

# TFX Players Guide



Last month's awesome cover disk game gets the full tips treatment, complete with a guide to all the weapons and those mysterious cockpit displays. Watch out for more next month.

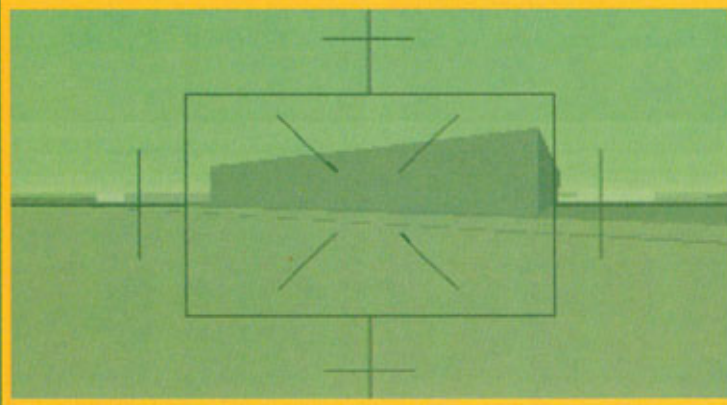
## Attacking ground based targets

You have two basic techniques to learn for ground based attacks: laser targetting and HUD targetting devices. The GBU bombs use a laser targetter which should be activated with the 'z' key. Others use a crosshair which appears in your head up display.

The laser targetter: once this is activated, you can zoom in and out with the '<' and '>' keys. Press the cursor keys to move the crosshair around, and press the 'z' key when the target is in your sight. You know when you are targetting succesfully when the 't' above the target crosshair stops flashing and the 'l' for locked starts flashing. Hit 'x' to cancel a lock and F1 to return to a cockpit view. Your laser guided weapon is now targetted.

Mavericks: line up the target so it appears in the crosshairs. Press space to lock onto the target. You should see a target designator appear. Now press space again to launch.

MK82: this is a freefall bomb, so you have to drop it at the right time and speed. A CCIP (Continuous Computerised Impact Point) line appears on your head up display to predict the line the bomb will take when launched. A small circle at the end of the line shows the predicted impact point indicating that you are at an appropriate angle to drop the bomb. Wait until the circle crosses your target and let loose.



## The main panels



There are three main panels: the indicator panel, the main console and the master threat panel.

### Indicator Panel:

Grey: System inactive but functional.  
Green: System active and functional.  
Yellow: System has sustained slight damage.  
Red: System totally rooted.

### Main console:

- 1: Master Warning Light: Indicates damage to an onboard function.
- 2: Master Caution Light: Indicates faults or problems which can be fixed in flight
- 3: Fire Light: Shows that one or both of the engines are on fire. Time to eject!
- 4: Internal Messages: Status information from the onboard computer.
- 5: External Messages: Communications from AWACs, control towers etc.

### Master threat panel

- 1: Lock: Lights when an enemy has a lock on you.
- 2: Launch: Missile has been launched within 30 miles for air to air or 50 miles for air to ground.
- 3: IR: Indicates IR missile homing on you, release flares.
- 4: RADAR: Indicates a radar guided missile is heading towards you, release chaff.
- 5: Threat light: Indicates unidentified aircraft on radar.



## Using autopilot

There are actually four different autopilot modes. Just above the 24 hour clock at the far left hand side of the cockpit you will notice a display with a single number in it. Pressing the number keys 7,8,9 and 0 allows you to toggle this number from 1 to 4, selecting the type of autopilot that engages when you hit the 'a' key.

These are

1. Waypoint. Directs your aircraft to the next waypoint

defined in the mission brief.

2. Heading. Maintains the required heading, altitude and speed - adjusted with the cursor keys.

3. Tracking. Allows your craft to follow another craft on the radar.


4. Auto Throttle. Leaves steering and stick movement in your hands but controls the throttle automatically to keep your speed stable.

## The weapons


Here's a reference guide to all the missiles and bombs that are available in the game. Some can only be used with certain planes.

### AIR TO AIR WEAPONRY

#### AIM 9S

Range 16Km Speed Mach 2  
 The famous 'Sidewinder' is the standard short to medium range weapon of the USAF. It is infra-red guided.

#### ASRAAM

Range 15Km Speed Mach 3  
 A close combat missile which can lock on to a target from any angle.


#### AMRAAM

Range 48Km Speed Mach 4  
 A Beyond Visual Range radar guided missile, well suited for use with the forward looking radar.

#### AAAM

Range 200Km Speed Mach 6  
 A long range missile with active radar homing.

#### AA-ARM

Range 200Km Speed Mach 5  
 An active radar fire and forget missile. Rides an enemies radar beam.

