SR-71 is a fast action game in which you are the pilot on a mission to take photographs of missile sites in Russia and deliver them to our processing laboratory in Japan.

LOADING INSTRUCTIONS:
- Tap - CLOAD (Program will auto execute)
- DIA - LOAD "SR71" & run

MISSION BRIEFING:
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the bottom of the pane are the annunciator lights for Radar, Auto-pilot, and Camera systems; these will revert color when those systems are toggled off. 

Cued on the Flight Director is the ARTIFICAL HORIZON, the primary reference instrument for flight. The colored bars represent the horizon. By referring to the "wings" in the center of the instrument, the pilot can determine the elevation of the aircraft. In addition, the "tail bug" or the "air" on the bottom arc of the circle, will give information on the aircraft's angle of bank and direction of roll. Each of the divisions on the circle is 15 degrees.

FLIGHT CONTROL

Pitch and roll changes are input through the cockpit joystick, forward to pull the nose down, back to pull the nose up, left to roll left, right to roll right. It is important to note that, unlike many arcade games, it is impossible to "overshoot" in either dimension and the joystick stops only at the neutral position. For example, the pilot must pull the pitch stick far to start the nose down motion. Only once is given the "clear to descend" signal the pilot will begin to climb or descend at the commanded rate of climb. The joystick is released when the aircraft is on the glide slope. 

WARNING: It is possible to "pull" the aircraft, to force the nose to an angle higher than that for which the engines can provide enough thrust and the wings enough lift. In other words, even though the nose is pointed up, the aircraft is losing altitude. If this condition is maintained, the wing will "stall" and the aircraft will enter a terminal spin.

A roll of 90 degrees requires a proportionately larger degree of bank, but because roll in this flight has been limited to 45 degrees, a 2,500 rise per hour turn has a radius of over 90 miles. It is advised that the pilot choose a lower airspeed for turns, or see the Auto-pilot for high-airspeed turns.

THREAT PANEL:

This text display, above the Flight Director, serves as a general information annunciator as well as a warning panel. Messages output to this area will sound a "beep-tone" and warnings will sound a muted tone.

WARNING PANEL:

Just above the Flight Director is the area reserved for inflight warnings. 

LOW FUEL: advisory
ALTITUDE: when below 5,000 feet
AIRSPEED: requires immediate attention to avoid stall-spin. Increase power or decrease pitch to lower the note of the aircrafts.

RADAR SYSTEMS:

This aircraft is equipped with the ANG-9 downlink radar system, which has an altitude range of up to 900 miles, painting only significant ground or airborne targets (filtering out ground clutter). Radar is toggled on by pressing the "R" key on the control console. As with all systems activated by a keypress, a "beep-tone" will advise of positive computer input, with cockpit display coming up within 2 seconds.

The four large boxes in the display pane will replace the Artificial Horizon wings and roll circle when the system is on line. It is advised that the range markers should be used for estimation purposes only, but will still be quite useful in figuring range to a target. When not in the Auto mode, the "red bug" and Horizon Line will also be painted on your Radar Display. Please beware helpful information when in Radar mode. Remember, the Horizon Line is just that, the HORIZON, not your wings. There may be a tendency to roll in the wrong direction when a target is on the horizon.

Range is indicated at 200 miles but may be changed, in units of 100, to the desired value by selecting a single digit from 0,100,200 up to 999,900 miles on your command console. The "beep-tone" will advise of input and the next screen update will show the selected range.

When in the Auto-pilot mode and Radar is engaged, the clock is slowed up to 1/720 MILE PER minute screen update. Thus a long leg of your flight plan may boil down to pass very quickly. When an enemy missile first appears within 200 miles, the range is automatically set to 200 miles if a 200-mile range had been selected. 

This Radar system is very compatible, taking a close pass by enemy fire to disable its circuitry. 
AUTO PILOT:
The onboard Auto-pilot gives the pilot the capability of allowing the computer to take over on long legs of the flight plan by updating your position and mission clock in large than real time increments. Toggle switch to start.

When in Flight director (standard mode), the Auto-pilot advances position and clock by 10 seconds each screen update cycle. If Radios is engaged, the clock position is incremented by 45 seconds. If systems detect a SAM attack, the Auto-pilot will disengage to allow the pilot to plan his defense against the threat. The Auto pilot may re-engaged until the threat is within 250 miles at which time flight will revert to manual control.

Another good use of the Auto pilot mode is to accomplish a turn at high speeds in accelerated real time. For instance, an aircraft in gentle roll (less than 15 degrees of bank) and activate Auto-pilot, disengaging a degree of roll (to achieve the desired heading) and engaging Auto-pilot in a turn. As you settle into your turn, disengage Auto-pilot when in a bank of greater than 15 degrees or when in any bank attitude with Radio activated. The result will be a rapid turn around a point (circle) and will confuse most experienced pilots.

Use the Auto-pilot to climb or descend by setting up the pitch desired and engaging Auto-pilot. Note that in your initial climb-out that your speed decreases with altitude and fuel consumed.

