

The UK's **Biggest Selling** Amiga Magazine

**CU**

# AMIGA

**M A G A Z I N E**

October 1997 £5.99 US\$13.50 • I22.500 • ASCH235 • BFR 520 • DM 28.00

# TFX

**The apex of military flight simulation**

**Totally Exclusive!**  
**T.F.X. On This CD!**

**COMPLETE  
PLAYABLE GAME!**



**Plus:**  
**Over 600Mb  
of software**

**Portable  
Amiga**  
How do they do that?

**Mac  
Emulation**  
Fusion: best  
of both worlds

**ISDN  
Internet**  
The future is here

**No TFX? Ask your Newsagent!**



CD-Edition, disk version also available.

**comp  
images**

ISSN 1360-5968



# AMIGA

MAGAZINE

OCTOBER 1997 • CONTENTS

## Editorial

**EDITOR** Tony Horgan  
**ART EDITOR** Helen Danby  
**TECHNICAL EDITOR** Mat Bettinson  
**DEPUTY ART EDITOR** Anthony Collins  
**STAFF WRITER** Andrew Kora  
**PRODUCTION EDITOR** Russell Cox  
**CD-ROM COMPILER** Neil Bothwick  
**TECHNICAL CONSULTANT** John Kennedy  
**CONTRIBUTORS** Jason Compton, Tony Dillon, Mark Forbes, Tony Gill, Larry Hickmott, Jason Hulance, Andy Mitchell, Gordon Barrick

**PHOTOGRAPHY** Ben Jennings  
**SCITEX MANAGER** Sarah Best  
**SYSTEMS MANAGER** Sarah-Jane Leavey

## Advertising, Marketing & Management

**PUBLISHING DIRECTOR** Sarah James  
**PUBLISHER** Andy McVittie  
**MANAGING EDITOR** Richard Howatt  
**GROUP AD MANAGER** Liza Merrett  
**SOFTWARE MANAGER** Chris Perera  
**SENIOR SALES EXECUTIVE** Marianna Masters  
**AGENCY SALES EXECUTIVE** Genevieve Dick  
**SALES EXECUTIVE** Justin Wakeham  
**AGENCY SALES MANAGER** Paul Lanzarotti  
**PRODUCT MANAGER** Kirstin Ritchens  
**MARKETING EXECUTIVE** Zoe Wharnsby  
**PRODUCTION MANAGER** Sam Lee  
**AD PRODUCTION MANAGER** Emma Minford  
**AD PRODUCTION EXECUTIVE** Natasha George  
**ADVERTISING ASSISTANT** Annabel Green

## CU Amiga Magazine

37-39 MILLHARBOUR, ISLE OF DOGS,  
 LONDON E14 9TZ, UNITED KINGDOM  
 0171 972 6700

GENERAL@CU-AMIGA.CO.UK

WEB SITE: www.cu-amiga.co.uk

SUBS ENQUIRIES: 01858 435350

ADVERTISING PRODUCTION FAX: 0171 972 6755

## Contacts

**READERS' LETTERS AND TECHNICAL PROBLEMS:** For general, non-technical, enquiries send your letters to the address above clearly marked for **BACKCHAT**. For technical problems send them clearly marked **Q&A**. Because of the nature of many enquiries they cannot be answered by phone. You can e-mail us at [backchat@cu-amiga.co.uk](mailto:backchat@cu-amiga.co.uk) or Q+A@cu-amiga.co.uk.

**PD REVIEWS:** We get hundreds of new PD programs every week, but we're still hungry for more. If you've written a PD program that you're proud of send it to: **PD SUBMISSIONS**, CU Amiga Magazine, 37-39 Millharbour, Isle of Dogs, London, E14 9TZ.

**ADVERTISING OR ADVERTISING PROBLEMS:** If you wish to advertise in CU Amiga Magazine, please contact **Marianna Masters** on the above telephone number and address. Contact **Annabel Green** if you have a query regarding any advertisement in CU Amiga Magazine.

**COVER DISK PROBLEMS:** If you have a faulty cover disk then write or return your disk to our duplicators: **DISKXPRESS**, 7 WILLOW COURT, BOURTON INDUSTRIAL PARK, BOURTON-ON-THE-WATER, GLOUCESTERSHIRE GL54 2HQ. TEL: 01451 810788.

**COMPETITIONS:** CU Amiga Magazine often runs competitions. To enter one of these simply put your name and address on the back of postcard, along with the answers and send them to us at the usual address (unless otherwise stated in the competition). Competition entries are only accepted by post. One entry per person please and the editor's decision is final. Winners will be notified by post. Other rules may be printed from time to time.

**BACK ISSUES:** 01858 435 350. Subject to availability. DD disk issues: UK price £5.99 (inc P&P). Rest of world £6.50. CD-ROM issues: UK price £6.99. Europe and Rest of world £7.50.

**SUBSCRIPTION DETAILS:** Subscriptions are available from Lower Publishing, Lower House, Sovereign Park, Lathkill Street, Market Harborough LE15 9ET tel: 01858 435 350. Annual subscription rates (inc postage) 12 issues: UK/BPPD £54. SURFACE MAIL ROW & EUROPE: £60.00. AIRMAIL EUROPE: £78.00. ROW AIRMAIL: £90. See subs page for special offers.

© EMAP Images 1997. No part of this magazine may be reproduced in any form, either electronic or mechanical, or sold without the express written permission of the publisher. Cover disks remain the copyright of their respective suppliers and may not be duplicated, distributed or sold on without their permission. All material and prices are believed to be accurate at the time of going to press. CU Amiga Magazine attempts to maintain the highest standards, but cannot be held responsible for any errors, factual or otherwise which may have inadvertently crept into the issue. None of the reviews or previews in any section of this magazine constitute paid for or otherwise solicited advertisements for that product or supplier. CU Amiga Magazine is an independent publication and the opinions expressed by its reviewers are their own, free of any outside circumstance.

PRINTED IN THE UNITED KINGDOM BY SOUTHERN PRINT WEB OFFSET, POOLE.  
 COVER DISK AND CD-ROM DUPLICATION BY DISKXPRESS

ABC January-June 1997 27,391

emap images

## Editorial



Now this is an issue and a half! Taking top billing of course is that game we thought would never see the light of day. Petitions were raised, software companies were hounded, letters were written and prayers were said. In the end it's all turned out rather well. Who could have ever dreamed you would be getting what is possibly the best Amiga game ever for under a fiver? Well that's exactly what you've got! Think of it as a thankyou for staying with us, and staying with the Amiga. It's about time we got something to really be pleased about, and I'm chuffed to be able to have been partly responsible for making it all possible. Go and play it!

