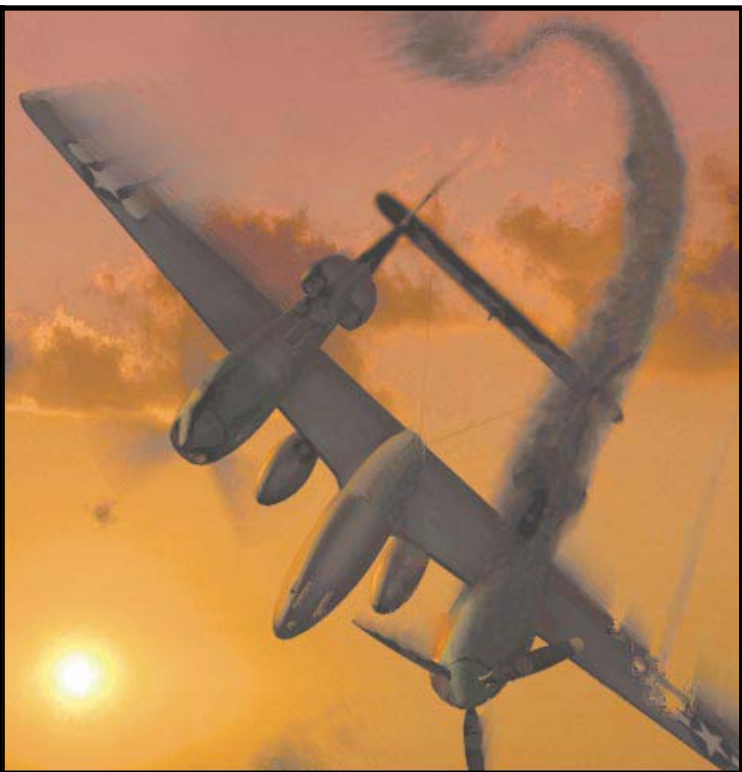




INSTRUCTION MANUAL

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S I M U L A T I O N

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1942 THE PACIFIC AIR WAR SCENARIO



MICROPROSE SOFTWARE

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INTRODUCTION

The year was 1942, and America had entered into another World War. This was the largest confrontation in all of history, involving almost all of the powerful nations of the earth. Fighting flared on five different continents, on and under every ocean, and in the air above all of these. It was in the Pacific that the United States first faced a bona fide enemy. Fleets that rivaled small cities in size roamed the seas of the South Pacific desperately hunting for each other's weak moments. The two great fleets of the Pacific, the Imperial Japanese Navy and United States Navy, had outgrown the necessity of meeting at sea to battle one another. From every tiny island and every ship that could launch a plane, the fighter pilots and bomber crews determined the outcome of the fighting.

Playing **1942 The Pacific Air War**, you saw action at Midway, in the Coral Sea, and in the Solomons. This action was in the pilot's seat of a fighter or a bomber, or in the admiral's chair. You took the role of a young pilot—earning medals and awards for your country—and you sometimes found your end in a fish's belly.

Now, with the **1942 The Pacific Air War Scenario**, you can return to the seas and to that same iron-tough aircraft that saw you through so much hell. What we've added with this **Scenario** are more missions in the Philippine Sea. As an extra, added bonus, we're even going to let you get yourself shot up over New Guinea! **The Single Mission** mode now includes over 300 new missions.

As the real war dragged on, new planes were constantly being designed, tested, manufactured, and then finally sent into combat. This addition to the game includes six new planes: the Japanese Frank, George, and Tony and the American Warhawk, Lightning, and Mustang. Each of these planes had its part to play in the war, in victory or defeat; now, it's your turn.



This is your mission.

The computer AI that has been your constant opponent through many games, including this one, is no longer the only enemy you can go up against in **1942**. The **Modem Play** feature lets you test your flying skills against a real, live opponent and (you hope) teach him to respect your flying. Of course, you can also fly together against a common, computerized enemy. There are more than 200 new missions specially designed for modem play.

Also, let's not forget about the pilots that flew from the ground. Added into the Career Pilot section of the game are the two careers of American Army and Japanese Army. No more having to land on a bouncing carrier for you when you're stationed in Port Moresby. So get ready. The boss has sounded General Quarters, and pilots are running to their planes. The battle is about to be rejoined, and there's an empty cockpit waiting for you.

HISTORICAL BACKGROUND

The more you know, the less often you'll "take a bath". That's as true now as it was then, so we've provided a little background—a little additional history that's relevant to this scenario. The scope of this manual is, unfortunately, limited. You'll find a lot more detail in the history books, and we'd like to encourage you to do just that.

CHENNAULT'S FLYING TIGERS

Two weeks after the bombing of Pearl Harbor, a squadron that had named itself the "Flying Tigers" encountered and destroyed most of a Japanese bomber squadron. It wasn't over the Pacific Ocean, and it wasn't over one of the tiny islands like Midway or Truk where most of the fighting in the Pacific Theater took place. It was in the skies over a place much closer to Japanese soil: China.



Up and away!

To understand how this encounter came about, we must start several years before the United States declared war on Japan and all of her allies. Japan had invaded China in the early nineteen-thirties, in an attempt to form something the Emperor called the Greater East Asia Co-Prosperity Sphere. It was Japan's stated goal to capture by conquest or by treaty all of the eastern Asian countries, to gain access to their natural resources—resources that, even then, Japan either did not have or had depleted from its own lands. The Emperor wanted materials such as oil for the military and mineral ores to build weapons—to build weapons that Japan could use to expand even further.

The United States had been helping the Chinese prepare a defense against the advancing Japanese armies. Several military advisors had been sent to develop a proper Chinese Air Force, as well as to train several units of Chinese infantry. The year was 1932 when Colonel John H. Jouett and nine other American pilots came to China to build a training school for combat pilots. They also had to arrange for the purchase of several modern warplanes, for at that time the Chinese Air Force was made up of fighters that were little more than decaying remnants of the first World War. Not unexpectedly, the Japanese were not pleased with the American interference in there plans.



Zeros sometimes don't make it.

Using diplomatic and political pressures, Japan forced America to remove its soldiers from China in 1934. With the Americans out of the picture, the leader of China, Chiang Kai-shek, looked to other nations for the men and machines that he would need to fight off the coming Japanese offensive. He found that the Russians and Italians were more than happy to help his cause—for a price—and soon most of the planes that Colonel Jouett had arranged for had been shot down. Understanding that help from the United States would be crucial to any effective defense against the Japanese, Madame Chiang Kai-shek hired three pilots. These former U.S. Army Air Corps stunt fliers were to act as instructors for the Chinese Air Force.

The leader of this small group was Claire Lee Chennault, famed writer of *The Role of Defensive Pursuit*. Chennault was dismayed at the ineptitude of China's fighter pilots. Eleven of the twenty-two planes that remained from 1932 had been destroyed in landing attempts, and all of the Martin bombers had been lost in similar accidents. In order to protect the rest of the planes from Japanese attacks, Chennault organized an early warning system of lookout stations. Stations across China were linked by radio to each other and Chennault's headquarters.

