Libre
(particolarmente a Mrs ACCART)
4, Rue de Suisse - 06000 NICE
Tél. : 16 - 93 88 62 89**

**- PPm : Le mensuel du Parapente.
12, Rue de Bercy - 75012 PARIS
Tél. : 1 40 19 90 00**



Découvrez grâce à cette fantastique simulation, toutes les joies et toutes les sensations du Parapente.

Après avoir appris le maniement de votre voile, les courants ascendants et descendants, vous vivrez des moments inoubliables. Assis dans votre harnais à plus de 2.600 mètres d'altitude, vous serez grisé de liberté !!

Mais lors des compétitions et du championnat*, mettez en pratique toute votre technique pour vous servir au mieux des éléments naturels... Adresse, rapidité et réflexion vous seront grandement nécessaires face à des concurrents des plus aguerris.

* Sauf sur CPC.



* Except on CPC.

Thanks to this fantastic simulation, discover the joys and thrills of Paragliding.

After having learned how to operate your sail, and to master updrafts and downdrafts, you will live unforgettable excitement. Seated in your harness over 8000 feet high, you will feel the rush of free flight !

But during competitions and championships* all your technical knowledge will be necessary to make the best use of the natural elements. Dexterity, speed, and mental competence will be required to compete with highly experienced opponents.

ANGLAIS
ALLEMAND
ITALIEN

Amoureux des sensations fortes, PARAGLIDING vous entraînera aux confins de l'extrême !!
For those who love thrills, PARAGLIDING will be a trip into the extreme !!