*Tony Horgan, Editor*

## Cover feature

### 20 T.F.X.

What can we say? We promised it, and we've delivered it: TFX is yours, complete in its entirety with the CD edition of CU Amiga. We've even got a very special offer for all you out there with no CD drive. You can get the game on no less than seven disks for the paltry sum of £3.50 plus 50p post and packing (well we could hardly stick seven disks on the front of the magazine could we?). We've got an extravagant nine page guide to it starting on page 20. It's a bit more space than we'd normally give over to a cover disk game, but we're sure you'll agree, this is no ordinary game! If you're still not convinced, just play the damn thing and you'll soon be converted to the joys of stealth missions and low level bombing raids just as we all are in the CU Amiga offices!



## Feature

### 32 Portable Amiga

Your eyes are not deceiving you, what you see here is a portable Amiga 600. This machine is known as Suzanne and features a 28MHz 68020, CD-ROM, LCD screen, glide-point mouse and stereo sound. The most amazing fact is that it was built as a one-off DIY project by Simon Archer of London. In this feature, Simon explains the procedure he used to build Suzanne, what problems occurred and how he overcame them. Whilst this feature covers some of the DIY technique issues, it's intended as an example of what one may - with the willpower and considerable DIY ability - be able to do. It's not a DIY tutorial but we're sure you'll agree that Suzanne is a very special and very unique Amiga... Oh and she's not for sale either.



# CD-ROM

## Super CD-ROM 15



Welcome to CUCD15. If you haven't invested in a CD drive yet, read this to see exactly what it is that you're missing.

CUCD15 can be booted from a CD32 or an A1200/4000 with CD32 emulation. In order to use this CD from your own Workbench, you only need to click on the InitCD icon, which will then allow software to run from the CD. It initiates MUI, IDer and the NewIcons systems - don't be surprised if the look of your Workbench suddenly decides to change. The whole thing is only temporary, and it can be removed by simply clicking on InitCD again.

To help you in finding your way around, there is a DOCS.GUIDE, which will connect you to nearly all text documents, and INDEX which is a CD search tool. Just like everything else on the CD, you need to click on them to activate them.

### 650 Mb of What?

It's easy to miss where the real contents of a CUCD lies so here's a list of how much data lies in each directory. This month our theme is ShapeShifter and games... a bumper collection of over 50Mb of ShapeShifter utilities and support files, and not to mention a whopping great 126Mb of games!

Value for money or what?

- TFX ..... 17Mb
- ShapeShifter ..... 53Mb

- CDsupport.....67Mb
- CDRom .....7Mb
- Demos ..... 16.5Mb
- Games ..... 126Mb
- Graphics .....60Mb
- Magazine.....1.5Mb
- Online .....66Mb
- Previews.....25Mb
- Programming.....37Mb
- Readers .....33Mb
- Sound .....44Mb
- Utilities.....34Mb
- WWW .....32Mb

This month's CUCD is even more amazing than normal! The full version of the legendary TFX and a 100% full 650Mb of other wonderful goodies, make up CUCD15.

### Highlights

#### TFX

CU Amiga's gaming coup de grace, the full version of Ocean/DID's unreleased TFX flight simulator. This state of the art game can be found in its entirety on the CD with versions for standard Amigas, those fitted with FPU's and 68040 machines. You'll even find a drawer of files which are ready to copy onto 720K PC floppy disks if you're using this special CD from a PC compatible. Installation to hard drive can be performed with the provided installer script or dragging of the TFX directory. Wow!



#### On the floppies

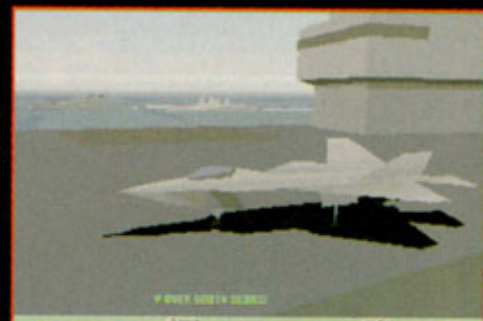
This directory carries the contents of the floppy disks from the floppy issue of CU Amiga. This month we've included 4 enthralling utilities, Video Easle for interesting life algorithm animations, Virtual303 for a TB303 synthesizer emulator, VisualPrefs to customise your Workbench beyond the norm and VirusZ to keep your Amiga safe from viruses.

### IDer explanation

Reaction to IDer on CUCDs has been a mixed bag of criticism and praise. Much of the problems have been caused by a lack of understanding of what IDer is for and failure to click on the essential InitCD icon. This month we have made some changes to the IDer launcher to work around the teething problems so that this system is more fool proof.

For those that missed it, most project icons on CUCDs now have IDer as the default tool. IDer allows *you* to choose exactly what viewers and players you wish to use for specific types of files. Graphics card users may display all pictures on current and future CUCDs with a hi-resolution viewer, for example. Your preferences are saved to your hard drive. This month, we've moved the CDsupport drawer to the root of CUCD15 and added an 'Important!' readme as well. If you've customised your CD preferences but left some of the viewers on CD, you'll need to change your IDer prefs to point to the new directory. Simply delete the 'System' part of the path so 'CUCD:System/CDsupport/xxx' becomes 'CUCD:CDsupport/xxx'. The CUCD preferences program can now be found in the top left of the CDsupport drawer.

# Now boarding...



**Yes indeed! It's actually, finally, really here! Tactical Fighter Experiment, or TFX to its mates, is truly the most amazing action flight simulation your Amiga has ever seen, and it's all yours courtesy of CU Amiga Magazine.**

# TFX.

**F**or those who just can't wait to get airborne there's a quickstart guide on page 22. You'll find more in depth information on the following pages. But first, just what is TFX and how come we've given it to you?

Those with abnormally good memories will recall TFX made its first appearance in CU Amiga back in May '93. You're forgiven for it having slipped your mind, as it was

called *Inferno* at the time. Its developers DID had recently delivered the excellent F-29 Retaliator (rather later than planned), and *Inferno* was being touted as the first of a new generation of flight simulations. DID told us it would be released in October, meaning of course October 1993. Somewhat suspicious since the delays with F-29 Retaliator, we rather optimistically commented "but if we know DID,

that's probably October 1995!". Little did we know it would be October 1997 until it finally got its long-deserved release!

