



TECHNICAL SUPPLEMENT

To play **1942 THE PACIFIC AIR WAR** your computer must have:

- a 386SX processor or better (For best play, we recommend at least a full 386 with a system speed of 33Mhz or more.);
- at least 594,000 bytes (580Kb) of free conventional memory;
- at least 1.6Mb of free EMS (expanded) memory;
- 14Mb of free space on the hard disk (Note that you can save some space by removing some unessential files: **open.flc** (the title animation) is 1,563,324 bytes, **mpslogo.flc** (the MPS animation) is 794,272 bytes, and **anim.cdf** (the newsreels) is 1,544,136 bytes.);
- VGA graphics or better;
- a joystick *or* a mouse.

HARDWARE & SYSTEM REQUIREMENTS

For ease of play, convenience, and to take advantage of some of **1942 THE PACIFIC AIR WAR's** advanced viewing features and flight film editing functions, we strongly recommend that your computer system include both a joystick and a mouse.

1942 THE PACIFIC AIR WAR supports most of the available flight add-on hardware. We have provided a configuration file for the WCS Mark II — **1942paw.adv**. Consult your Thrustmaster documentation for instructions on using this configuration file. If you have a problem using a particular device with the game, please contact MicroProse Customer Support for assistance.

COMPATIBILITY ISSUES

Please note that this list includes only the *known* conflicts and incompatibilities. Since no test procedure can ever be totally comprehensive, you may run into undiscovered problems. Please consult with Customer Service if you do.

This game has not been tested under Microsoft Windows; therefore we suggest you do not use it with Windows. Chances are very good that the two will not work together.

We strongly recommend that you not have any Terminate-and-Stay-Resident programs (TSRs) loaded into memory when playing **1942 THE PACIFIC AIR WAR**. Not only will they decrease the amount of free memory available, thus slowing the game, but there may be unpredictable interactions.

If you experience keyboard response problems using a Tandy computer, the [Alt] status of the keyboard may be reversed. That is, pressing [A] results in the [Alt][A] and vice-versa. To fix this problem, tap on the [Alt] key until the status returns to normal. We apologize for the inconvenience, but there seems to be something unique to the Tandy keyboard BIOS that causes this problem.

In some Packard Bell computers, there may be a conflict between the standard MicroProse boot disk application and some memory configurations. If you experience a lock up while using a boot disk made by the **1942** installation program, you'll need to change one line in the **config.sys** file on the boot disk, thus:

device=c:\dos\emm386.exe ramx=b0000-c400 /d=48 frame =e000 6800

should be:

device=c:\dos\emm386.exe 2048 ram

for DOS version 5.0, and

device=c:\dos\emm386.exe ram highscan

for any version higher than that.

If your hard drive is "doublespaced" and you experience problems using a boot disk, please add the following line to the end of the **config.sys** file on the boot disk:

devicehigh= c:\dos\dblspace.sys /move

Quick Cruise

When you're watching the mission progress from the **Pilot Map**, sometimes accelerating time is not enough. For those who want to cut right to the chase, the **Quick Cruise** feature has been added. Press **Q** to move immediately to the combat area. As soon as your planes reach cruising altitude, you will be translated to the target area. Note that time and fuel *will* be used, but you won't have to sit and watch it happen. (Of course, you can not use this feature if you're already in combat.)

Cycle Guns

Sometimes, in order to conserve ammunition, you may not want to fire all of your guns at once. Real fighter pilots had the freedom to fire whichever of their guns they thought would be the most effective against a particular target. **1942 THE PACIFIC AIR WAR** gives you the same option. Your gun setting at the beginning of a mission is **All**, so all of your guns will fire at once. Using the **Cycle** key **S**, you can switch through the three possibilities — All, Primary only, and Secondary only. Note that each model of aircraft follows a different pattern (they all have different gun set-ups, after all).

Trimming

The automatic trim feature will cope with most (if not all) of the necessary trimming. However, there are always those who want to do more or who are not satisfied with the results of the automated process. For these folks, we have included a manual trim function. Set the controls in the positions you wish to trim them to and press the **Trim** key (**Alt T**).

Reality Options

In the **Carrier Battle**, two of these options — **Sightings** and **Battle Reports** — have been combined into the **Reports** option. The flight option **Enemy Skill** has been added.

