

THE ROYAL FLYING DOCTOR SERVICE OF AUSTRALIA

The story of the Royal Flying Doctor Service is forever linked with its founder, the Very Rev. John Flynn - "Flynn of the Inland" - a story of foresight and achievement that gave courage to pioneers of the Australian Inland. It was Flynn who envisaged combining the new technologies of aviation and radio with doctors, nurses and medicines to provide a "Mantle of Safety" for these isolated people.

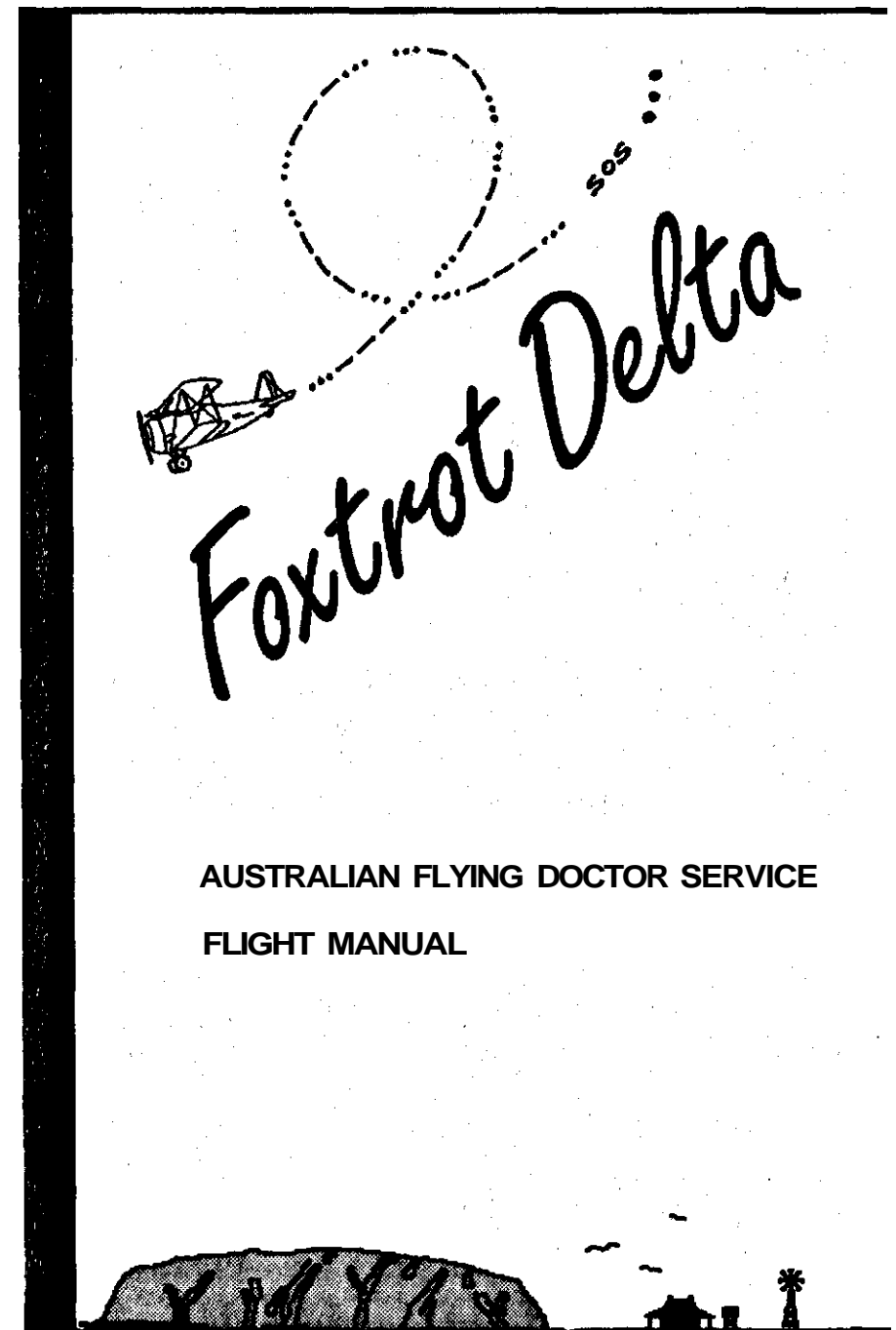
The RFDS began operation from Cloncurry in 1928 with one doctor, an aircraft and pilot from a small bush airline (QANTAS) and no radio communication with its outstations. The communication problem was solved by a young South Australian electrical engineer, Alfred Traeger, who developed a cheap two-way radio set - the famous pedal wireless - enabling transmission of messages, initially by Morse Code.