Those initial teasers from DID were enough to get us on a daytrip to their HQ in Runcorn to find out more. I remember it well (Tony Ed. here by the way). There was barely an Amiga in sight, but a PC on every desk in the large DID office was running one version or another of TFX.

## Loading instructions

### Installing TFX from CD

Clicking on CUCD15, you'll find the TFX drawer. Inside you'll find three icons for TFX for different types of Amigas. The TFX\_68000 version will work on any Amiga so if the other versions don't, then try this one.

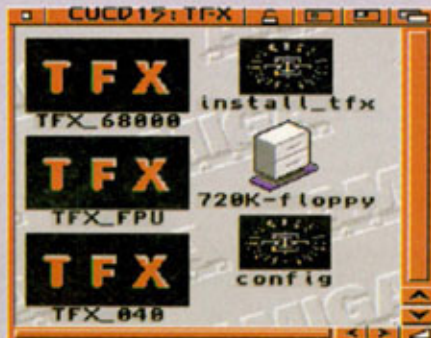
However, the other two versions will be faster if you have a math co-processor aka FPU aka 68882 or a 68040 based Amiga. If you have a math co-processor, the TFX\_FPU version should be much quicker as will TFX\_040 on 68040 based Amigas.

There's a config icon for setting up the control device and detail levels etc. Installing TFX is simplicity itself. You can either run the provided TFX installer icon or drag the entire directory over to your hard drive. If you're doing the latter, you'll need 17Mb of hard drive space but you can delete the 720K floppy directory which is 7Mb of this.

### Installing from a PC

If you're using a PC to access our CD-ROM, we've provided a TFX archive already split into 720K chunks. OS 3.x Amigas come with CrossDOS as standard and you'll need to have this mounted to read PC formatted DD floppy disks. Usually obtained by dragging the PC0 icon from devs/storage/dosdrivers/ to devs/dos-drivers drawer or just clicking on it.

Copy everything from this drawer to floppy disks on the PC. Then copy all of the files to somewhere on your hard drive on the Amiga. At the end, rename the



unpack.inf to unpack.info and you should be able to see an Unpack icon. Click on the icon and TFX will then be extracted to your hard drive. You can then delete the temporary files.

### Installing from floppy disk



If you bought the floppy issue, you can obtain TFX on no less than seven floppy disks for the bargain price of £3.50 + 50p P&P; see page 7 for the

full details.

When you've obtained the floppy disk page, disk 7 is the installer disk. Insert this disk and run the install icon. You'll be prompted as the installer joins up the data from all the floppy disks and then uncompresses it all.

You will need about 8Mb of hard drive space free and then you'll have a drawer much the same as the CD drawer with the three TFX launching icons as detailed in the CD section here. Enjoy!

Some were testing the flight model, others were compiling test versions of specific scenarios, while others were simply skiving off and playing the game!

Even though this was all PC based, DID assured us it would be transferred lock stock and barrel to the Amiga with no loss of quality, save for a slight dip in speed. At that time, the A1200 was Commodore's new baby, but true to their forward thinking attitude, DID were already confirming that TFX would be AGA only due to the high system requirements.

Back we came, laden down with screenshots, facts, photos of the team and a whole load of expectations. Then we waited. We waited a bit more. Then we gave up waiting as it seemed the Amiga version was never going to appear. When asked why it was taking so long, the response came that although the Amiga conversion was 95% complete, the then popular 2Mb A1200 just wasn't enough to do it justice. No Fast RAM and a 14MHz 68020 CPU just couldn't compare to the 60MHz+ PCs it was originally designed for, and that was that. Never mind, we had plenty more games to keep ourselves amused with back then. It wasn't until things started to dry up on the Amiga games scene that people remembered the next generation flight sim they'd been promised a few years ago and started demanding answers. Demand for a release of TFX mushroomed, but still nothing came from its proposed publishers Ocean, so we thought it was high time we stepped in to blow the dust of this never before seen masterpiece.

Whether you've been waiting for this game since the year dot or if you've never even heard of it before is totally irrelevant. At least it will be once you start playing.

TFX is a flight simulation for everyone. It's got all the realism you could ask for and action that'll make your palms sweat buckets. Above all it's got an atmosphere like no other game in the world. You might well think that because it was never released, the game probably has holes all over it, with unfinished business here and corners cut there. Not a bit of it.

This is a complete, fully fledged flight combat simulation with a full range of missions, five conflict theatres and various different options to take you from a rookie in training school to a seasoned and decorated top gun.

If you're the type of person who likes instant gratification and can't be bothered with all the bumph that surrounds most simulations, then you'll really love the Arcade mode. This drops you right into the thick of the action and tests your dogfighting skills to the maximum.

On the other hand, maybe you prefer to



get nice and comfortable with a cup of tea, plan a route on your maps and then take to the skies for a good day's flying and a touch of sight seeing.

No problem: there's the Simulation mode for you, which gives you the option to select any of the five varied scenarios and puts you into a 'no comeback' mini mission which can be played either as a one off, or even completely ignored in favour of taking in the some of the scenery.

Perhaps you like to sign yourself over to the airborne armed forces and dedicate yourself to the pursuit of peace? OK, well how about the Tour of Duty, in which you'll be fully trained and then sent out on a long string of missions as a UN peace keeper, seeing the beauty of the world and then blowing it sky high. Whatever type of player that you are, TFX is definitely going to give you months, if not years of satisfying and engrossing gameplay.

So, all that's left to do now is get stuck into the action!



Continued overleaf ►►►





# Quickstart Guide

## Getting started

Press the right mouse button to skip past the credits and on to the first options screen. This gives you the choice of creating a new pilot or continuing a previously saved game.

### Create a new pilot

The first thing to do then, is enter your full name and your callsign – a nickname that's used for clearer communication. Next you need to select a game save slot for your new alter ego. Double click any of the blank ones. You can now take your pick from the list of five game types. Arcade mode drops you into a dogfight situation for some instant action. Training is the sensible option and the one that starts you off on your career as a top gun pilot. This breaks you into the game and acts as a kind of qualifying stage for the real deal missions.