With the experienced Chennault running the show, the battered Chinese Air Force earned its first air victory in the summer of 1937. Chinese pilots engaged and destroyed a group of Japanese bombers that were attacking the city of Nanking. In the end, though, Chennault knew, the availability of resupply would determine the outcome of the war. When the Nazi forces invaded Russian 1941, one route of supply was destroyed. The Russians had problems of their own to deal with and could not spare anything for the Chinese effort. The Japanese, in turn, already controlled the eastern seaports of China. This left only one other path for supplies to reach Chennault: Rangoon, Burma. This last line of resupply was quite dangerous, even without the attacks by the Japanese. The infamous Burma Road, a swerving, seven-hundred-mile roller coaster route through mountainous terrain, was the *easiest* route. The frequent Japanese bombings didn't do the road any good, not to mention the supply vehicles and their drivers. A defense for this supply line was badly needed.



Touchdown.

In the Spring of 1941, Chennault returned to the United States to ask for better planes and experienced pilots to protect his resupply line for China. After speaking with President Roosevelt, who was at that time learning of the danger that the Japanese posed to the Pacific, Chennault received a hundred P-40's—Warhawks—planes that had been turned down by Sweden. The P-40 was considered obsolete. In addition, Chennault was given permission to visit various Army and Navy bases and try to persuade troops to volunteer for the effort in China. The canny commander's photos of sunny beaches, tennis courts, and resort-like conditions persuaded many a military and civilian man to volunteer for such a duty.

Ninety pilots from the Navy and the Marines joined up between the months of May and July of 1941. Chennault also recruited one hundred and fifty ground crewmen and other non-flying personnel. Late that July, the first contingent of the American Volunteer Group left for Burma in relative secrecy. It was not until September that the AVG arrived at Rangoon, Burma. When the young pilots left the train that picked them up from the port, they felt ill at ease—there was neither country club nor golf course, and Rangoon wasn't exactly a tropical paradise. What there was was excessive heat, stultifying humidity, vicious insects, and a lot of hard work.

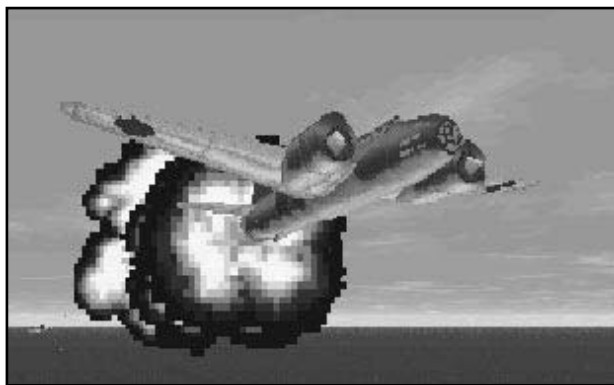
Chennault was also somewhat surprised at the extent of work that needed to be done at Rangoon in order to shake it into a proper military base. He said of what he found there, "The runway was surrounded by quagmire and pestilential jungle. Matted masses of rotting vegetation carpeted the jungle and filled the air with a sour, sickening smell." Five resignations were handed to him before he had even gotten his training sessions under way.

During the intensive training, Chennault taught his pilots all about the Zero. He showed them how it had been designed to out-manuever most fighters. He also showed them its every weakness—chief among them that it lacked self-sealing fuel tanks and that the pilot had no armor to protect himself. In the same sessions, he would praise the obsolete P-40, though he did not particularly like the plane. He wound on about the Tomakawk's ruggedness and its ability to outdive a Zero in a dogfight. He taught unorthodox fighting styles, making out the romantic chivalry of battle in the skies for exactly what it had become after the First World War—foolishness. He showed his pilots how to use the speed of the P-40 for scathing hit-and-run tactics on highly maneuverable planes like the Mitsubishi Zero. Also, he taught his pilots to fight in pairs, how one plane, acting as a target, could allow his partner to destroy the preoccupied enemy.

The British and the Chinese found his teaching styles to be dishonorable. The British promised a swift court martial for any pilot that even considered running away from a fight, and it was understood that the Chinese would simply execute such a coward. Although such talk led to a few more pilot resignations, Chennault proved to his pilots that they could defeat the Japanese with their P-40's if they used them properly.

During training, men died and equipment failed. Since there were no spare parts, salvageable material was taken from wrecks and reused in those planes that could be fixed. Finding replacements for the men, however, proved to be a nearly impossible task. Considering these problems, the United States military did not believe that Chennault and his AVG could be ready before February of 1942. They also were not convinced that his force could last more than two weeks against the vastly outnumbering Japanese force.

Chennault did not let other people tell him what he could or couldn't do. He promised the U.S. that his pilots would be ready by November of 1941, and he was right. Of the hundred P-40's, only forty-three were still operational, and only eighty-four pilots remained. However, these men and machines were more than ready for combat. One of the pilots got the idea to paint a blood-red mouth and an evil eye on his aircraft's nose to further intimidate the Japanese. At the same time, Disney cartoonists drew up a picture of a winged tiger flying through the V (for victory) symbol. The name "Flying Tigers" was given to the group, and it stuck throughout the war.



It's going to be a 'hot time.'

Two weeks after the bombing of Pearl Harbor, the Flying Tigers finally met up with their adversary. The squadron had been moved to the Chinese city of Kunming to beef up the city's defense. Early on the morning of December 19, 1941, enemy bombers were sighted by the early warning system Chennault had put in place so long before. Four P-40's were sent to handle the situation, while several more waited in reserve. When the Tigers met up with the bombers, they saw that the Japanese had become lax as a result of their unchecked successes. The bombers had been sent out without any fighter cover at all.

One of the pilots in that first attack, Fritz E. Wolf, reported on the events of that day. "Attacked the outside bomber of the vee. Diving down below him, I came up underneath, guns ready for the minute I could get in range. At 500 yards I let go with a quick burst from all my guns. I could see my bullets rip into the rear gunner. My plane bore in closer. At 100 yards I let go with a burst into the bomber's gas tanks and engine. A wing folded, and a motor tore loose. Then the bomber exploded. I yanked back on the stick to get out of the way and went upstairs." When one bomber fell out of the Japanese formation, another moved into its place. The Japanese flew in a mechanical way that led to them losing six of their bombers while only shooting down one Tiger. Chennault had been proven right once again

The Tigers met with the Japanese again on December 23rd, when the Empire returned to bomb their base in Rangoon. This time, with the aid of the British and their lumbering Buffalo fighters, the Flying Tigers went up to meet with the fabled Zero. Many of the British fell victim to the attacks of the fast maneuvering Zero, but only four P-40's were lost in the confrontation. A total of six bombers and four Zeroes were lost by the Japanese, and most of those had been shot down by the rugged P-40's.

Their victory was, as is too often the case, incomplete. The city had been heavily bombed, and the death toll ran high. The Burmese felt the sting of war, a great loss of morale, and began to harbor serious reservations about the British and Chinese who were supposedly fighting for them. Two days later, on Christmas Day, the Japanese returned in force to finish the job. There was no advance warning, for the warning system had been severely damaged by previous Japanese attacks. The total attacking force included over a hundred fighters and bombers. The Tigers, as soon as they heard of the incoming attack, sent twenty-six planes up to stop the oncoming juggernaut.

Of the one-hundred Japanese planes that had been sent to bomb Rangoon again, thirteen bombers and ten fighters were destroyed. Only two Tigers were lost. As further demonstration of the incredible sturdiness of the P-40, one of the Tigers' pilots who had jammed all of his guns rammed one of the Zeroes. He then returned home—and landed safely—having lost only about four feet of wing material. The Japanese decided to change tactics.