### AIR TO GROUND WEAPONRY

#### MK82


 Unguided. 500lb yield.

#### GBU10 - GBU 24




The 'Paveway' series of laser guided bombs with various amounts of ordinance.


#### GBU BLU 109

 A variant of the GBU24 which has a high penetration head for the harder of targets.


#### CBU 55

 A laser guided fuel-air explosive.


#### JP233 / CMB18

 Heavy runway denial weapon. Needs to be dropped from low altitude.


#### CSW

 Cruise missile variant of above for long range targetting. Range 20Km.


#### Durandal

 Runway denial bomb which can easily penetrate 4m of concrete before exploding.

#### Maverick

 Television guided missile with a 40Km range.

#### AGM 109

 Computer guided multiple bomblet airfield attack weapon. 300Km range.


#### AGM 88

 'Beam rider' missile for destroying radar installation. Can be fired blind. Range 18Km.

#### AGM122a

 Smaller but faster version of the above. 8 Km Range

#### AGM84

 'Harpoon': a surface skimming anti ship missile. 92 Km range.



AIM 9S



AIM 9L



ASRAAM



AMRAAM



AAAM



AA-ARM



Fuel Tank



MK82



GBU10 - GBU 10



GBU10 - GBU 24



GBU10 - GBU 16



GBU10 - GBU 12



GBU BLU 109



CBU 55



JP233



CSW



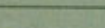
Durandal



Maverick



AGM109



AGM88



AGM122a



AGM84



## Running TFX on '040 or '060

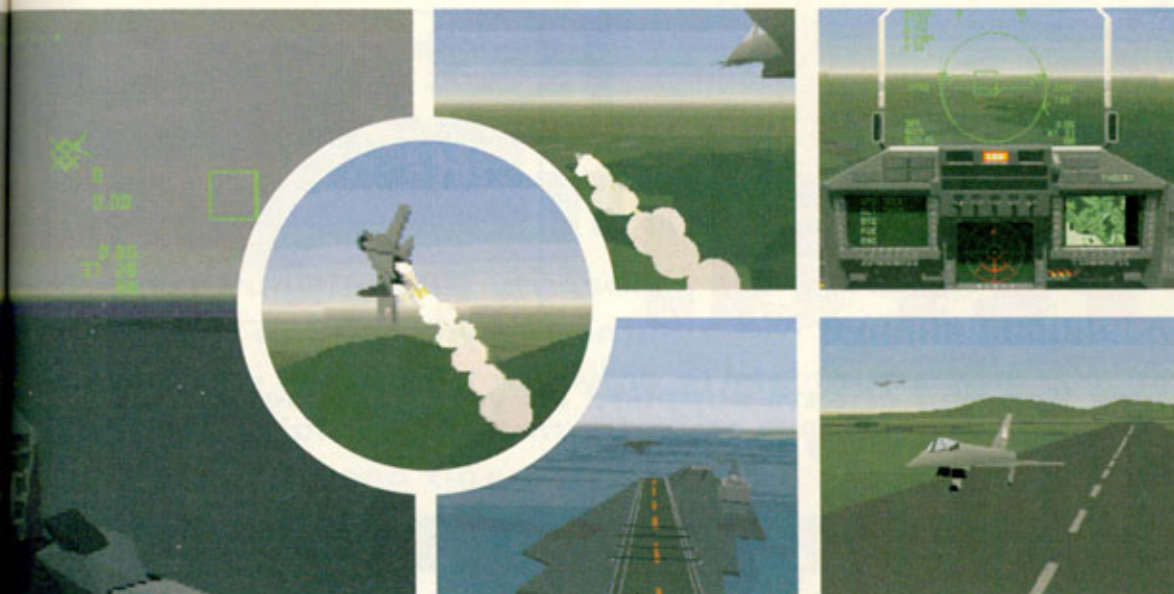
Some people have had problems getting TFX to run properly on these more sophisticated processors. The '040 version should in theory work on these. In practise it works on some '040s and no '060s. The '040 was rare when the game was written, and we suspect that version was never properly debugged. People with these processors should try the FPU version if they are having some trouble.

The instruction set that the FPU version was written for is the 6888x FPU co-processor for '020 and '030 processors. As some of the commands in this set were dropped or altered for the internal FPUs in '040 and '060s, you may find that this version does not operate too brilliantly. In this case you will have to use a patch for the code to make it run more efficiently on your machine.

The two best solutions we have come across are:

1. Install MCP: You will find the latest version on this month's CUCD in the Magazine drawer. Go to the MCPPrefs program and select the processor function. Set the preferences as shown in the picture below. This will get you a significant speed up.
2. Get yourself a copy of Oxypatcher. It works for us!