Today, this unique aerial medical service covers 2/3 of the Australian continent. It incorporates a vast radio network which provides radio communication not only for health care but also for national disasters, School of the Air and a much appreciated "Galah" session when distant "neighbours" can simply chat.

Although the Service today receives subsidies from both Federal and State governments, it relies heavily on money from trusts, donations and public appeals.

In fact, a percentage of your payment for this product will go to the Service.

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John Flynn - A Legacy

In honour of that great man who founded what finally became the Royal Flying Doctor Service, the Federal Council instituted the John Flynn Fellow Award.

Its purpose is to recognise extraordinary service and eminent achievement in support of the ideals and the needs of the RFDS.

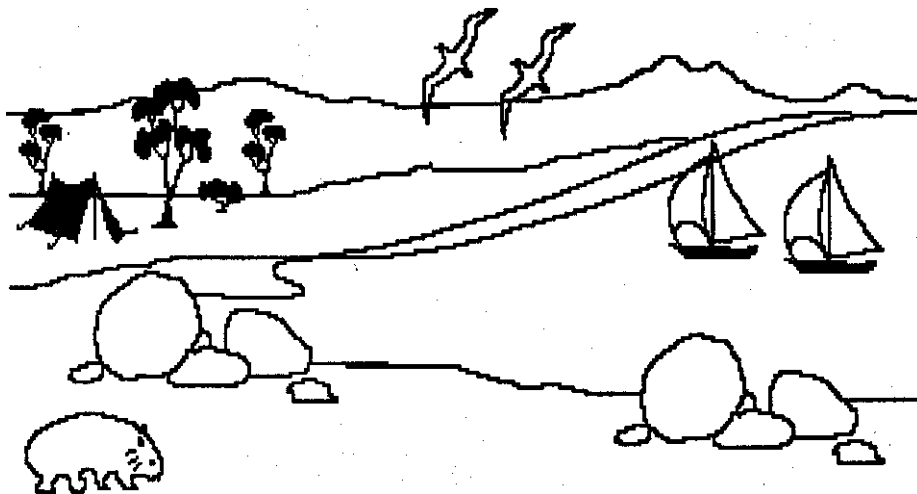
It is to be awarded rarely. In making the initial award HRH the Duchess of York said:

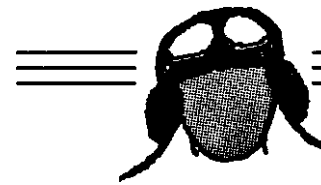
"Flynn's labours have been richly rewarded and the Flying Doctor Service has become part of Australia's living history and to many, part of Australian folklore".

Said the inaugural John Flynn Fellow:

"I was lucky wasn't I? I had the chance of working beside John Flynn for a long time and came to know something of his heartbeat. And when in the end, he threw his spurs away and pushed me into his saddle..."

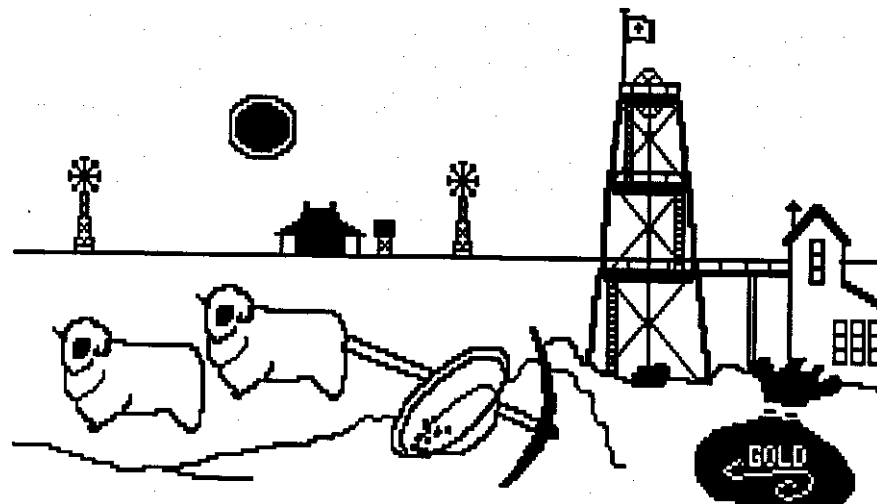
The Very Rev. Fred McKay,
Sydney 1990.