This small force that had destroyed so many Japanese planes was to be decoyed. On their first attack of the New Year, fifteen Flying Tigers and British Buffaloes did not return from their attempt to fend off about sixty Japanese fighters and bombers. The Japanese trap was the only time that the Japanese were able to destroy a significant number of P-40's. It was a continuing testament to Chennault's versatility as a trainer.

Although they were graceful and cool under fire in the air, the members of the Flying Tigers lived an unenviable life on the ground. Often, they were attacked by illness and ravaged by hunger. Many members of the AVG swore that when their time was up, they would leave the country and never return. It was obvious to them that their air victories got only minor notice, even though they had won almost every battle that they were involved in. Parts and supplies received were often already broken and defective. Engines would smoke in their first test run, and machine guns would misfire and jam.

It was under these conditions that the men that made up the Fighting Tigers went up in the air day after day after day, fighting a battle that no one seemed to care about. History has proven that in the military aspect, the trials and tribulations of these fighting men really did not add up to much when compared with the war as a whole. If you look at what they did and what they went through, though, you cannot be anything but be amazed.

Between December 18, 1941 and July 4, 1942, the squadron dubbed the Fighting Tigers accounted for over 286 confirmed Japanese kills, although the true total may be much higher (many shot down planes were lost in the ocean or in the vast jungles that make up southern China). The total cost to the AVG was nine pilots and less than fifty P-40s. Through their successes, the United States saw that the experienced Japanese fighters could be defeated and that their aura of invulnerability was but a facade. Through them as men, we can see that anyone can make a difference if only they try hard enough.

DOOLITTLE'S RAID ON TOKYO

After the seemingly devastating attack on Pearl Harbor, an almost mystical sort of belief grew up around the apparent invulnerability of the Japanese people and their fighting force. Those in charge of the U.S. effort saw that a need had arisen from the carnage of Pearl. This was the need for a symbolic revenge, a reckoning, and a statement that said, "You can not do this to us and get away with it." Their answer to that need was as trivial in reality as it was monstrously forceful in the minds of both the Americans and Japanese—they decided to bomb the Japanese home islands and Tokyo itself.



Can that be... nah.

As there were no land bases near the center of the Japanese Empire from which to launch a strike force, a way had to be found to enable a bomber to take off, bomb targets in Japan, and then land without making this seem like a suicide mission. This was the exact problem that Captain Francis S. Low, an operations officer on the staff of Admiral Ernest J. King, Chief of Naval Operations, had to answer.

His plausible answer: a long-range, medium bomber that could take off from the deck of an aircraft carrier. King, when he heard the Captain's idea, immediately sent him to speak with another man—Captain Donald W. Duncan—in complete secrecy. It was January 11, 1942 when the two men finally talked it all over.

At the time, there was no medium bomber that could fit the bill. All of the existing bombers needed a much longer runway from which to take off, plus they did not have an arrestor hook to help them land on the short deck of a carrier. Low and Duncan came up with the idea that a bomber might be able to take off from a deck, perform its mission, then land on another runway somewhere inland. It might just work—if they could only find a bomber small enough and yet powerful enough to do the job.

On January 17, both men went to see General Henry H. Arnold, Commanding General of the Army Air Forces, about their idea. The general was thrilled with the idea, and assigned an AAF man to begin training pilots and modifying existing bombers. That man was James H. Doolittle. Doolittle had already broken several speed records and had won several awards for aerobatics. He also had been the first man to land his plane using only the instruments in his cockpit (a common, though still dangerous, practice today). Doolittle drew on his considerable expertise and decided that the best plane for this particular mission was the Mitchell B-25 medium bomber. With some slight modifications, he believed that this bomber could be successfully launched from an aircraft carrier.

Ten targets had been selected for the B-25 attacks. The cities included Tokyo, Yokohama, Kobe, and Nagoya. In order to prove that bombers could be launched from an aircraft carrier, two B-25s had been hoisted aboard the carrier *Hornet* and launched into the air. Most of the aircrews had no idea how or why such a thing would be necessary; such was the complete secrecy that prevailed over the mission. Once it was proven that it could be done, Duncan wired General Arnold to tell, “Johnny to get on his horse”. This was the code giving Doolittle the go-ahead to prepare his crew for the attack.

As soon as Doolittle had been assigned the mission, he had immediately begun to select the crews that would go. Only pilots with plenty of experience with the operations of a B-25 would be chosen for the mission, since only those with experience would have any chance of completing it. Even with all this expertise, the modified versions of the bomber proved to be difficult to work with. First off, the tail and belly guns were removed in order to provide space for the necessary extra fuel tanks that would allow them to fly over Japan and then land somewhere in China or Russia. Next, the heavy radio equipment was removed; there would be complete radio silence once the mission had begun. Finally, the new and totally secret Norden bombsight was removed. If a bomber was shot down, the technology would not be confiscated from the wreckage.

To recapitulate, the new B-25 had no communications gear, only a twin .50 caliber machine gun turret on top and a single .30 caliber gun in its nose, and a twenty-cent bombsight that was put together with a few pieces of metal found lying around. (As a side note, the sight proved quite effective in the raid over Tokyo.) Add to that the fact that the plane was going to be overloaded with both bombs and fuel and that the runway was going to be less than one tenth the normal length, and you'll understand why the air crews had a lot of training to get in before they left for the mission.

Even though the only thing anyone knew about the mission was that it was very hazardous and therefore very important, volunteers came in droves. At the last, twenty-four crews were picked and then sent to Englin Field, Florida, to begin their training. One of their first lessons would be how to take off in an extremely short space. After many weeks of training, they all were able to pull the B-25s into the air fast enough to scrape the back of the tail wheel. They practiced bombing runs by flying the B-25s as close as possible to surrounding houses and telephone lines.

During the time of training, Doolittle had one overriding fear—that he would not be allowed to join in the actual mission. Around mid-March, he went to speak with General Arnold to see if he could see this thing through to the end. Using what he later called his “sales pitch”, he got permission to fly the lead bomber of the squadron. On March 23, twenty-two planes left Englin Field for Sacramento, California, for some last minute checks and then for their transfer onto the *Hornet*, the carrier assigned to the task force.

Sixteen of the bombers were transferred with the others staying stateside for training purposes. As soon as the carrier force was under way, Doolittle was able to let all those on board in on the secret. “This force is bound for Tokyo,” was all he had to say. Instantly, a cheer rumbled throughout the carrier and her task force. Vengeance was at hand.

While discussing targets, Doolittle decided against bombing the Emperor’s “Temple of Heaven”. Only military targets such as industrial centers, oil factories, and power stations were selected for this attack. Everyone involved knew that the damage would, at best, be light, but the strike to the morale of the Japanese people could lead them to pressure for an early cease-fire. Each plane was to carry a bomb load of four 500-pound bombs—three being demolition and one for the incendiary work. It was stressed again and again that the residential districts and the Emperor’s palace were not to be touched.

The last problem that they needed to confront was where they were going to land. The only two likely places were China and Russia. Russia, however, was still at peace with the Japanese forces and would not be pleased by this encouragement of a retaliatory strike by the Japanese. China was also not very cooperative. Due to personality conflicts, the leaders of the Chinese government felt they had been intentionally left out of the planning for this secret mission. They had.