The Simulator option is good for checking out the five different scenarios (Europe, Middle East, Atlantic, West Africa and Central America). This also gives you the option of selecting six different weather and time settings. The cloudy scenario has real cloud cover – try flying up



through it to the blue sky above. The night time and storm settings are surprisingly realistic too. You'll find plenty of things to do here but won't have any hard and fast missions to carry out. Tour of Duty is reserved for those who have passed through the training ranks. Finally there's Flash Points, which also requires training to have been completed. Training might sound a bit boring but it's not, and it's worth earning your wings as soon as possible so as to get on with the Tour of Duty. You'll also find the training schedule is quite addictive, with a variety of mini missions to be taken care of, based in various scenarios.



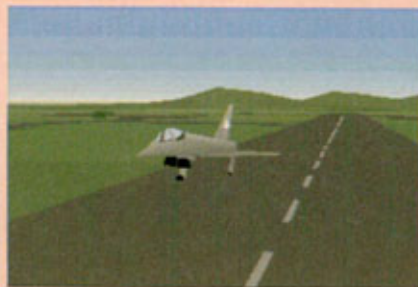
### Load previous game

You can take a short cut into a full game by selecting Load Previous Game from the initial option screen. This allows you to select one of a few previously saved game positions from disk. Select one of the 'Dirk - Inferno - Loose Cannon' slots to be dropped straight into a 'hop'. You'll have the mission briefing displayed for a short time only, so make sure you jot down the basic gist of the mission and any co-ordinates that are mentioned. Watch out for further messages and updates appearing on the scrolling text display in the cockpit. These also appear on external views.

## Taking off

Getting airborne is pretty easy once you know what to do, but blowing up before you've left the runway can be a bit embarrassing, not to mention annoying at first. Follow these steps:

1. Turn on both engines ([ and ] keys).
2. Increase thrust using the + key.
3. Disengage wheel brakes (W).
4. Proceed along runway to gain speed.
5. Lift nose gently at speed 150.
6. Pull up the landing gear (G).



## Picking off bogies

If there's one essential skill you need for TFX, this is it. Fortunately the first training session drops you into what is virtually a no-lose situation to get you into the swing of things. Your armoury of air-to-air missiles brings a clinical edge to the proceedings, although once you get into a real dogfight situation you'll find it's not quite as simple as it was in training.

Not all the weapons work exactly like this, but here's a basic guide to stitching up the enemy with a guided missile launched from the Eurofighter.



▲ Pick out a bogey and get on his tail with the help of your radar, lining up the red blip at the top.



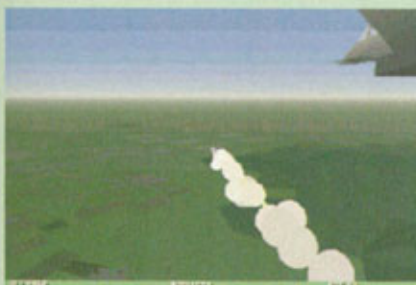
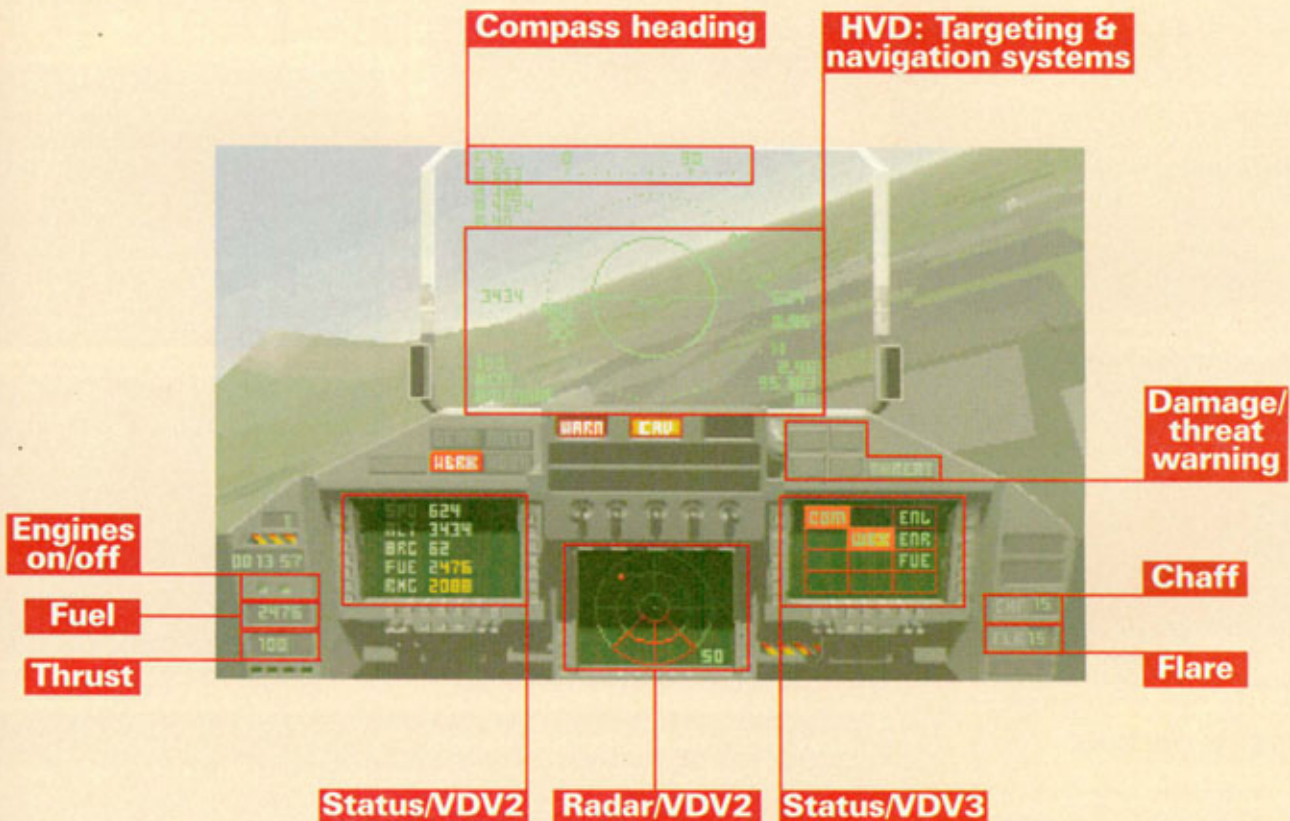
▲ Select an appropriate missile (Return) and keep it in your sights as the radar gets a lock.



