HORNET
NAVAL STRIKE FIGHTER
Release Notes

Installation

If you are having trouble installing *Hornet* or updating *Falcon 3.0* or *MiG-29*, refer to the README.TXT file on Disk 1.

Memory requirements

If you do not have enough memory to run *Hornet*, *Falcon 3.0* or *MiG-29*, you will get an error message telling you how much memory the program requires. This message is inaccurate. The following table gives the actual memory requirements for *Hornet* version 1.0, *Falcon 3.0* version 3.03 and *MiG-29* version 1.02.

Game	The warning says	You actually need
Hornet	603K	604K
MiG-29	602K	601K
Falcon 3.0	602K	600K

Sound cards

If you have a Sound Blaster 16 or Sound Blaster 16 ASP card, the installer will mistake it for a Roland card and configure the game for Roland sound. This causes *Hornet*, *Falcon 3.0* and *MiG-29* to crash when they are run. To fix this, delete the files HORNET.DEF, FALCON3.DEF and MIG29.DEF. When you run each game, check the System Setup screen to be sure the Radio Messages and Sound and Music settings are correct.

The carrier

Do not land in accelerated mode. Some of your wingmen may fall off the deck trying to land.

After landing in autopilot, leave the autopilot on until you have taxied out of the way of other incoming aircraft.

After a manual landing, raise the tailhook (press H) so you can taxi.

Do not change the zoom scale (on the pull-down menu) within 15 nm of the carrier. You can cause serious landing problems and might destroy your plane. Computer-controlled aircraft may also crash into the carrier at high magnifications (such as 4x).

To take off using autopilot, first go to full afterburner. Then press Alt C to activate the catapult. Do not engage the autopilot until after the catapult launch begins. The autopilot cannot activate the catapult and, therefore, will try an engines-only takeoff (which is suicidal).

Do not jettison live ordnance while sitting on the deck or runway. You may damage or destroy your plane.

If needed, wingmen will jettison stores to lighten up for a carrier landing. In a campaign, be aware of the supplies this can cost you.

Bosnian terrain

The mountains in Bosnia-Hercegovina can be exceptionally steep. When planning missions, note the terrain and avoid flight paths that force a flight to dive or climb too steeply (by entering a valley crosswise, for example).

In autopilot, watch your altitude and the approaching terrain; the autopilot may not realize until too late that it must pull up to avoid that onrushing cliff face.

Radar

The controls for moving the zoom square on the ground map radar are Shift I, Shift M, Shift J and Shift L to move it up, down, left and right. The *Falcon 3.0* manual incorrectly lists Shift K as the downward control when it should be Shift M.

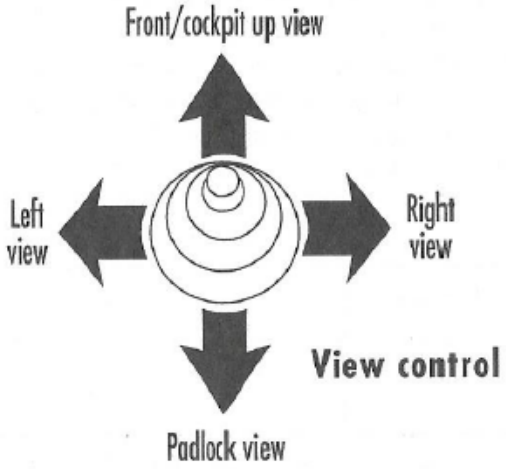
When the Harpoon is the selected weapon, the radar display automatically switches to SEA mode. To switch to an air-to-air radar mode, you must first change the selected weapon to something other than a Harpoon. Then press F5 (for SCN mode) or F6 (for ACM mode).

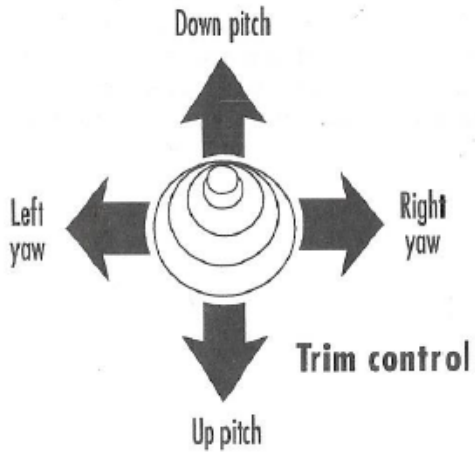
Loading external fuel

The game will not automatically load external fuel onto your plane. Before a long mission, click DEFAULT LOAD (to get the recommended load-out) or load the tanks manually.

