



TECHNICAL SUPPLEMENT

The **1942 The Pacific Air War** scenario 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. If you desire to use a mouse with this game, the mouse driver *must* be compatible with the 8.20a version of the Microsoft Driver.

We strongly recommend that you not have any Terminate-and-Stay-Resident programs (TSRs) other than memory managers loaded into memory when playing the **1942 The Pacific Air War** scenario. 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, Gateways, and PS/1 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

If you are using any other kind of disk compression software, refer to that manual for questions on boot disk creation.

FEATURES UPDATE

Some of the following are changes that originated in the **1942 The Pacific Air War** update, all of which are also included with the scenario. Since many of you may not have acquired the update, the new features are described here as well. The rest are new to the **Scenario**.

NEW CAREERS

Added into the Scenario are the two careers *American Army Airforce* and *Japanese Army Airforce*. To choose either one of these careers, click on the **Pilot Career** button in the Main Menu. There, you can now select either *American Navy*, *American Army Airforce*, *Japanese Navy*, and *Japanese Army Airforce*.

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.

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 in this game do not receive radio messages, as the Americans do, because the Japanese pilots do not carry large and bulky radios in their planes. However, this does not effect the messages that are sent while in Modem Play. This in no way states that Japanese pilots did not actually carry radios in their planes during the War.

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.

Engine Torque

As is noted in the original manual for **1942**, all planes have a slight engine torque to the left. It is possible to remove the torque so that the planes being flown are more controllable.

Spins

When a plane stalls or when it begins to fall, it starts to spin. It is possible to get out of a spin but it is very difficult. Check the Pilot's Handbook in the original **1942** game for more information.

Speed and Elevation

While in a dive, it becomes harder for a plane to pull out of the dive as the speed of the plane goes up. This represents the wind resistance on the elevators which are the primary tool that is used to elevate the plane. To offset this resistance, pull the throttle back before you enter the dive.