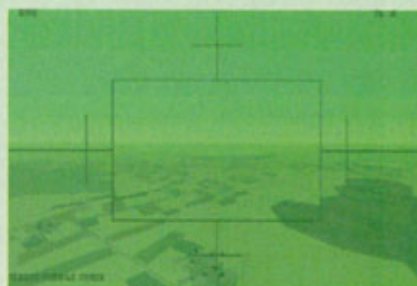
## TFX Keyboard controls

Escape.....	Eject/Quit	2.....	VDU 2 display	[.....	Engine 1 on/off
F keys.....	Views	3.....	VDU 3 display	].....	Engine 2 on/off
F1.....	Cockpit	4.....	Save game position	Return.....	Weapon select
F2.....	Virtual cockpit left	5.....	Auto stick pressure	A.....	Autopilot
F3.....	Virtual cockpit right	-.....	Decrease thrust	S.....	Stealth
F4.....	Rear view	+.....	Increase thrust	G.....	Landing gear
F5.....	Tracking camera 1	B/Space.....	Ground target	H.....	Hook
F6.....	Flyby tracking camera	Tab.....	Auto recovery	L.....	Landing system
F7.....	Tracking camera 2	Shift +Q.....	Quit	B.....	Air brakes
F8.....	Missile view	W.....	Wheel brakes	M.....	Map
F9.....	Enemy view	R.....	Radar scaling	*.....	Max power
F10.....	Virtual cockpit centre	T.....	Time warp	9.....	Cockpit up
~.....	Settings	I.....	Information	3.....	Cockpit down
1.....	VDU 1 display	P.....	Pause	Help.....	PAL/NTSC

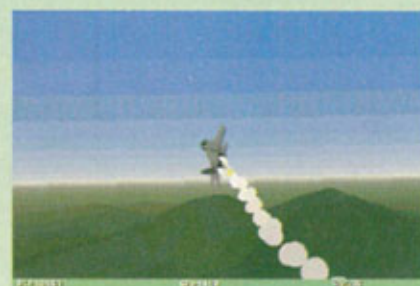
## The TFX Cockpit



▲ Before the bogey shakes off the lock, let him have it with a sidewinder up the tradesman's entrance.



▲ Use the missile view to track its course as it swerves and bucks to home in on its target.



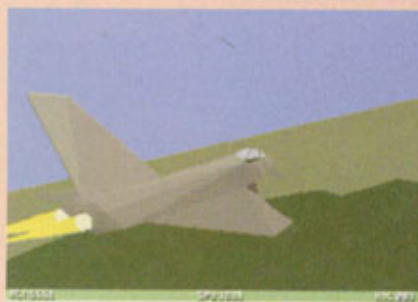
▲ Pat yourself on the back as the bogey takes a hit and drops into a flaming downward spiral of doom.



# Configuration

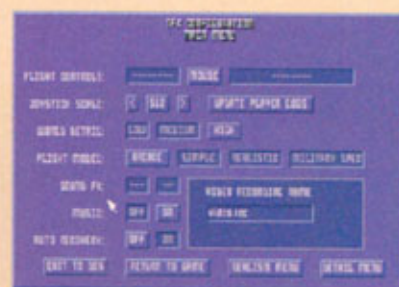
## Detail settings

You can change the amount of detail in a number of ways in order to get the best trade-off between speed and visuals. Press the '~' key (above Tab) to access the configuration menu. From here you can make a few general set-up changes, such as joystick sensitivity, music, sound effects, world detail and the flight model. Click the Detail Menu button to change specific aspects of the display. This allows you to specify the graduation of the sky colouring, turn texture maps on or off, enable or discard gouraud shading and decide whether the weapons will be visible under the planes. You can also choose whether to have the different views snap from one to the next or to have the camera pan to the new view. Try cranking all the detail levels up to maximum at first, then if you would like some more speed, take out the aspects that you think are the least important.



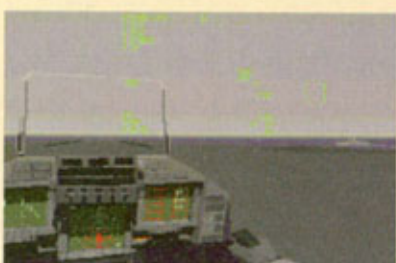
## Realism settings

Not to be confused with the graphical detail settings, the realism settings control how harsh or forgiving the game is. These are reached via the same overall configuration menu that leads to the details controls. For example, you can set the game up so that it's impossible to crash. In the real world, flying at high speed with your landing gear down would damage them, if not rip them off altogether, but you can opt for unbreakable landing gear. There's variable wind, rain and temperature conditions too, which can be enabled or disabled. You could turn all of these off for a more arcade-style affair, or to make the game more playable for anyone less proficient at flight sims. Turning off crashing is a bit of a cop out but can be useful if you find yourself continually plummeting earthwards.



## Virtual cockpit

One of the many innovations in TFX is the virtual cockpit. This gives you a feeling of actually being there that's just not possible with the usual fixed position cockpit view. Accessed with the F2/F3 keys, it allows you to look around from left to right as you would be able to if you were sitting there yourself. Turn the texture maps off if it causes the game to run too slowly.



## Cockpit and exterior views

No decent flight sim would be complete without a range of different view points, and TFX has a stack of them. Never before has an Amiga flight sim had such detailed and realistic planes, and consequently these are the best exterior views you're ever likely to see in an Amiga flight sim! You can switch from one to another using the function keys. As well as being good to look at and impressing your mates with (especially the F6 fly-by view which comes complete with 'swoosh!' sound effects), these are often very useful for getting a better idea of your surroundings. The rear view comes in especially handy for gloating at a ground installation you've just reduced to rubble as you power off up into the sky, or at least checking that you've hit the target on a close-range ground-based attack.







# Know your hardware

## Navigation and tracking

All the planes come complete with advanced tracking devices and maps of the areas in which your missions take place. It's essential that you know how to read and use these devices if you're to be able to find your prey, avoid being hit and find your way back home after a successful mission.

You can view the maps opposite at any time by pressing M. The maps you'll see in the game also show blips to indicate friendly and enemy activity. The green and blue blips are friendly, while the enemies show up as red. Flashing red dots indicate primary targets. You'll often be given a grid reference during the mission briefing to tell you where your target lies. Check the grids overlaid on the maps opposite for a quick idea of where you should be headed.

