Flyghty 1.2 Help

Brothers John

*** FLYGHTY Title Window ***
When you first open the Flyghty DEMO or PAID versions, the Title Window appears with several choice buttons. From left-to-right the buttons select:

Screen – full screen resolution once you press PLAY (larger usually better)

Controls – modify keyboard or mouse sensitivity vs. normal system settings

Design -- start with Default airplane design (P36). You can change the body color to suit. Later, adjust the body length, engine power, and the areas of the wing(s), horizontal tail, and elevator. Design changes effect lift, thrust, weight and drag of plane. Bi-planes (two main wings) are typically more maneuverable but slower. Clicking Random gives you great variety, but some very poor flyers.

Peaks – select height of mountain peaks surrounding main runway

BUY – opens the KAGI-NostWare site to purchase Flighty for Win or Mac

REG – when you receive Registration info via Email from KAGI, enter info to turn the DEMO into the PAID version

Note: Turn your volume up midway to hear the plane sounds. On Win PCs, some keyboard volume controls cause Flyghty to quit in PLAY mode.

PLAY – whenever ready, PLAY switches on the full-screen Flight Simulator. Pressing Esc or Q returns to the Title Window for changes, sound adjustment, quitting or optionally saving your score, plane design and other selections.

*** FLYGHTY PLAY ***
The DEMO version switches to full-screen with a screen overlay of Controls. You can try most Control Keys before procedding. A printable PDF version of Flyghty Controls can be downloaded at the site NostWare.com for easy ref.

Some of the keyboard controls are toggles like the switch on a bedside lamp, press to turn on, press again to turn off:
Try O then O (for Options where you choose your missions)
C then C (reminds you of the Control definitions)
G then G (landing gear extends and retracts)
H then H (that's the hook for carrier landings later on)
B then B (brakes on when B showing on panel)

W then W (random head or tail winds with downdrafts)
keep on W W W W W W W ... until you get a wind you like
S then S (turns scoring off then back on, set to zero)
when it's on, you'll get screen messages explaining scores
P then P (pause for phone, coffee or meals then carry on again)

Try G then G (if not quick enough ground contact occurs with damage?)
Recover with O and <return>

There's one more but use it later. T for Turbo power

Other controls are in pairs, one to increase and one to decrease:
Try PgUp and PgDn (to make the plane tiny and see more surroundings)
leave the plane as large as possible then
Try F and R (to set flaps at 10, 20 or 30 degrees)

UpArrow and DnArrow (to alter elevators)
push stick forward to dive by lowering elevators and vice versa
Mouse up-down or track pad may be preferable
RtArrow and LtArrow (to open or close throttle)
Mouse wheel or track pad vertical scroll should work

Note: A basic wheel mouse or laptop track pad are usually preferred. Arrow keys only can be a challenge for the elevators, but OK for the throttle.

When you try Military or Missions press and hold L to see the number of Lives remaining for each plane (20 to 0).

*** CIVILIAN RUNWAY TAKE OFF ***
A good place to learn about your plane without having to worry about falling out of the sky. This is the Demo default option. If you're new to flying, printing these Help instructions may be beneficial.

Task 1 - Make sure brakes are off and flaps up, use 30% throttle to taxi along the runway, cut throttle and apply brakes to stop half way along.

Task 2 - Use W until you have a strong headwind, lower your flaps to catch the wind and let it blow you back until you are stopped on the 5 red stripes. Use brakes and/or throttle to stop. Then turn wind off and retract flaps.

Task 3 - Raise the elevators to 20 deg, brakes off and open the throttle quickly to 80%. Sit back, touch nothing (so leave gear down) and watch your airspeed indicator and altimeter for a few minutes. (O and <return> when you think it's not going to do anything new.

Task 4 - Raise the elevators to 30 deg, hit T and watch. Raise gear when airborne. Turbo power has a limited life of about 2 minutes so normally only use it for short bursts to conserve it. This time though, watch how it reverts to E for engine on the instrument panel - you'll hear it end too.

How a plane SHOULD take off is nothing like what happened in tasks 3 and 4.

Some planes have a nose wheel and sit with the fuselage almost horizontal but Flyghty has a tail wheel and sits as though it's pointing uphill on the runway. (A good thing jet airliners aren't like that or we'd be walking downhill to our seats and climbing uphill to the nose when we got off)

A plane has to accelerate to take-off speed quickly with lots of power and least possible drag with brakes off, flaps out of the way and elevators level. Quite soon Flyghty's tail lifts so it races down the runway with the fuselage horizontal. When airspeed is high enough you smoothly and fairly quickly pull on the stick, the elevators rise, the tail goes down, the wings are twisted into a sharper attack angle to bite into the air and up you go ...

When you start altering Flyghty's design parameters you may find a little bit of flap will help at take-off by improving lift but it's not needed with basic default Flyghty.

Task 5 - Over to you. Take off, climb steadily. Try a loop when high enough. Throttle back to 50% to gain fuel saving points and try to fly level. Come down lower and practice a bit of hedge-hopping. Fly right round the world if you want. Just hit O and <return> when you've had enough.

*** CIVILIAN RUNWAY LANDING ***
When you choose this option, most of the work has been done for you. The gear or undercarriage is down, flaps have been set at 20 deg and the throttle setting reduced.