The “First Special Aviation Project” was hidden from the Chinese for a simple reason; anything that the Chinese knew about, the Japanese found out about a short time later. China was an intelligence sieve, and was also uncooperative because they, too, feared reprisals. Though it is less widely known, the horrors that the Japanese had already inflicted on the captive Chinese people equalled in proportion to the European Holocaust. In all, more than nine million people were killed, and whole towns were being used as test targets for chemical weapons; the Chinese did not want to know how much worse it could get. As far as Doolittle knew, he was going to land in a country that did not want him, but he had no other choice.

Early on the morning of April 19th, the carrier group sounded General Quarters. Men scrambled to fighters, and those of the First Special Aviation Project had begun to suit up for take-off when the All Clear sounded—false alarm. Two hours later, a scouting SBD sighted a Japanese patrol craft coming toward the task force. The SBD quickly hid inside a cloud bank, but it was too late. At 7:30 AM, the Japanese patrol boat *Nitto Maru* reported in saying, “Three enemy aircraft carriers sighted out position 650 nautical miles east of Inubo Saki at 0630.”



Talk about a traffic jam...

At 8:00, three full hours ahead of schedule, the message for the B-25s to launch was sent. One after another pulled off the flight deck, with Doolittle out in front. Only the last plane had any difficulty taking off, and it got airborne slightly less than an hour behind the first B-25. The *Nitto Maru*, three other patrol boats, and three American aircraft were sacrificed to keep the take-off a secret.

Doolittle wrote about the attack in one of his later reports. "Took off at 8:20 AM ship time. Take-off was easy. Night take-off would have been possible and practicable.... Was somewhat north of desired course but decided to take advantage of error and approach from a northerly direction, thus avoiding anticipated strong opposition to the west.... Encountered nine fighters in three flights of three... was not spotted... dropped first bomb 1:30... Anti-aircraft very active, but only one near hit." Further on, he wrote, "Passed on out to sea flying low. Was soon joined by Hoover who followed us to the Chinese coast... Saw three large naval vessels just before passing west end of Japan... Decided to abandon ship (over China)... left airplane about 9:30 AM after 13 hours in air."

The mission had been completed, though all but one of the plucky B-25s had been destroyed. Three of the aircraft had been shot down while over Japan. Their crews were subsequently tortured, and the pilots were put to death. Through propaganda, Radio Tokyo called the attack a "Do Nothing Raid"; that statement could not have been farther from the truth. The Doolittle Raid proved to the Japanese people that they were no longer fighting a war of offense only, that now they were fighting against an enemy who could and would bomb their towns and cities. Even despite all of the propaganda used by the Japanese to call the raid a "coward's act" and minimize the effects, the attack had accomplished what its planners had hoped it would. The effect on the people of Japan was so great that it influenced Admiral Yamamoto—he decided to push for a similar all-out attack on an island important to his enemy. That island was Midway, where many believe Japan lost the war for the Pacific.

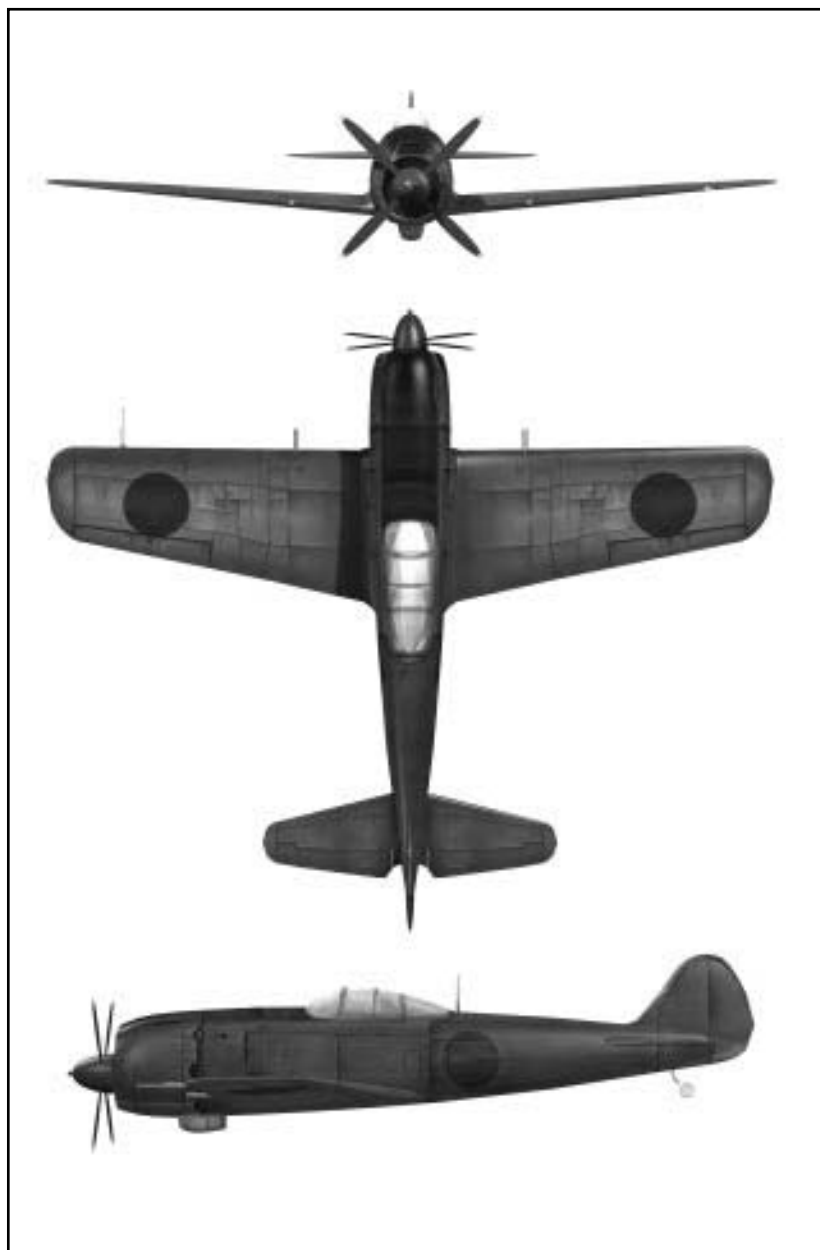
THE NEW COCKPITS

On the following pages are identification diagrams and important information concerning the new enemy aircraft and all of the new planes you might end up piloting. The American Armed Forces' official designation names have been included for ease of reference.

As with the information provided on the original planes, our experienced combat and test pilots have written down a few of their thoughts on each plane. Where these were printable, they are included at the end of the statistics list.