## Weapons

Your weapons fall into two basic categories: air-to-air and air-to-ground. Use the Return key to cycle through your air-to-air missiles and use the Backspace key to activate air-to-ground weapons. You also have a cannon for when all else fails. This can be used to shoot down planes and also to destroy ground based targets, but ammunition is limited and so is its range.

If you have a target in view, the cur-

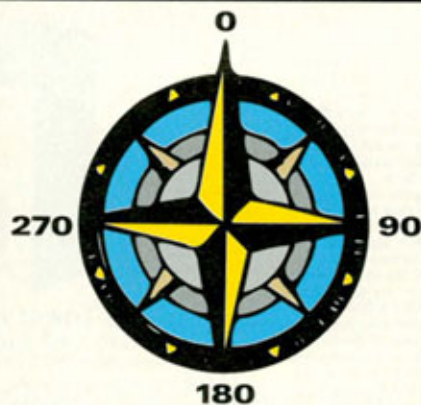


rently selected weapon will attempt to lock on to it. You'll know if you've got a lock with an air-to-air missile as the floating diamond on the HUD will meet up with the square around the target. You should also hear your on-board computer announce that it's 'Tracking...' the enemy. The air-to-ground weapons work in a similar way. If you can't get a lock on your ground target for any reason, a bit of sharp shooting with the cannons will normally do the trick.

Once you've got your lock you can hit the Spacebar to the sound of 'Missile away!' from your friendly in-flight computer. If you don't need to take any immediate evasive action you could switch to the enemy view or even better, the missile view to watch it home in.

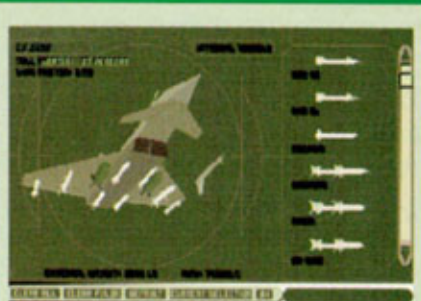
Getting a lock doesn't necessarily mean you'll get a direct hit. A good bit of flying from the enemy can shake off a missile, although the missiles themselves don't give up without a fight!

## Compass bearings



Your Head Up Display (HUD) includes a compass to show which way you are facing. 0 degrees is North, 90 degrees is East, 180 degrees is South and 270 degrees is West.

## Arming your plane



You can scroll through the arms on the right, then drag and drop them on the plane to load up manually. Alternatively use the Default arming button.

## Lockheed F-22



An incredibly versatile plane, the Lockheed F-22 was designed to scramble from both land and sea via aircraft carriers as and when required. Its strike potential is equally varied with the ability to take out air and land based targets with a range of modern 'fire and forget' missiles and bombs. While not the most attractive of the three on offer, it's the only one capable of sea-based missions.

## F-117A Stealth Fighter



The famous F-117A Stealth Fighter also comes from the Lockheed camp, and marked a significant step forward in stealth technology. It has since spawned the stealth bomber, which was used most publicly in the Gulf war, with the precision of its air-to-ground strikes making headline news. Although harder to detect than other planes, the F-117A is by no means totally 'invisible'.

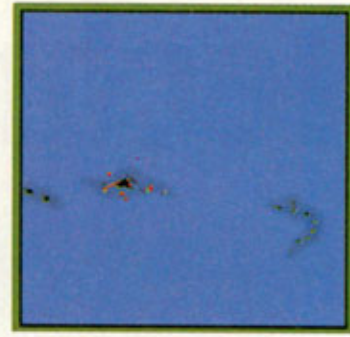
## Eurofighter



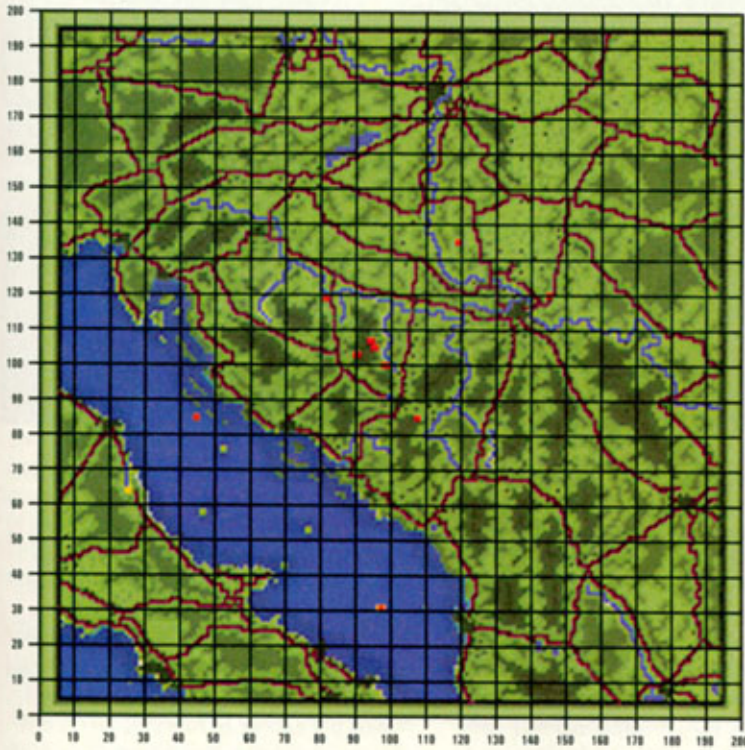
Based on the French Mirage jet, the Eurofighter 2000 was commissioned as a cost effective state of the art jet fighter for European security. Like the Lockheed it too is very versatile in its ability to carry out a wide variety of strikes effectively. It also offers Stealth properties, with short take off and landing abilities, high agility and extremely configurable payload options.