## The multi function displays

Each aircraft has three MFDs (the three computer screens in the dashboard). You can use keys 1, 2 and 3 to cycle through the different functions of these radars. These are:

### Master Warning Panel:

Shows the status of main systems. Green means fine, yellow means slight damage, red means destroyed.

The abbreviations are:

ENL	Left engine
ENR	Right engine
WEP	Weapons
FUE	Fuel tanks
ABK	Air breaks
WBK	Wheel breaks
UC	Undercarriage
COM	Communications
FLP	Flaps
HUD	Head up display
RAD	Radar
OIL	Oil pressure



### RADAR Views.

The radar has various scan modes. Not all are available for all aircraft.



### Horizontal Situation Radar

360 degree scan around your aircraft. Use the 'r' key to select 2, 10, 30 or 50 mile range.



### BVR radar

Beyond visual range radar gives the EFA2000 a long range facility which scans a narrow beam at up to 180 miles allowing ultra long range missile launches.



### MMD

Moving map display. A white line indicates the direction your aircraft is moving.



### Control MFD

Displays in flight control info. Includes adaptive wing indicator for F-22 and EFA 2000 and thrust vectoring on F-22.

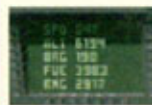
### Radar Symbols:

#### Air to air -

- Red dot: Hostile
- Red square: Hostile aircraft you are tracking
- Red flashing diamond: An airborne missile

#### Air to ground -

- Red dot: Hostile mobile ground target
- Red flashing diamond: Airborne missile
- Red flashing dot: SAM radar
- Blue dot: Friendly surface vehicle



### Systems display:

Details speed, altitude, bearing, fuel, range etc.



### Weapons display:

Diagrams the status of the aircraft's weaponry pylons.



### FLIR

Forward Looking Infra Red shows the forward view via the laser target designator when not targetting a ground installation.



### DLIR

Downward looking IR, as above but when a lock is made, the view switches to this.



### Ground Target Data

Shows the target and your current distance from it.

## Those keys in full

### Engine:

[	Engine 1 on/off
]	Engine 2 on/off
+	Increase thrust
-	Decrease thrust/afterburners
*(numeric pad)	Increase afterburners 1 stage
/(numeric pad)	Kill afterburners

### Autopilot

A	Toggle autopilot
7	Auto mode 1
B	Auto mode 2
9	Auto mode 3
0	Auto mode 4
tab	Auto recovery

### Landing

#	Turn on ILS
w	Toggle Wheel brakes
g	Toggle landing gear
alt/b	Drag parachute
h	Toggle hook
alt/l	Auto landing

### Combat

Return	Select air to air weapon
backspace	Select air to ground weapon
space	Fire weapon
c	Change target
z	Activate / target laser targetter
x	Break laser target
<	Zoom laser targetter out
>	Zoom laser targetter in
cursors	Move targetter

### Defence

0 (numeric pad)	Chaff
. (numeric pad)	Flare
e	Ecm
s	Stealth
esc	Eject
alt/j	Jettison fuel tanks and bombs

### Systems

1	Cycle mfd1
2	Cycle mfd2
3	Cycle mfd3
l	Repeat last message
m	Map
r	Change radar range
shift/n	Night sights
alt/h	Toggle HUD

### Game controls

p	Pause
'(above tab)	Options
t	Time warp
d	Flight details (external view)
shift/q	Quit

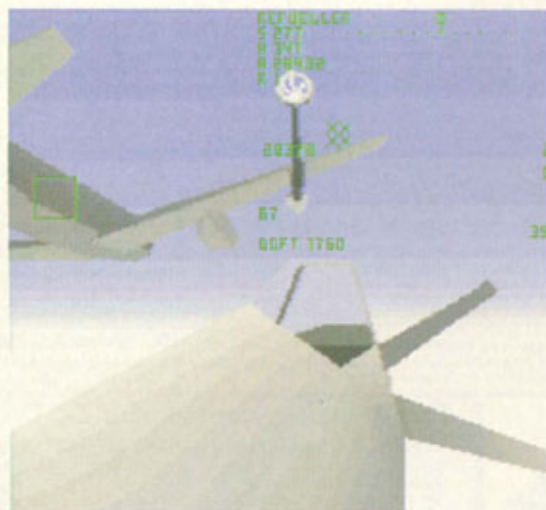
### Views

f1	Forward view
shift/f1	Forward view, no cockpit
f2	Look left
f3	Look right
f4	Look behind
f5	External view
f6	Fly-past view
f7	View your aircraft and enemies
f8	Missile view
f8 (twice)	IR missile eye view
f9	Target view
9 (on numeric pad)	Look up
3 (on numeric pad)	Look down

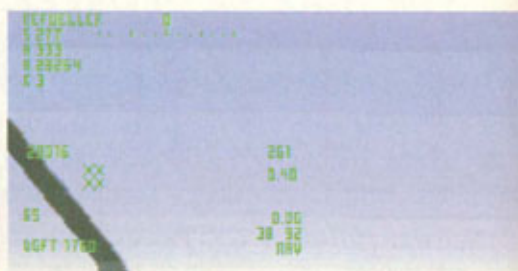
# TFX Tips



Back once again with some more tips for the game that just gets better the more you play it, Tips Central this month offers some advice on survival, refuelling and frankly, cheating. If you've still got any queries on TFX, send them to 'TFX Q+A' at the usual CU Amiga address.