It is 08:00 hrs on a beautiful sunny Saturday morning in Kalgoorlic, your home town. After checking that all is well in the cockpit of your beloved FOXTROT DELTA aircraft, you are about to seek out a friend and enjoy a relaxing day at the pool.

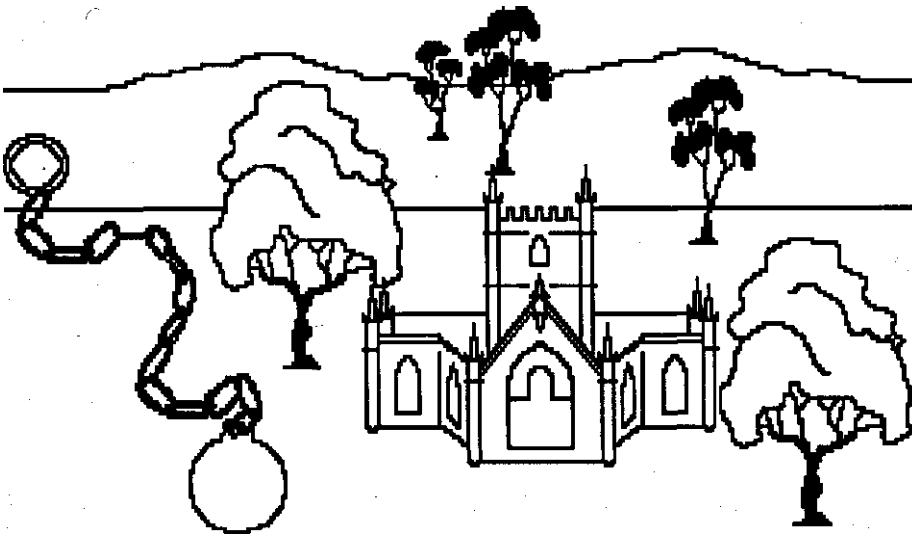
The airwaves are shattered by the morse code of an SOS call. It is the Alice Springs base of the Australian Flying Doctor Service urgently requesting help to prevent an outbreak of yet another deadly disease brought into the country by an unsuspecting carrier. It quickly becomes your job to track down the carrier, diagnose the disease and administer the correct antidote before a major epidemic devastates the country.



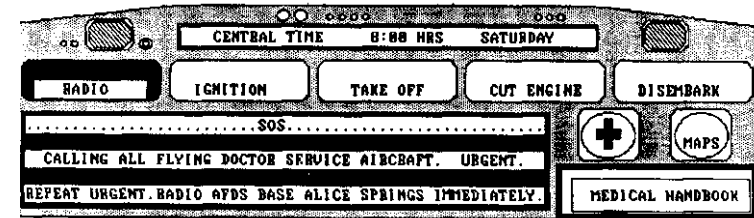
A	ALPHA	J	JULIET	S	SIERRA
B	BRAVO	K	KILO	T	TANGO
C	CHARLIE	L	LIMA	U	UNIFORM
D	DELTA	M	MIKE	V	VICTOR
E	ECHO	N	NOVEMBER	W	WHISKY
F	FOXTROT	O	OSCAR	X	XRAY
G	GOLF	P	PAPA	Y	YANKEE
H	HOTEL	Q	QUEBEC	Z	ZULU
I	INDIA	R	ROMEO		