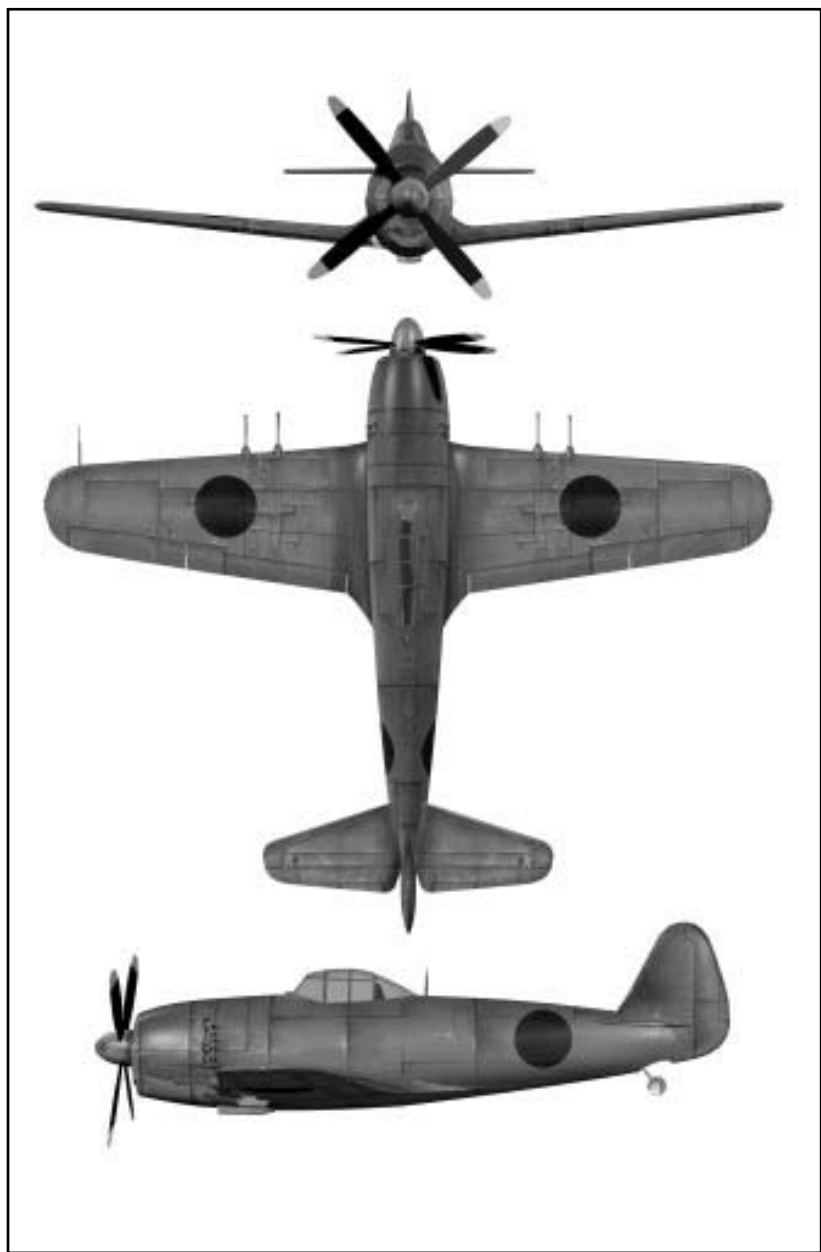


P-40 Cockpit.



FRANK - THE NAKAJIMA KI-84

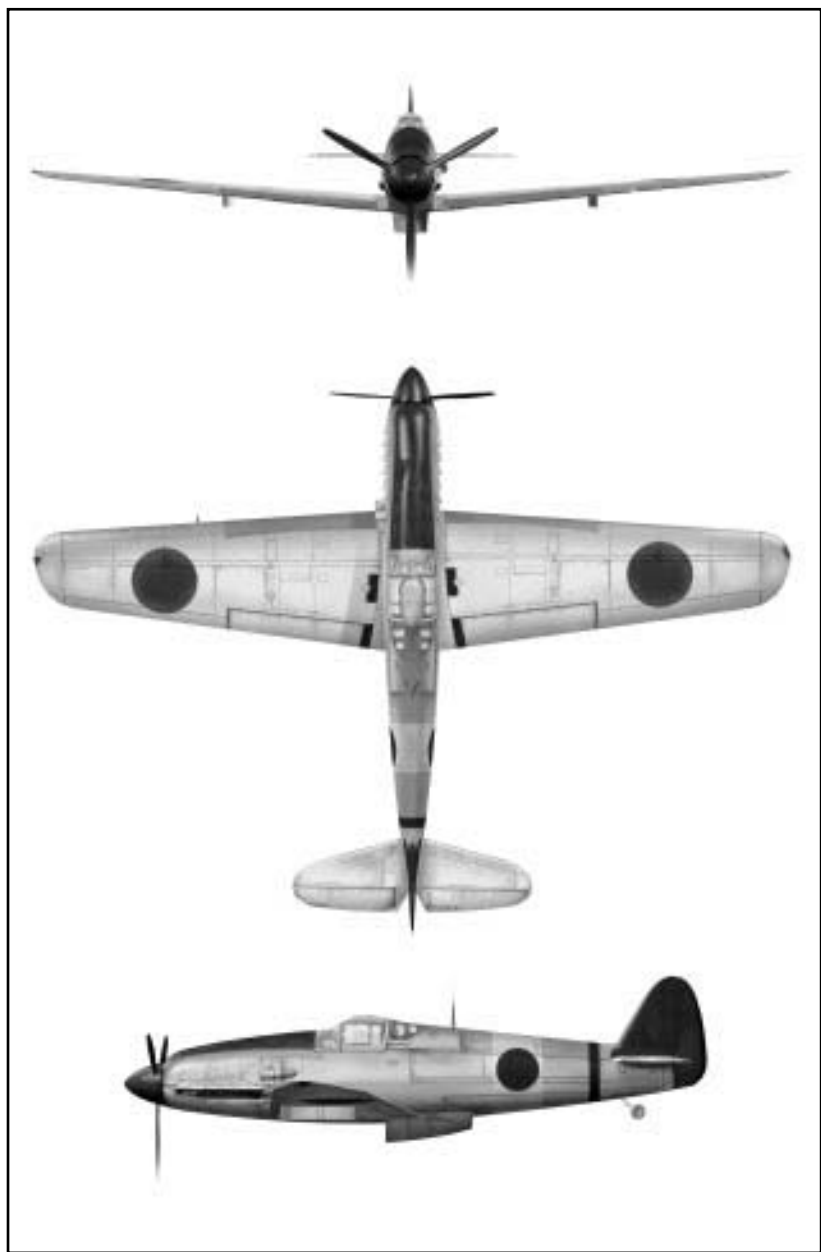
Class:	Fighter	
Stations:	Pilot	
Weapons:	[Fixed]	2 Wing mounted 20 mm Cannons
		2 Fuselage mounted 12.7 mm Machine Guns
	[Payload]	2 250 Kg Bombs
Ammunition:	[Cannon]	150 rds/gun
	[MG]	300 rds/gun
Firing Rate:	[Cannon]	465-480 rds/min (approx. 21.5 seconds of fire)
	[MG]	950-1000 rds/min (approx. 18.5 seconds of fire)
Span:	37'	
Length:	32'3"	
Wing Area:	21 sq. meters	
Engine:	Nakajima Ha (Radial)	
Max Hpwr:	1825	
Ceiling:	34,450 ft	
Cruise Speed:	241 kts	
Max. Spd:	341 kts	
Stall Spd:	72 kts [Level Flight]	
Pilot's Notes:	At the time when this fighter was built, Japan had created an entire underground factory that had the capacity to make over 200 Franks in a year. Learning from their mistakes too late, the Japanese added extra pilot armor and self-sealing tanks to this design as an added protection for their pilots. Very maneuverable and very fast, this plane proved that the Japanese, though fighting a losing war, were not defeated yet.	