# Maps

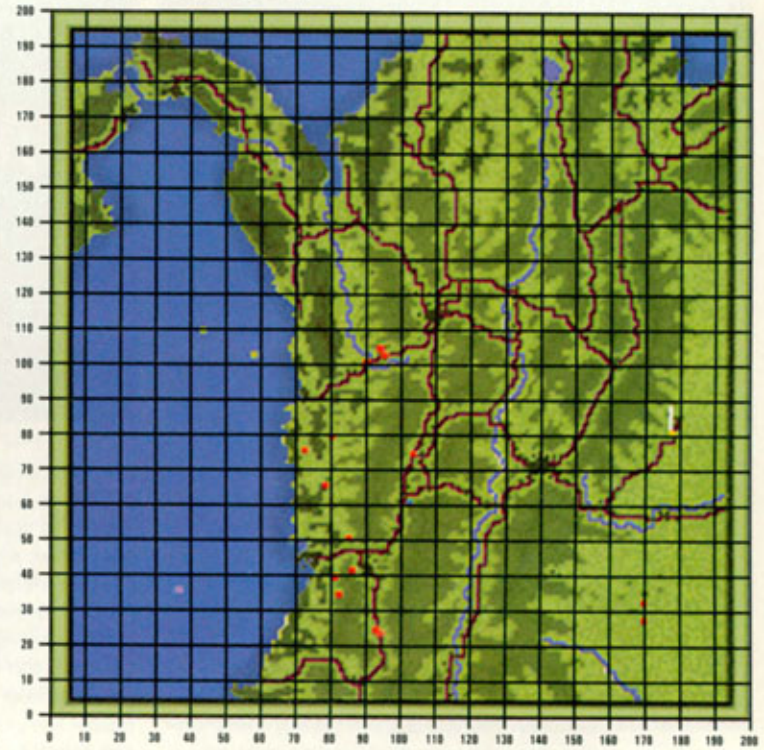
To help you get about in your missions we've included maps of all the areas, complete with grid references that don't appear in the game.



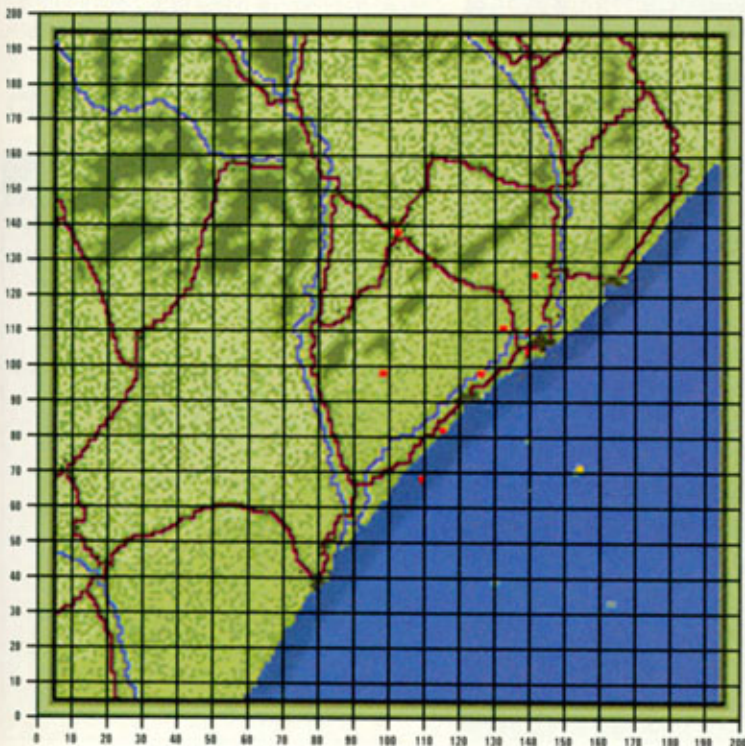
## Europe



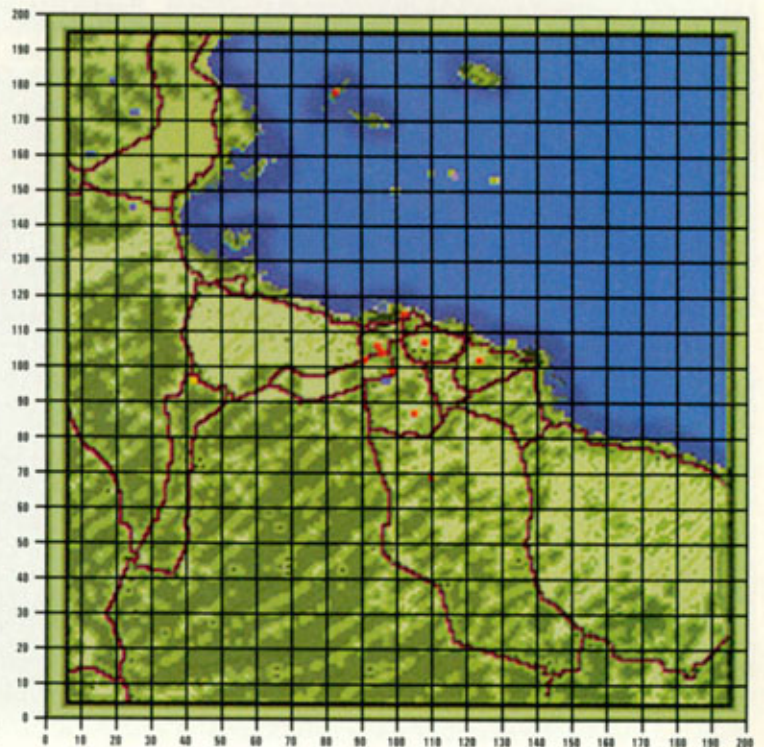
## Central America



## West Africa



## North Africa



Continued overleaf ▶▶▶



# Technique and Tips



## Landing

The initial training missions don't require you to actually land your kite after you've hit your targets, but once you get further down the line, and also in the Tour of Duty, you'll need to return to your airbase or your aircraft carrier to complete the mission. Landing is a tricky business. You can't just go hurtling towards the strip and hope that slamming the anchors on at the last minute is going to be enough. So let's take a look at landing on an airstrip.