SETUP PROCEDURE FOR FOXTROT DELTA FLIGHT COMPUTERS

1. Make sure the Flight Control diskette is matched to your aircraft's Flight Computer.
2. Start up your computer in the usual manner.
3. Remove any diskette from drive A and insert the Foxtrot Delta Control Diskette.
4. Type "A:" and press the  or "ENTER" key.
5. When you see the "A" prompt type "FOX" and press the  key. If you are using a Hercules monochrome graphics adaptor you should instead type "FOXH" before pressing the  key.
6. The program will load into memory and commence with a musical introduction which can be interrupted by pressing any key.
7. When asked to load the "DATA" diskette remove any diskette currently in drive A, insert the "FOXTROT DELTA DATA" diskette and press the  or "ENTER" key.
8. If for some unavoidable reason you have to abandon a case in mid-flight so to speak, press the "ESC" key to return your computer to DOS and take a well earned break.
9. If your Flight computer is fitted with a hard disk you can save valuable time by permanently installing the control system. To do this, follow instructions 1 to 4 above then when you see the "A: >" prompt type "INSTALL" and press the  key. Follow the INSTALL instructions issued by the computer. Once the FOXTROT DELTA system is loaded onto the hard disk you can commence operations by typing:
C:
CD\FOXTROT
FOX (for EGA graphics)
or
FOXH (for Hercules graphics)
If you have chosen to load the system on a drive other than C:, change the drive letter accordingly.
10. For silent operation of your Flight computer press the "CTRL" and "S" keys at the same time.



FOXTROT DELTA AIRCRAFT INSTRUMENT CONTROL PANEL




Use the cursor arrow keys to select a control button and then press  to activate the selected button once its light indicates readiness.

RADIO

AIRCRAFT RADIO

Flying Doctors can use the FOXTROT DELTA aircraft radio to contact Australian Flying Doctor Service bases or Air Traffic Control. The latter must be contacted on departure to obtain flight plan approval and clearance for take off.

(When in doubt, press the  or "ENTER" key for a response.)

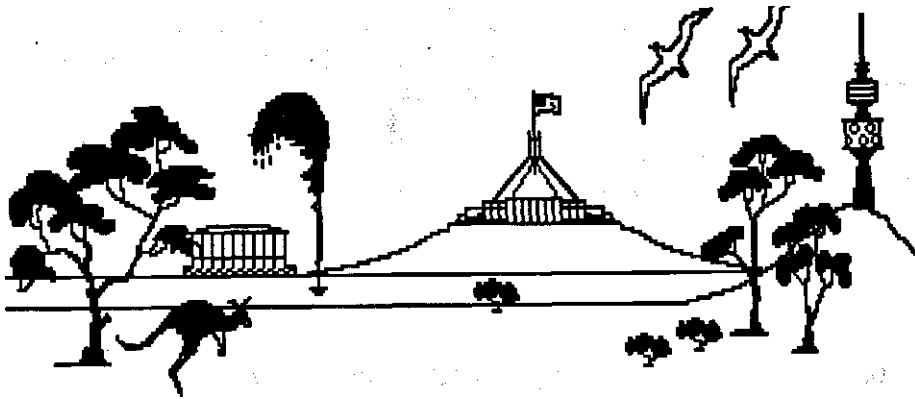
FLIGHT PATH IDENTIFICATION



Foxtrot Delta aircraft are equipped with the latest computerised mapping facilities. The flight path to a selected destination is illuminated on the instrument panel and enables the pilot to confirm distances and headings.

Confused doctors have been known to use the flight maps to pin-point the location of a town unknown to them.

Should the maps indicate the choice of an incorrect destination, take off procedures can be aborted by simply exiting the aircraft or by radioing Air Traffic Control and registering a new destination.



FLIGHT CONTROLS

Ignition

When contact is made on the IGNITION button at the right of the instrument panel, the engine of a FOXTROT DELTA aircraft springs to life and idles smoothly until further action is taken by the pilot

IGNITION also automatically sets the strobe lights flashing in preparation for take off.

Take Off

Once the FOXTROT DELTA pilot is satisfied with the instruments and selected flight path, the centrally placed TAKE OFF button is used to engage the ultra modern auto-pilot T.F.L. system. This system enables the overworked flying-doctor to put his or her feet up or grab a snack whilst FOXTROT DELTA takes herself automatically through a perfect Take off—Flight - Landing sequence for the pre-programmed route.

Cut Engine

The CUT ENGINE button to the right of the instrument panel does just that, it turns the aircraft engine off.

This procedure must be followed after landing in order to deactivate the safety locking system.