GEORGE - THE KAWANISHI N1K1-J

Class:	Fighter		
Stations:	Pilot		
Weapons:	[Fixed]	4 Wing mounted 20mm Cannons	
	[Payload]	2 60 Kg bombs	
		2 250 Kg bombs	
Ammunition:	200 rds/gun		
Firing Rate:	465-480 rds/min (approx. 26 seconds of fire)		
Span:	39'4"		
Length:	29'4"		
Wing Area:	23.5 sq. meters		
Engine:	Nakajima Homare 21 (Radial)		
Max Hpwr:	1990		
Ceiling:	35,300		
Cruise Speed:	200 kts		
Max. Spd:	315 kts		
Stall Spd:	71 kts [Level Flight]		

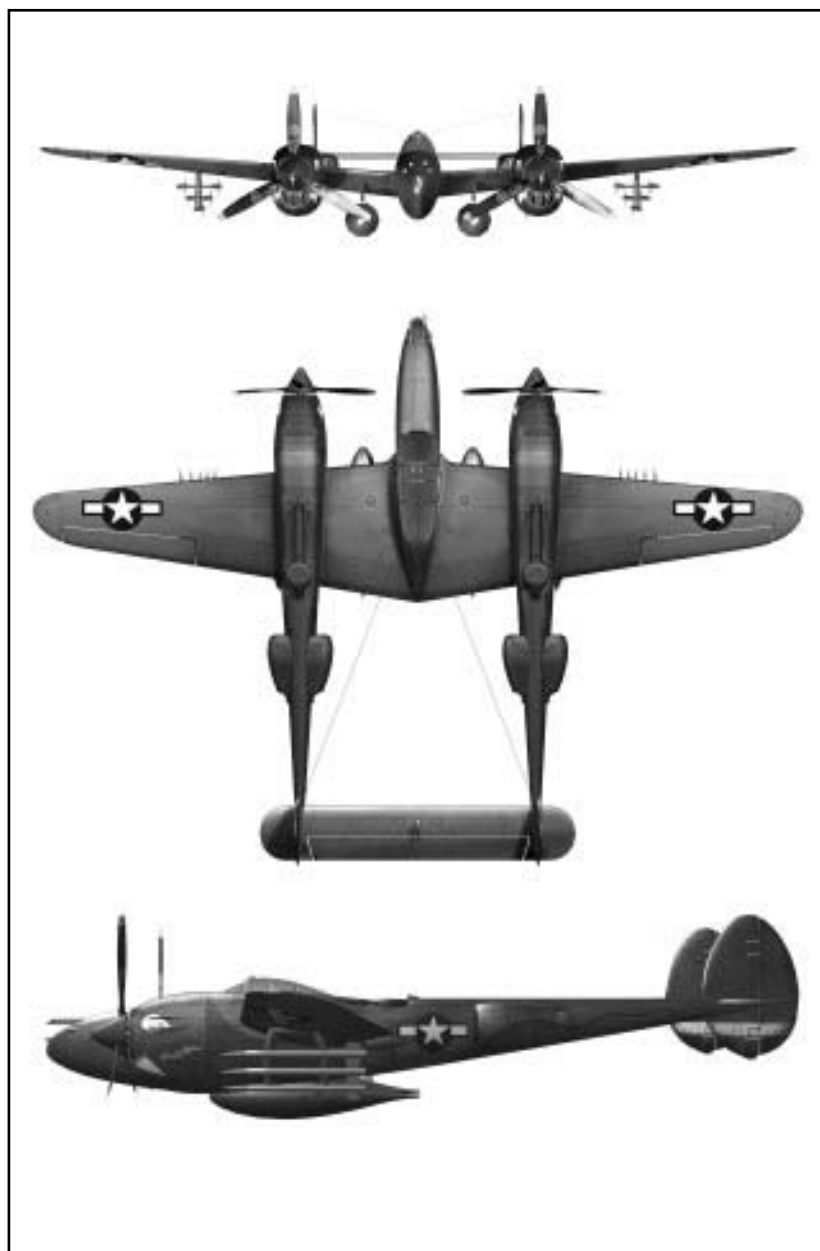
Pilot's Notes: The war would have had a completely different ending if this plane had shown up earlier than it did. In almost every way, this plane was better than the Mitsubishi Zero. It had self-sealing fuel tanks, as well as pilot armor for added protection. The George was the Zero's equivalent in maneuverability and diving speed. The plane came too late and too few to prove any help in the war effort, but if things had been a little different...



TONY - THE KAWASAKI KI-61

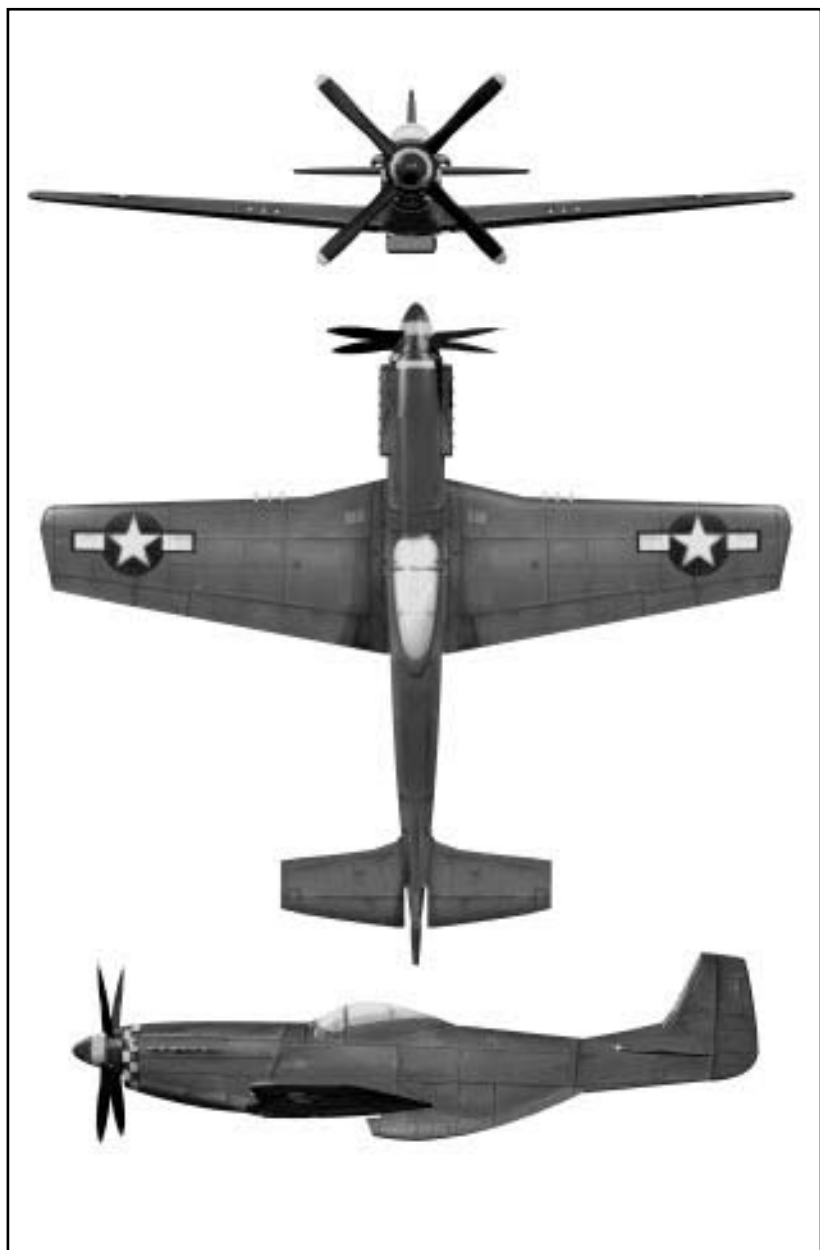
Class:	Fighter	
Stations:	Pilot	
Weapons:	[Fixed]	2 Fuselage 12.7 mm Machine Guns
		2 Wing mounted 20 mm Cannons
	[Payload]	2 250 kg Bombs
Ammunition:	[Cannon]	150 rds/gun
	[MG]	300 rds/gun
Firing Rate:	[Cannon]	465-485 rds/min (approx. 21.5 seconds of fire)
	[MG]	950-1000 rds/min (approx. 18.5 seconds of fire)
Span:	39'4"	
Length:	30'1"	
Wing Area:	20 sq. meters	
Engine:	Kawasaki Type 2	
Max Hpwr:	1450	
Ceiling:	37,730	
Cruise Speed:	216 kts	
Max. Spd:	320 kts	
Stall Spd:	75 kts [Level Flight]	