Task 1 - Just watch what happens. Several bumps, the chance of a rough landing and rolling on to the runway where you cut the throttle and apply the brakes but it only takes one awkward bounce and you nose dive into a crash.

A large bird can use its wings to very accurately kill all the forward speed and lose lift at just the right moment to step on top of a power pole but planes don't have enough control to do it exactly like that. The principle is much the same, approaching the beginning of the runway with the aim of losing speed through drag, thus reducing lift so the plane's weight gently puts it on the ground, then kill the remaining forward speed.

Task 2 - Try to keep just above the red (Instrument Landing System) beam.

You'll need a bit of elevator to get the nose up but this increases drag and speed may drop too low to hold up as far as the runway. Give yourself a little more power to avoid stalling. As you come over the runway just kill the falling with a touch of elevator (flaring), cut the throttle, apply brakes, increase flaps to 30 deg. If you're likely to overrun the strip full elevators either way can add a bit of drag but not if speed is too high - you could hop up into the air again.

When you're really good at this, try the harder options where flaps won't work, the landing gear is stuck, your engine fails, or you chose head or tail winds.

You can also take off from the airstrip, try a rough landing before you reach the coast OR do half a loop, fly upside down past the airstrip, half loop again and land on the airstrip.

*** CIVILIAN LANDING - NO FLAPS ***
Sooner you can get the wheels on the runway the sooner the brakes can slow you down. Approach very slowly, then kill the throttle and maximize drag any way you can. Any tail wind and you'll be lucky to stop on the runway.

*** CIVILIAN LANDING – NO WHEELS ***
This ends in a tricky wheels-up or belly landing. Good thing you've still got the flaps if you come in too fast. Survival chances better on smooth runway than lumpy dirt. May loose flaps or propeller. No crash is goal.

*** CIVILIAN ENGINE OUT - GLIDE ***
Drop the nose to gain speed but don't lose height too early. You can always come in more steeply at the end. Gear down adds some drag.

*** CIVILIAN ATOLL TAKE OFF - WINDY ***
While peering through the fog for my plane the headwind blew me down the beach into the sea, just managed to power out, blowing pretty bubbles out of the exhaust.

*** CIVILIAN ATOLL LANDING - WINDY ***
Got to watch out for variable winds with down drafts and try to see where you are through the fog.

*** CIVILIAN STALL RECOVERY ***
It may seem more natural to take the shortest quarter-turn route to level flight but three-quarters of a turn the other way is worth trying. May help to cut the throttle trying to hold you in the air nose up until you need power to pull you horizontally.

*** CIVILIAN DIVE FROM 30K FT ***
There are a number of ways to do this.

Task 1 - Try the quick way down with a vertical dive and watch your elevators as the airspeed heads thru' yellow towards the red. Happy landings!

Task 2 - Glide with no throttle and flaps set. This could take forever and you'll probably land on the atoll second time round the world.

Task 3 - Dive at an angle which keeps your speed out of the yellow, level to lose a little speed then dive forward onto your back and glide back the other way etc etc and finally position yourself for a smooth landing on the runway or atoll.

Task 4 - This is utterly pointless but needs real Red Baron skills. Make your plane as large as possible. Cut the throttle. Balance on your tail all the way down. It's as hard as riding a bike backwards but it can be done and has been done. It'll cost you 80 points but worth every one for the bragging rights.

*** MILITARY RUNWAY TAKE OFF ***
Ooops! you're no longer alone, and hey, they've got guns but so have you. Problem - to take off before they arrive and climb and loop over behind them OR wait till it's safe when they've gone past then struggle to catch up with them to shoot them down.

Each plane is allowed 20 hits before being shot down. Each pilot starts with 20 'lives' which count down when hit. Press and hold L to check remaining lives of each viewable plane. For most Military and Missions, your plane's lives also display lower right between gauges.

Watch out if enemy planes lead you out to sea over their two battleships. You might want to climb out of range (1000 feet). The carrier is yours.

During gunnery, when the gunsight on center screen is joined by a red spot the enemy is in range of your guns. Fire when the red dot and gunsight meet. Listen for the difference between hits and misses. If two enemy planes are close together, you'll see a spot for each.

*** OTHER ***
You should be able to cope with whatever else you meet.

In a dog-fight an ace pilot might deploy a bit of flap to lose speed to avoid getting stuck in front of the enemy.

At present you have unlimited ammo and fuel but 50% or less throttle earns fuel saving points, 100% costs gas-guzzling points. 90% is OK.

To trigger the steam catapult launch, 100% or Turbo. Turbo off and back to 90% once airborne.

To sink a battleship in Torpedo Missions, fly close to the sea and when you are close enough and below the green line, press D to drop the torpedo and climb away from the guns. You may be able to fly slowly enough to see the ship sinking as you go over it or to loop over and watch but I haven't managed this yet (depends on screen resolution). To really see what happens just crash into the battleship and wait for the torpedo.

Balloon Missions add a new twist to defending your land runway and aircraft carrier from arial bombardment. Fire when the gunsight and gray balloon dots overlap. An up or down strafing may help. Here the lower-right yellow number represents the number of balloon-bombs remaining. You must pop all 8 balloons and land safely to be successful.

Detailed Mission statements have been added on the right when scrolling the mission list. Bonus points are awarded for completing any mission.

Cheers