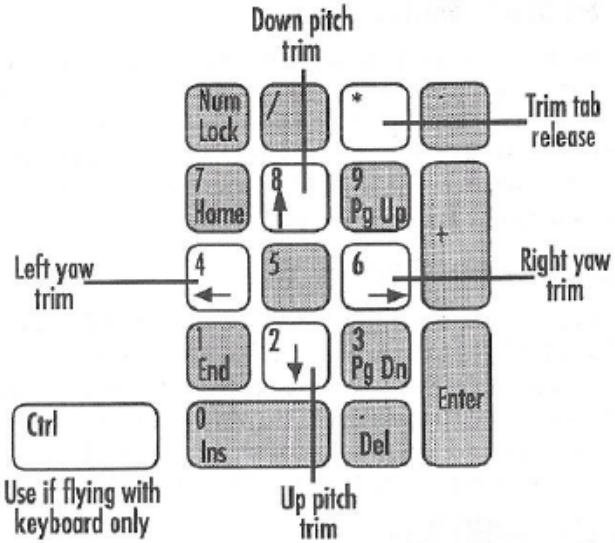
Trim controls

The trim switch (also called the "coolie hat") on the ThrustMaster FCS and CH FlightStick Pro controls the trim tabs, small devices that move the control surfaces on the wings and tail to keep the plane flying straight and level at varying airspeeds. Pressing V toggles the trim switch between view control and trim control.





Note that this replaces the old View Stores keystroke. Press Ctrl V to view your stores. If you do not have a joystick with a trim switch, you can use the arrow keys to adjust trim:



In a fly-by-wire aircraft such as the Hornet, the pilot does not control trim; the flight computer handles it. Trim controls in *Hornet* instead "bias" the plane. When you apply trim, the plane responds quicker in that direction and more slowly in the opposite direction.

For example, when you apply up pitch trim, you give the nose a tendency (or bias) to rise. If you then pull back on the stick, the nose will rise faster than before. If you push the stick forward, the plane will be slower to respond, since you have biased the nose to rise.

Customizing the plane's behavior this way can be quite useful. For example, a "nose-light" setup (when up pitch trim has given the nose a tendency to rise) may help you turn tighter in a dogfight, since most turns involve pulling back on the stick.

The trim tab release key removes all trim bias adjustments you have made. Press * on the numeric keypad to release all trim adjustments and return the plane to its normal flight characteristics. Note that this replaces the old Padlock View

keystroke (although you can still press [8] on the top row of your keyboard or use the trim switch in view control mode to bring up Padlock View).

AOA limiter and G-limiter lights

The description in the manual is incomplete and inaccurate. For both lights, green means that the limiter is engaged and red means it is disengaged. These lights are side-by-side beneath the HUD just to the left of center (AOA limiter on the left, G-limiter on the right). Refer to the cockpit illustration on the Quick Reference Card.

Nose wheel steering (NWS) light

The NWS light on the right outside edge of the HUD (just above the DISC light) comes on when the nose wheel steering system is active. Steering control of your Hornet is transferred from the rudders to the NWS when your plane is on the runway and traveling slower than 70 kts. Refer to the cockpit illustration on the Quick Reference Card.

Wheel brake (WBK) light

The WBK light on the right edge of the HUD (above the NWS light) shows when the wheel brakes are set. If it is lit, the wheel brakes are on. Refer to the cockpit illustration on the Quick Reference Card.

Communications

For more stable communications, go to the System Setup screen and set Sound and Music and Radio Messages to NONE.

To protect yourself from game crashes in modem communications, exit the game after each mission and save the campaign by typing **SAVECAMP** at the DOS prompt. SAVECAMP.BAT stores all squadron information from the campaign in the first squadron (overwriting that squadron). To continue, choose the first squadron when you re-establish the communications session.

If you are having difficulty with 6-player network play between widely varying machines and configurations, try 4-player instead.

6-player campaign play is more stable if you use the following procedure:

- Set all machines to duel mode and connect according to the directions given in Chapter 7: Communications in the *Hornet* manual.
- Once all players have entered the simulation, press [Alt] [X] to exit to DOS.
- Restart the game, switch all machines to campaign mode and connect as before.

Flaps

There are four possible flap configurations: landing, takeoff, normal and locked-out. Normally, the Hornet's flap system will automatically switch to the appropriate mode (unless it is damaged).

You can switch modes manually by using [F] and [G]. Press [G] to raise or lower the gear. Press [F] to toggle the flap mode. Look at the FLPS and GEAR lights to tell which mode you are in:

	GEAR light on	**GEAR light off**
FLPS light on	Landing	Locked-out
FLPS light off	Takeoff	Normal (cruising)

Each mode optimizes the plane's performance for the situation. For example, the flaps adjust to provide maximum lift during takeoff when in takeoff mode. In locked-out mode, the flaps are locked in the "up" position and do not adjust at all. This allows the plane to perform various out-of-control aerobatics such as tailslides and flat spins. Such maneuvers are more showy than useful.