THROTTLE:
Power is provided by two Pratt & Whitney JT11D-25B turbofan engines, each rated at 23,000 lbs. of thrust at sea level, 32,500 lbs. with afterburner. Maximum fuel consumption is 4,000 gallons per hour, per engine.

Throttle selection is console Throttle keys, up and down arrows. These control the power setting for both engines for a single engine should either engine fail. The current Throttle setting is displayed on a small OLED screen.

By pressing either arrow key, the thrust can be changed by approximately 3%. Throttle adjustments may be made in increments (in increments) of 25% by holding down the key and then pressing the desired key.

Any throttle setting above 100% will automatically engage full afterburner. The Throttle control is very useful for "loitering" attitude. Maneuver the aircraft to an attitude above the desired height and set the controls for straight and level flight. Then slowly reduce the throttle settings until you have a power setting just below that required to maintain level flight. The throttle will then regulate engine output depending on the power required to maintain altitude.

When cruising, it is recommended to use a power setting of 80% to 90% to save fuel and to avoid overheating of the engine. If sudden surges in power are encountered, the throttle will increase the engine power to maintain altitude at the desired altitude.

Should an engine shut down (flameout) occur due to fuel management or battle damage, the engine design of these engines requires atmospheric demand of 30,000 feet for an aircraft. To accomplish an instant of a failed engine, engines exceeding 500 lbs. (500 m.p.h.) and throttle settings between 25% and 85% are recommended.

FUEL GAUGE:
Fuel aboard is accurately displayed on a circular dial at the left corner of the cockpit panel. The Fuel Gauge needle turns in a counter-clockwise direction, with the 12 o'clock position being low.

The mission is started with 15,316 gallons of JP-7 fuel aboard, almost 10,000 pounds, bringing take-off weight to 868,000 pounds. Fuel consumption is much less at higher altitudes because of lower air resistance and greater engine efficiency.

MISSION CLOCK:
Located at the upper right of the cockpit panel, the Clock displays real-time minutes and seconds elapsed in the mission. Despite some functions update more than one second, you may see your clock advance more than one second per screen update. This is especially evident in the Auto-pilot modes. After 60 minutes of display, the Clock will reset at 00:00 and continue counting. The clock is powered during all Nav-operation and during Map display.
CLIMB DIVE INDICATOR
The Climb Dive dial is centered on the right of the pilot's cockpit panel. It displays the rate of climb or descent in feet per minute. When rates exceed 4,000 fpm, the needle will indicate 4,000. Best rate of climb is achieved with a positive pitch of 25 degrees.

CAMERA
The onboard Camera will provide 22 photofraphic frames, description of each exposure indicated on the linear film indicator at the lower right of the control panel. When logged on, with "C", the camera will automatically take one photograph per screen update cycle until all film is exhausted. Each frame of film will record altitude, heading, and distance to target at this time of the exposure.

E C M PANEL:
Electronic Counter-Measures are standard equipment aboard the SR-71. These systems include:

FLARES: Used as a heat source to attract heat-seeking missiles lined at the aircraft. Aircraft has six flare ports on "A" and "C" to provide maximum reliability on most enemy radar systems. Deployed to attract advanced radar homing missiles. Your flight has been loaded with four. Launch odors with "D".

DECLOYS: Used when the enemy is using a groundradar system. Aircraft has 12 on "A", 6 on "C" and 14 on "B" to provide maximum reliability on most enemy radar systems. Deployed to attract advanced radar homing missiles. Your flight has been loaded with four. Launch odors with "D".

ECM JAMMING: Dwell effective at long range against less sophisticated surface-to-air missiles. Toggle odors with "E".

For more details, see the pre-flight briefing.

SAT NAV PANEL:
The Satellite Navigation Panel is a high security device which allows continuous inertial guidance information to the pilot. Because this system communicates directly with orbiting navigational satellites, a security frequency is assigned at the start of each mission. WARNING: The SatNav security frequency is automatically changed after each access. The factory numbers are the new security frequency. Remember to remember this.

When toggled on, with "S", the system requests input of the proper frequency. Once entered, the system will automatically input the decimal, the SatNav system will request a target. The first 3 letters of any target on the map, including SAM if one is airborne, are required. If an improper target or a null string, "XXX", is entered, the system will assign the closest target for a SAM if one is airborne or the requested target. Range, True Bearing, and Relative Bearing are adjusted by the clock. To track the aircraft, you go to the right unit; 1 is the clock that is the aircraft, 2 is clock that is to the right; your clock is to the left. 3 is clock that is to the right. 4 is a track that is not used.

MAP DISPLAY:
The electronic map generated by the system microprocessor has several useful features which are selected by a single keypress:

A) Map display, return to compass.
B) Draw city positions and names on map. If city names are already on the map, then pressing "C" will erase city names.
C) Display missile zones, those areas where missile intercept is likely.
D) List target information. During flight, you must enter the SatNav security frequency for each target.
E) Expands the map by magnifying one quadrant.
F) Ingenuinizes the map at nominal scale.
G) Centers current position on map.

The target selected for your mission will have a "required plus" mark its position, versus a "plus" for other cities.

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