The first thing to do is get lined up with the strip. One of the best ways to do this is to take a flight over the airfield in order to get a good look at the runway. Once you know the lie of the land, get some distance between yourself and the runway (using the Timewarp function if you're impatient) and then turn back and level up with the runway. Take your altitude down to around 500 feet and hold it steady. As you get closer, put the



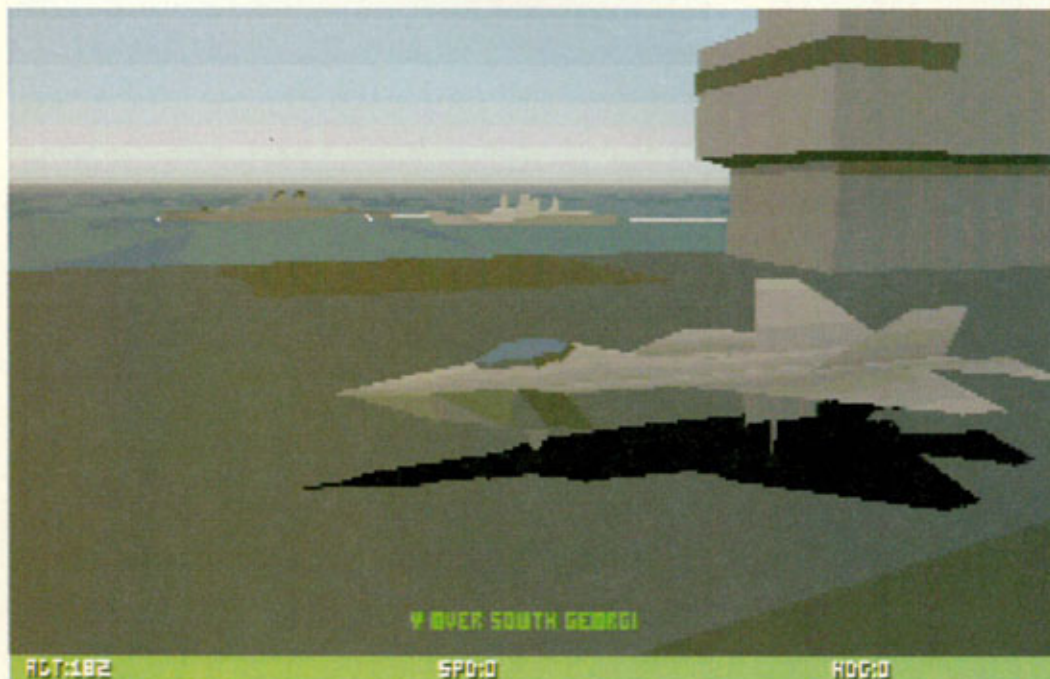
airbrakes on and reduce the thrust to about 60%. If you don't use the airbrakes you run the risk of stalling the plane. Next put the nose down slightly and start the final descent. Remember to put the landing gear down at this stage. Aim to make contact with the runway at as shallow an angle as possible, and once you've touched down, put the wheel brakes on and cut the thrust totally. The plane should come to a halt, safe and sound on terra firma.

## Carrier landings

Now this is a bit more difficult. Just about

all of the land-based procedure applies here but now you have a much shorter landing area, and you also have to contend with it being stuck in the middle of the sea. Judging the correct descent altitude is the hardest thing here. As before, buzzing the aircraft carrier is helpful, if for no other reason than to make sure you're not attempting to land on one of the fleet's battleships!

Since the danger of overshooting is obviously very high when you're landing on such a small area, you need to employ your 'hook' to bring the plane to a stop before it falls off the end of the ship. Remember to put your hook down when you lower the landing gear. Also beware of coming in too low and crashing into the end of the boat.



## Dogfighting techniques

It costs American taxpayers millions to send a pilot to the Top Gun Academy to learn to be a combat pilot. Here's the patented CU Amiga 50p version.

### The Immelman:

A complex barrel roll/loop which allows you to get the jump on your foe. CU Amiga advocates not bothering.

### Coming Out Of the Sun:

Another top gun fave. Requires lots of sun tan lotion and good air conditioning. Too much effort.

### Getting stuck in:

Now this is the tactic for us! See the enemy, charge in headfirst cannons blazing, launch missiles like there is no tomorrow and blow them out of the sky! Remember - it's only a game.

# The Best bits

In case you hadn't realised yet, TFX really is amazing! Here's a quick tour of some of the best and most unique bits of the game...

## Mountains

Sure, we've all seen little pyramid hills before in the likes of Gunship, but you've never seen anything like these before: snow-capped peaks and extensive ranges of mountains and foothills give the landscapes more realism than ever before. They're not just there for show either. Make sure if you set your sights on a waypoint and go off to make a cuppa that you're not headed for a collision with one of them!

## Texture maps

Now common on other platforms, texture mapping is still rarely seen on the Amiga outside of 3D rendering packages and PD demos. TFX uses them mainly for its virtual cockpit, in which you can see limbs and the cockpit move around your field of vision as you bank and climb through the skies. There's also a natty little UN logo on the tail fin of the Eurofighter 2000.

## Gouraud shading

When combined with the models of the planes, the ground installments and the mountains, the shading gives everything a convincing solidity that's missing in most paper dart flight sims. It's this which caps the mountain ranges with snow, creates realistic washes behind the battleships and even brings the explosions to life.

## Clouds

You thought you'd seen clouds before didn't you? Well we're not talking about two dimen-

sional polygons that sit up at 5,000 feet like some kind of magic carpet. No, these are proper, real clouds made up of lots of little clouds. Go into a climb on a cloudy day and watch as your view fades to grey. Keep going a little further and you'll emerge into the clear blue sky above.

## Night flights

You might think that being assigned a night mission would be a bit tedious. Nothing to see except the inky blackness, right? Well, that would be true in most flight sims, in which the scenarios consist of a plain, two roads and a shed, but TFX goes out of its way to bring you full illuminated cities. You could almost believe that you were flying over Las Vegas, except Las Vegas isn't one of the scenarios.

## Massive worlds

And another thing: there's over three million square miles of terrain and airspace to cover in the game, all taken from real official map data! That adds up to 1/40th of the world's surface area. There's islands, deserts, cities, rivers, bridges, roads, convoys... you just keep discovering more every time you play.

## Next Month

We'll be bringing you more hard facts and tips for this awesome game in next month's CU Amiga Magazine, so make sure you don't miss it.

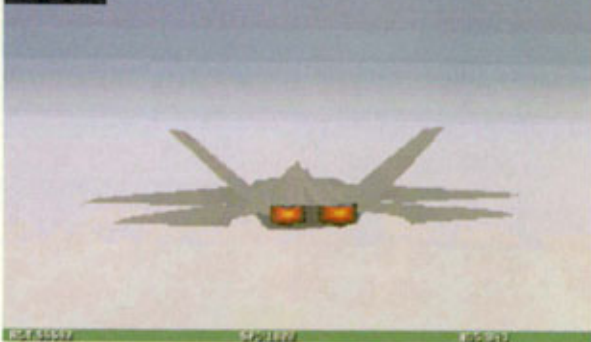
Texture Maps



Shading



Clouds



Night Flights



Massive Worlds