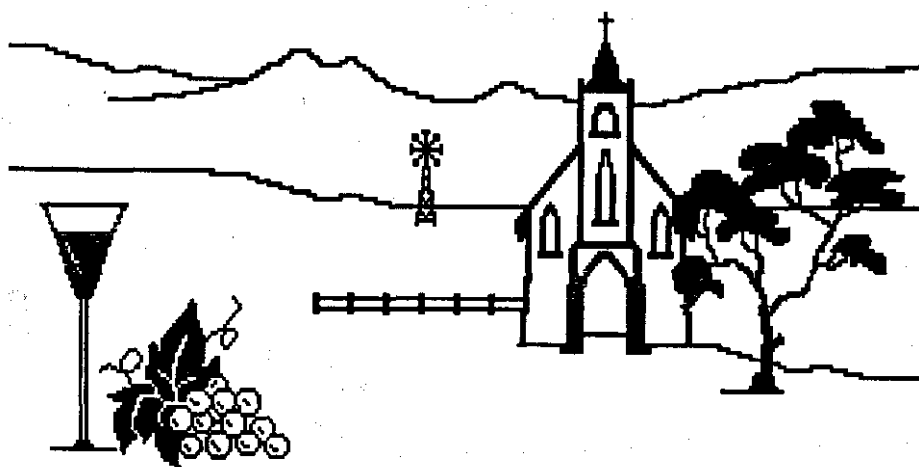
CENTRAL LOCKING SYSTEM

Disembark

The Instrument control panel must be activated when leaving the aircraft. It is part of the new central locking system fitted to FOXTROT DELTA aircraft; a safety device installed to prevent accidental opening of cabin and cockpit doors whilst the engine is running.

(Remember, use the cursor arrow keys to select a button, and then the ← or "ENTER" key to activate the button once its light indicates readiness.)





MEDICAL HANDBOOK



The Australian Flying Doctor Service Exotic Diseases Handbook is kept on a shelf at the lower right hand side of the cockpit. The handbook is an invaluable reference for the identification of rare, exotic diseases and must always be returned directly to the shelf after use.

All diseases listed in the handbook are highly contagious once the incubation period has elapsed, and must be treated with an antidote within this period to prevent an epidemic of catastrophic proportions.

A.F.D.S. MEDICINE CHEST



The A.F.D.S. flight Medicine Chests include antidote serums for ten dangerous exotic diseases. Doctors are warned to exercise great care when handling serum ampules and to keep in mind that many exotic viruses are highly contagious and invariably deadly.

With the problems today of drug abuse, the A.F.D.S. regrets the necessity to take strict precautions to prevent misuse of the contents of its medicine chests. All FOXTROT DELTA aircraft are equipped with a state of the art security system requiring a variable key-code to unlock their medicine chests.

The FOXTROT DELTA ONE chest has been programmed to respond to the first 3 letters of the day indicated on the cockpit clock.

Upon joining the Australian Flying Doctor Service, doctors take an oath not to reveal the key-code assigned to their aircraft, and Flying Doctors never tell!

OFF DUTY



There are times when even Flying Doctors must stop everything and catch up on their sleep. However, despite the magnificent autopilot system installed in FOXTROT DELTA aircraft, it is against regulations to actually sleep at the stick. You must wait till touch down.

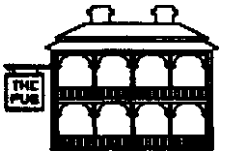
ADVICE TO DOCTORS ON INFECTIOUS EXOTIC DISEASE CASES

Flying Doctors involved in the location and treatment of outbreaks of exotic diseases should realise the importance of scouring local doctors' surgeries to obtain clues about the nature of a carrier's disease.



REMEMBER, a correct diagnosis is essential to prevent certain death of the patient and possible total devastation of a major Australian city or town.

Past experience has shown that most carriers of exotic diseases are visitors to this country and thus can often be tracked down with persistent enquiries at hotels and caravan parks; banks, shops and petrol stations; libraries, tourist centres and museums. (Use the cursor up and down arrow keys to select where enquiries are made.)



Even the kids skateboarding at the corner petrol station have been known to yield invaluable information about the travel plans of just such a visitor. So leave no stone unturned until a definite lead on a carrier's destination has been gained. A hasty decision can mean precious time is spent back-tracking to pick up a lost trail.