Pilot's Notes: The Kawasaki Type 2 engine, with its liquid cooling system, became a serious handicap for this already problem-riddled aircraft. The Tony's two main advantages—its dive acceleration and its ability to perform a tight turn—proved useful mainly when it needed to retreat from American aircraft. When coming up against a Tony, use high speed to outrun it, then hit and run tactics.



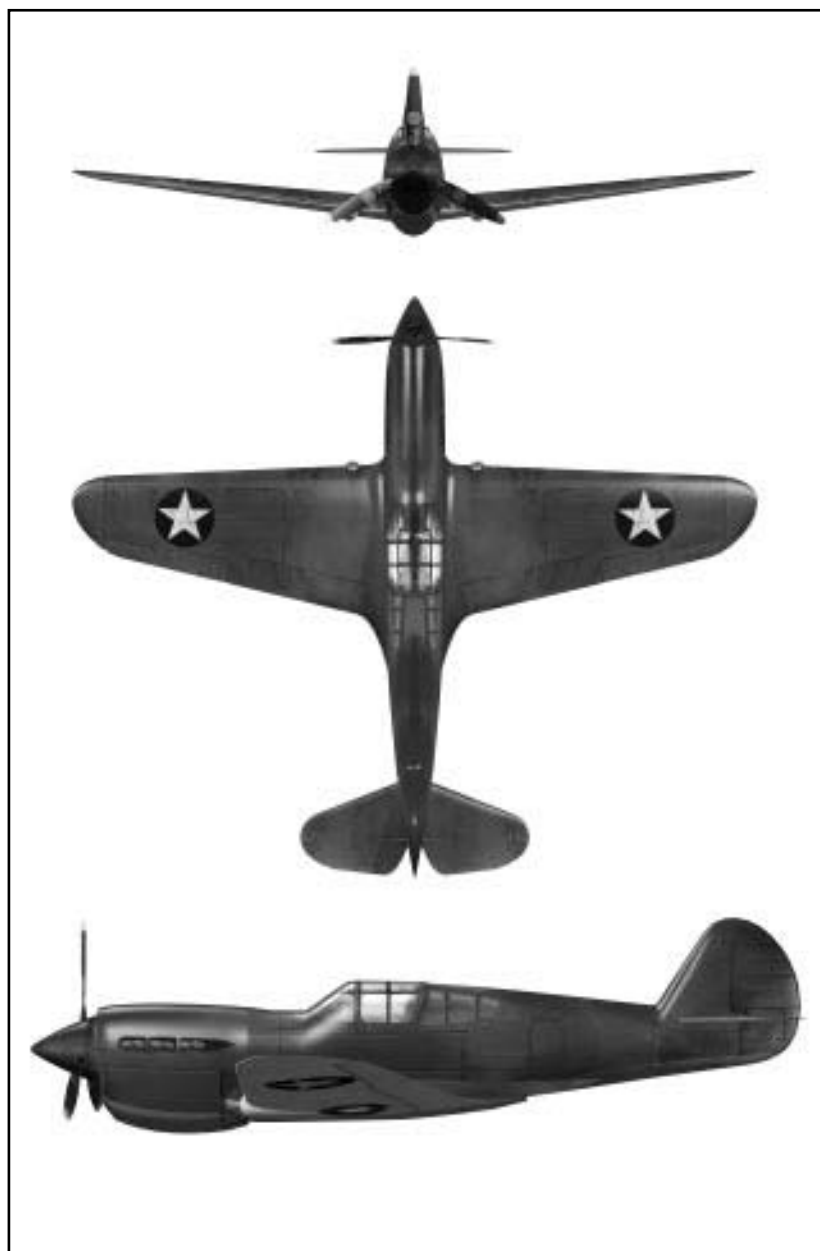
LIGHTNING - THE LOCKHEED P-38F

Class:	Fighter
Stations:	Pilot
Weapons:	[Fixed] 1 20 mm Cannon on nose 4 .50 caliber Machine Guns on fuselage [Payload] 2 500 lb bombs 2 1000 lb bombs
Ammunition:	[Cannon] 400 rds [Machine Guns] 360 rds/gun
Firing Rate:	[Cannon] 450 rds/min (approx. 53 seconds of fire) [Machine Guns] 750 rds/min (approx. 29 seconds of fire)
Span:	52'
Length:	37' 10"
Wing Area:	30.4 sq. meters
Engine:	Two Allison V-1710s
Max Hpwr:	1250
Ceiling:	35,000 ft
Cruise Speed:	250 kts
Max. Spd:	375 kts
Stall Spd:	74 kts [Level Flight]
Pilot's Notes:	The plane that was called the Fork-tailed Devil was released in 1937. It shot down more Japanese planes than any other fighter throughout the entirety of World War II. With its combination of pilot armor, .50 caliber machine guns, and 20 mm cannons, it quite easily outmuscled any Japanese fighter. It could also outmaneuver one without much trouble. Originally designed as a bomber, this plane saw action throughout the entire War (and has been a favorite at air shows ever since).



MUSTANG - THE NORTH AMERICAN P-51B

Class:	Fighter bomber		
Stations:	Pilot		
Weapons:	[Fixed]	4	Wing mounted .50 Caliber machine guns
	[Payload]	2	500 lb bombs
		2	1000 lb bombs
Ammunition:	400 rds/gun		
Firing Rate:	750 rds/min (approx. 32 seconds of fire)		
Span:	37'1"		
Length:	32'3"		
Wing Area:	22.13 sq. meters		
Engine:	Packard V-1650-7		
Max Hpwr:	1400		
Ceiling:	41,900		
Cruise Speed:	243 kts		
Max. Spd:	378 kts		
Stall Spd:	74 kts (Flight Level)		
Pilot's Notes:	This fighter is still breaking records for prop planes. It was easily one of the best planes ever to enter the war. She's got a powerful engine for quick and steep climbs, plus she has the firepower to take care of any situation. When used as a bomber, she proved accurate and stable in the dive.		