A new option, **Flight Model**, has been added to both of the **Realism Options** menus. If you choose the **Realistic** flight model, you will have to contend with engines overheating, wings breaking off when you exceed the structural integrity envelope of the aircraft, nose trim, effects of engine torque, dive buffeting, and other annoying (but realistic) problems. Arrestor cables will only be strung on the rear third of the carrier deck, rather than all over it. If you prefer not to deal with this sort of thing, select the **Unrealistic** flight model.

Another new option, **Training Mode** has been added to the flight list. If **Training** is enabled, you will not get *any* points for your mission. You will, however, have a few advantages. The enemy planes will be unpiloted drones; they will fly poorly and will not fire on you. In addition, your aircraft will be supplied with unlimited bombs or torpedoes. You cannot use **Training Mode** during career missions.

The **Dud Torpedoes** option has been removed from the flight options.

Mission Builder Note

When creating a mission, it is important that you choose the **Home Base** and **Target** before you begin creating flights. If you change either of these selections after giving orders to any of the flights of planes you have created, those orders will be re-set. Remember, despite the implication in the manual that you should create flights first, we recommend that you choose the **Home Base** and **Target** first.

Air Search Note

During a **Carrier Battle**, if you decide to change the scope, range, or direction of an air search while the search is in progress, remember that the change will not take effect immediately. The aircraft involved must return to the carrier or base to receive their new orders.

Creating and Editing Flights

In the **Mission Builder**, the **Nationality** button has been removed from the **Flight Editing Box**. In its place, an **Delete Flight** button has been added. Use this button to remove the highlighted flight from the flight list. Note that, for convenience, flights of both nationalities are now listed together on the same list. (Note also that you can *not* change the nationality of a type of aircraft — no spies.)

The Cockpit Red-Light

Night missions without radar are extremely hazardous, and were therefore rare in the Pacific theater of this war. Nevertheless, you will occasionally begin or end a mission in darkness or near-dark conditions. Since the instruments in the cockpit tend to be difficult to read in the dark, the designers included a light in the cockpit. This light is red, on the theory that your night vision will be reduced less by a red light than a white one. To turn this light on and off, use the **Lights** key, **[L]**.

Auto-Scroll

Though it is often useful to have the **Cockpit Map** keep your aircraft on-screen, sometimes you might wish to override this behavior. You can use the **Auto-Scroll** buttons on the map key to choose which functionality you prefer. You can also use the keyboard shortcut, **[Alt][S]**, to toggle Auto-Scroll on and off.

Credit for Kills

When an aircraft is shot down and a kill is verified and recorded, only one pilot can get credit for the kill. Note that the pilot who got off the last shot does *not* automatically get the kill. Whoever did the most damage to the destroyed plane gets the credit, even though he may have left the job half done. (Who said life was fair?)

Hardware Calibration

As described in the manual, the calibration of your joystick(s) is automatic. This goes for all of the supported add-on hardware, too. At any time before you enter your aircraft, move each controller (pedals, throttle, etc.) to the limits of its movement to engage the automatic calibration. Note that for joysticks which include the “hat”, you must calibrate the hat as well. A new feature, the **Calibrate** button, has been added to the **Controls Configuration**. This feature allows you to see the calibration routine working, in case you suspect that a particular controller is not being recognized or calibrated correctly.

Autopilot Note

The description in the manual of the way the autopilot controls your plane is valid only in **Training Mode**. When you are not in that mode, the autopilot will not engage in combat or land the plane. You will be notified when combat is joined, so that you can take control.

Ditching

To successfully ditch your plane in the ocean, you must hit the water at an extremely slow speed. The best bet is to stall below 50 feet. For career and scoring purposes, a ditch will be treated exactly as a bail-out. The chances of being rescued, captured, or killed are the same.

Cruising Altitudes

When a strike flies to a target, there is always a lead flight that everyone else follows. For mutual fire support reasons, the flights in a strike stay close to each other until they reach their target. Because of this, you may only adjust the cruising altitude of the lead flight. All other flights will automatically adjust their cruising altitudes to match.

The Padlock Feature

The “Padlock” view is only available when you’re in **Virtual Cockpit** mode. To activate the Padlock feature, you must first choose an enemy to “lock” (just as in reality). Swivel your head around until you can see the enemy. Pressing **[J]** will lock the **Padlock View** onto whatever aircraft is nearest the center of your view. Now, whenever you press **Button #2**, your virtual view will center on the locked plane. As long as you hold the button, the view will move to keep the locked plane centered. Press **[J]** again to unlock the target.