Unfortunately the Australian Flying Doctor Service is running on a very tight budget this year and in order to keep as many Foxtrot Delta aircraft as possible operational, all doctors are directed to travel on foot during visits to towns. Needless to say, time can tick away at an alarming rate as an anxious doctor rushes from place to place frantically searching for leads to the carrier's whereabouts.



THE A.F.D.S. FLYING KIT AWARDS

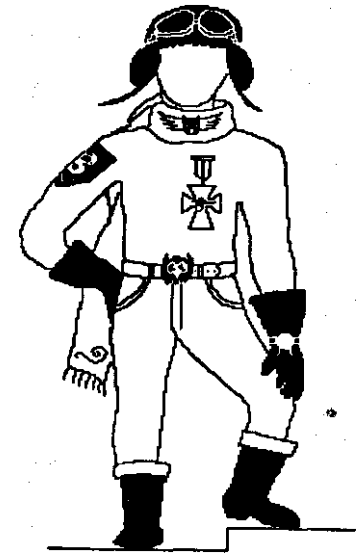


Although the satisfaction of knowing one has prevented a national disaster is reward enough for a Flying Doctor, the Service does present awards for outstanding efforts.

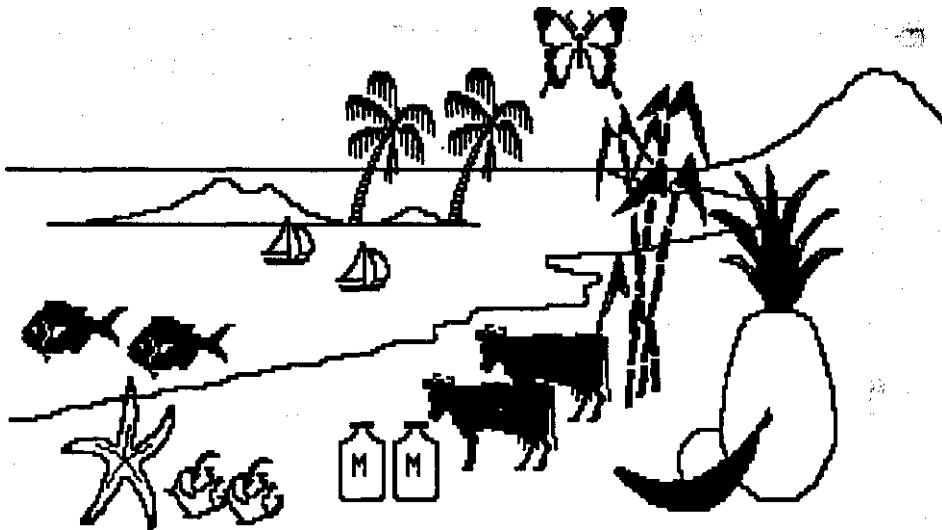
Successful Flying Doctors receive items from the highly prized A.F.D.S. Flying Kit, from the modest and practical Koala Cap and Jumbuk Jumper through to the coveted Kangaroo Cross and the ultimate Wombat Wings.

It should be noted that all FOXTROT DELTA aircraft are not fitted with the same engines and, like it or not, it has become the practice in the A.F.D.S. to assign the slower aircraft to the more experienced pilots.

Good Luck.



Remember, Flying Doctors never tell!



ABOUT FOXTROT DELTA AND ITS AUTHOR

In 1979, appropriately celebrated as the year of the child, I was abruptly thrust from the relatively simple, unencumbered life of an experimental physicist into the chaos of full time motherhood.

Eventually recovering from the initial shock, I took this opportunity to give reign to a latent creative urge and combined it with a life long interest in education.

My interests have grown and expanded with my two daughters. Beginning with toddlers and simple wooden jigsaw puzzles and games and now, with school children, brushing up on some rusty programming skills to produce computer games with an educational difference.

FOXTROT DELTA is the first of my ideas to take shape in the form of a computer game. I welcome feedback and suggestions about this and other program needs from parents and teachers alike.

FOXTROT DELTA has been written for the pleasure and education of children. Whilst every effort has been made to ensure the accuracy of the geographic and historic information provided, absolute accuracy cannot be guaranteed. Factual errors will gladly be corrected if brought to my attention through Reckon. The medical conditions, persons and organisations referred to are used with "Poetic Licence" and no accurate portrayal is intended.

Happy flying.

Claire Garrett