WARHAWK - THE CURTISS P-40F

Class:	Fighter bomber	
Stations:	Pilot	
Weapons:	[Fixed]	6 Wing Mounted .50 caliber Machine Guns
	[Payload]	6 30 lb bombs
		2 500 lb bombs
Ammunition:	275 rds/gun	
Firing Rate:	750 rds/min (approx. 20 seconds of fire)	
Span:	37'3"	
Length:	31'8"	
Wing Area:	21.9 sq. meters	
Engine:	Allison V-1710	
Max Hpwr:	1150	
Ceiling:	33,000 ft	
Cruise Speed:	240 kts	
Max. Spd:	320 kts	
Stall Spd:	71 kts [Level Flight]	
Pilot's Notes:	This plane saw action in all arenas during World War II. It could take severe punishment because of its thick pilot armor and its self-sealing fuel tanks. Many pilots felt overwhelmed by the amount of space in the roomy cockpit (it's a lot like the front seat of a car). However, the Warhawk is easily outmaneuvered in a dogfight. It was not until the Flying Tigers of China and Burma that this plane began to see victories instead of defeat. How you fly will make all the difference in this baby.	

MODEM PLAY

What could be better than destroying enemy aircraft in a World War II flight simulation? How about fighting side-by-side with one of your friends in a World War II flight simulation? How about shooting each other down? One of the new features added with the **1942 The Pacific Air War Scenario** is **Modem Play** for those of you who want to fight with or against your friends in the skies over the Pacific Ocean.



Main Menu.

Using **Modem Play**, you can fight in any of the planes that you can pilot in the game, including the six new planes provided with the scenario. Modem-specific missions have been developed, or you can design your own using the **Mission Builder**. Just remember, if you want to play in a mission that you create, it is necessary for that mission to have at least two planes that players can pilot and no more than six planes all together.

PREPARING FOR MODEM PLAY

If you think no preparation is necessary, go ahead and skip over this section. Unless you're already pretty good with a modem, you'll be back.

In order for you to play **1942 The Pacific Air War** over a two-computer connection, it is necessary that the computers be connected by modems or a direct connection (such as a null modem cable). Prior to starting the game, both players should agree which computer will be designated as the *Connect* computer and which will *Wait on Connection*. The player at the *Connect* computer will make all the selections as to what type of game both players are going to play. Discussing these selections ahead of time will help to prevent disagreements.



Play Menu.

Both players must be aware of which Comm Port their modem (or direct connection) is attached to, and should know the baud rate of both of the modems being used. The slower of these two rates is the one that must be used. It's also a good idea, if you're using modems over a telephone line, for the *Connect* player to know the other player's phone number. (This might seem obvious, but you'd be surprised how often the most elementary things get forgotten.)

THE MODEM SETTINGS SCREEN

Once you know everything you need to know and both of you are ready to go, both players should left-click on the **Modem Play** button on the **Main Menu**. The **Modem Settings** screen appears. At this point, each player must specify whether his is the *Connect* or the *Wait on Connection* computer; click on the appropriate button.



Searching for Modem.

Both players must also let the game know which Comm Port the connection is attached to by clicking the corresponding button.

Use the same process to choose the **Modem Rate** at which you are going to be communicating. This rate should be the same for both machines—the speed of the slower modem.

When you've finished all of this, click on the **Done** button. If you are communicating through a direct connection, that's all you need to do; you'll see a "Modem Not Found" message, but you can ignore it. If you are communicating via modems, there's a little more to it. The **Dial Menu** will appear on the *Connect* computer; the other just has to wait.

THE DIAL MENU Now, the player at the *Connect* machine has to initiate the communication—you have to call up the other computer. The **Dial Menu** includes a storage area where you can keep a list of ten names and numbers. There are also boxes labeled **Phone** and **Name** near the bottom of the screen.

To add a number to the list or edit an existing listing, left-click on the listing you want to modify. The name and number will be copied into the two boxes. Simply type in the new number in the **Phone** box. If you want to, you can also enter a name or some other reminder in the **Name** box.

When the number you want to call is correct and is displayed in the **Phone** box, click on the **Dial** button to call that number. (If for some strange reason you decide to do something else, click on the **Cancel** button instead) If the connection is successful, the **Mission Settings** screen will appear.



Dial Menu.

MISSION SETTINGS

Once the connection is successful, the player on the *Connect* computer must select which type of mission both players will be involved in. Just in case the two of you did not discuss this ahead of time, there are “chat” communication boxes at the bottom of the screen. Click on the **Message Out** area to be able to type a message to the other player. To send this message, press **[Enter]**. Incoming messages from that person will appear in the **Message In** area.



Mission Settings Screen.

Near the top of the screen is a list of the missions available for the two of you to play. Select a mission by left-clicking on it. Next, the *Connect* player decides which nation he (and the other player) will fly for. If you are playing cooperatively, both of you will fly for the same nation; otherwise, the *Wait On Connection* player will fly for the side not selected.

Next, but not least, select the type of play. To play one against the other, click on the **Head-To-Head** button; to fly as a team against the computer AI, click on the **Cooperative** button.

The weather selection appears as soon as all of the other decisions for the mission set-up are complete. This is exactly the same as the weather selection for the normal game. After the *Connect* player sets the weather, the pre-flight check begins. There is no difference in the way this part of the game operates.

GAME PLAY DIFFERENCES

A few features of the game work differently during **Modem Play**, and there are a couple of new bits that are not available in the regular game. These are detailed here.

One feature is the ability to send messages between the two player pilots. To do this, press **'** (the apostrophe) and begin typing your message. A small window appears at the bottom of the screen allowing you to see the message that you are typing. Messages sent to you by the other player will also appear here. Press **Enter** to send the completed message.



Chatting between players.

In the heat of battle, it can be rather hard to type a full sentence without getting shot down. That's why we've included a group of pre-set messages, which you can send at the touch of a function key. After you press **'** to begin sending, each of the keys **F1** through **F10** will send a different pre-set message to the other player. (Note that there are different messages for **Head-To-Head** and **Cooperative** play.) You can even use your own pre-set messages by editing the file *messages.txt* in the **1942** directory (using any text editing software). Simply type your messages in place of any of the existing ones; when you use the F-key, you'll get the new text.

During **Modem play**, either player can pause the game at any time using **[Alt][P]**. This pauses the game on both computers, and play will only restart when the player who paused the game releases the pause.

When either player uses **[F9]** to modify the **Graphic Detail Levels**, the game will pause for both players. The adjustments to the graphics, however, affect only the computer on which the modification were done. You can not affect the other player's graphics.

The **Game Configuration Menu** works in the same way. Whenever either player presses **[F10]** the game pauses for both.

For better or worse, you cannot use the **Pilot Map** during **Modem Play**. This takes away the ability to find your opponent as swiftly as you may like, but that's the nature of war, right? Also, the **Time Compression** feature is not available. In other words, nothing happens if you press **[M]**, **[R]**, or **[T]** in a modem mission.



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