Carrier Battle 3-D Engagement

If you abort your piloting in an engagement that is part of a **Carrier Battle** game before the mission is completed, the computer will finish the attack as though you had selected to observe the engagement. Keep in mind that, due to limitations to the number of planes that can be represented in 3-D, damage from large strikes will be a combination of the damage done in 3-D and damage calculated statistically. Your performance in 3-D, however, will have a limited effect on the outcome of the statistical damage.

Japanese Radios

This is not a bug — the Japanese pilots do not receive radio messages, as the Americans do, because the Japanese planes of the time did not carry radios.

Scuttling Ships

In a **Carrier Battle**, when a severely damaged ship slows a Task Group down to a degree that is dangerous to the remaining ships, you should scuttle that ship. This was not an uncommon practice during the war, and was used primarily to prevent the enemy from capturing the ship. You can scuttle ships using the **Damaged Ships** option in the **Task Group** menu.

MODEM PLAY

What could be better than destroying enemy aircraft in a World War II flight simulation? How about destroying one of your friends in a World War II flight sim? The **Modem Play** update has been added to this version of **1942 The Pacific Air War** for those of you who want to fight your friends in the skies over the Pacific Ocean.

Using **Modem Play**, you can fight in any of the planes that you can pilot in the game. Note that, if you want to play in a mission that was created with the **Mission Builder**, it is necessary for that mission to have at least two flyable planes and no more than six planes all together.

SET-UP

In order for two computers to play **1942 The Pacific Air War**, it is necessary for them to be connected via modem or null modem cable. Prior to playing, one computer must be designated as the *Connect* computer. What this means is that that computer will be the one that makes all the final decisions on what type of game both computers are going to play.

To begin, click on the new **Modem Play** button on the **Main Menu**. The **Modem Play Menu** appears. At this menu, you must specify which is the *Connect* computer and which computer is going to *Wait on Connection*. Also, you must select a **Modem Rate** and specify which **Comm Port** your modem or null modem cable is connected to. (We strongly recommend that both computers use the same baud rate; in the case of a direct connection, this is mandatory.)

When you finish, the game will check the status of your system. If you are using a direct connection, ignore the "Modem not found" message; the game will connect automatically and proceed to the mission settings. If you are using a modem connection, the **Dial Menu** appears.

The Dial Menu

Once you have gone through setting up your modem for the game, you have to connect with the person you are going to be playing. At the **Modem Dial Menu**, which appears on the *Connect* computer, you can enter and use up to ten name and number combinations.

To use or change an existing combination, click on the listing. The name and number will be copied into boxes at the bottom of the menu. Click on the **Dial** button to dial the number in the **Phone** box, or click on either box to edit the info in that box.

The Mission Settings

Once the connection is successful, the person at the *Connect* computer decides which type of mission to play and who will fly for which nationality. Clicking on the **Head-To-Head** button makes the two of you opponents; clicking on **Cooperative** allows you to play on the same side.

In case you haven't agreed on settings ahead of time, at the bottom of the **Mission Settings** screen are the **Message** boxes. **Message In** shows incoming messages from the other computer, and **Message Out** is where you type any

message that you want to send to the other computer. To send a message, click on the **Message Out** box, type your message, then press **[Enter]** to send it.

The weather selection appears as soon as all of the mission decisions have been made. This is exactly the same as the usual weather selection. After you set the weather, you'll go into the pre-flight check just as in any other mission.

PLAY DIFFERENCES

There are a few **Modem Play** features that are not available in the standard game. One is the ability to exchange messages with the other player. To do this, press the **[']** (single quote), then type the message. Press **[Enter]** to finish the message.

In the heat of battle, it is rather hard to type a full sentence without getting shot down. That is why there are pre-set messages, available at a keystroke. After you've pressed **[']** to begin a message, use any of the function keys **[F1]** through **[F10]** to send a pre-set message to the other player. (Note that you can also create your own pre-set messages by editing the **messages.txt** file in the **1942** directory.) Be aware that there are different sets of messages for **Head-To-Head** and **Cooperative** play.

You can still pause the game at any time using **[Alt][P]**. This will pause the game at both computers; play will only resume when the player who paused the game releases the pause.

Whenever you use **[F9]** to change the **Detail Levels**, the changes affect only your computer. While you are doing so, the game is paused for both players. The same is true for **[F10]**, the **Game Configuration**.

Unfortunately, you can not use the **Pilot Map** while you are in **Modem Play**. Also, the **Time Compression** utility is no longer available. In other words, nothing will happen if you press **[M]**, **[R]**, or **[T]** while in **Modem Play**.