▲ Mid-air refuelling requires you to 'dock' with a purpose-built refueller plane that patrols the skies at around 30,000 feet – a delicate operation that can go horribly wrong.



▲ You can use the virtual cockpit or exterior views to check that your refuelling boom has been extended in anticipation for the rendezvous.

- Press the Del key to open your aircraft's refuel access

## Refueling

There will come a time when the tiger in your tank is exhausted and you run out of fuel. Fortunately for the forgetful, you are warned that your fuel is running low, in which case the time is nigh to refuel. You have a choice:

- Find a friendly runway and land (where you will also be re-armed)
- Find a KC Tanker (a refuelling aircraft)

Both methods are not easy and require practice, but it should be noted that loads of bonus points are on offer for refuelling in the air. A KC Tanker is always full of fuel and on standby (above the clouds if it's a cloudy day), so fly high. The tanker usually operates at a service level of 30,000 feet and at a speed of around 300 knots. When you're close enough to the KC Tanker and match its speed, it will release a fuel line, otherwise known as a 'boom'.

## EF2000 Refuelling

A fuel tube is located at the front right-hand side of the aircraft (you can see it if you use a Virtual or External view). The trick is to fly so that the tube pokes into the end of the boom released from the left-hand feeding station of the KC-10 Twin Boom Tanker. When you manage this, the boom will lock into place and refuelling will automatically occur. The normal fuel feed rate is approximately 300 gallons per minute. The fuel gauge shows the quantity of available fuel.



▲ Once you've hooked up, you can relax for a while as your tanks are replenished. As you need to approach the refueller at roughly the same speed for a smooth 'dock', it's handy to turn on Timewarp mode, but it should be turned off before this point to aid final adjustments.

## Underhand cheats

Here's a great cheat that lets you skip right through the training section and straight onto the real missions. At the Enrol screen, enter your first name and surname as normal. Once you've typed your nickname, hold down CTRL as you press Return for the third time. You'll advance to the screen where you select a save game slot, then onto the normal game selection screen. Now however, you'll be able to select Tour of Duty and Flash Points. Easy eh?

If that's not enough, this cheat should see you through the entire game. Whilst flying, hold down the left Shift key and type PLOP. This invokes a cheat mode making your plane invulnerable to missiles. What's more, if you crash into the ground the current mission will be regarded as accomplished and you'll be moved on to the next. Do the same to turn the cheat off again.



## F-22 and F117a

The pilot of an F-22 or F-117a has an easier time refuelling. The refuel access is at the rear of the aircraft, directly behind the cockpit. The KC-135E single Boom tanker will push a probe into the back of your aircraft. All you have to do is sit tight and keep your speed, heading and altitude constant.



## Emergencies

In landing, many things can go wrong. If your aircraft is already damaged, landing may be made much harder, but attempting a crash landing if possible is always preferable to ejecting and losing your aircraft. If you have engine damage, follow this procedure as best you can. You may have a much higher VSI reading and you could damage your gear, but gliding down with both engines out is possible.

Gear damage could prevent you from either retracting or lowering your undercarriage. If you can't lower the undercarriage, land without it. Try to keep the VSI very low, and deploy the brake chute (Alt-b) if you have one on touchdown, which should bring you to a halt rather more quickly. If things look bad when you hit the ground, eject.

If your wheel brakes are damaged, it will be harder to stop. Deploy the brake chute and air brakes (b). If you look like careering off the end of the runway, deploy your arrestor hook (h). Every runway has arrestor cables for emergency landings (not only aircraft carriers). If you can't actually land on the runway, land near to it. You'll then be in for a rough ride, but should have a good chance.



▲ Something has gone badly wrong here, but for a while at least it's still possible to control the plane. An emergency landing should be attempted, but if handling and mechanical failure conspire against you, hit the eject button (Escape) to save your skin.



▲ Oh dear. The General's not going to be happy with you is he? You've gone and rammed into the back of the refueller plane. While the refueller is quite forgiving of cack-handed pilots, there is a limit. No gold stars for this mission then.



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