

CAMPAIGNS

TOC

After your training is complete, you are one of the finest pilots the United States Armed Forces has to offer. Now, you have been called upon to defend U.S. interests in Egypt and in the Far East.

Campaign Options explains how the campaigns work step-by-step.

[Start New Campaign/Continue Old Campaign](#)

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Campaign History tells why US victory on these fronts is crucial.

[Campaign History Egypt](#)

[Campaign History Russia](#)

CAMPAIGN OPTIONS

Start New Campaign/Continue Old Campaign

Start New Campaign

The START NEW CAMPAIGN button on the *Choose Activity* screen sends you to the *Select Campaign* screen.



ATF has two 40-mission, single-player campaigns.

Choose one and click OK or press to go to the *Select Pilot* screen.

Continue Old Campaign

The CONTINUE OLD CAMPAIGN button on the *Choose Activity* screen sends you to *Select Pilot* screen, where you choose which pilot's career you wish to resume.

Campaigns



Select Pilot Screen

A pilot is in essence a saved game:

Creating a NEW PILOT creates a new campaign.

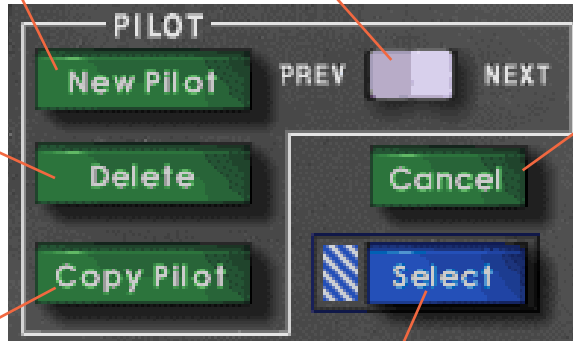
Deleting the currently selected pilot deletes his campaign.

The COPY PILOT option acts as a "save game" feature by creating a backup copy of your pilot and his campaign. You can resume his career from this backup if you die.

Cycle through pilots

Return to Choose Activity screen

Selecting a pre-existing pilot continues his campaign.



Left- and right-click on the clipboard (or use **Pg Up** and **Pg Dn**) to flip through the clipboard pages.

Prev Pic

Next Pic

Change your pilot's face

NAME: jane jr

CALLSIGN: homegirl

Click on the text boxes, and type in the pilot's full name and callsign.

RANK: 2nd Lieutenant

STATUS: Available

MISSIONS FAILED: 0

CAMPAIGNS COMPLETED:

The clipboard also gives a summary of the pilot's campaign performance, rank, kill record and enemy/friendly hit percentages

These are blank for new pilots.

Choose art for the plane's nose and tail on pages 2 and 3.

After creating your pilot, click **SELECT** or press **Enter** to go to the [Pre-Flight Screens](#).



Pre-Flight Screens

This series of screens prepares you for your next mission. You'll receive a briefing, study a map and plan your waypoints, and choose your aircraft and loadout.

For campaign missions, when you return to base (if you return to base), you will be able to repair your aircraft.

[Mission Briefing Screen](#)

[Mission Map Screen](#)

[Aircraft Selection Screen](#)

[Load Ordance Screen](#)

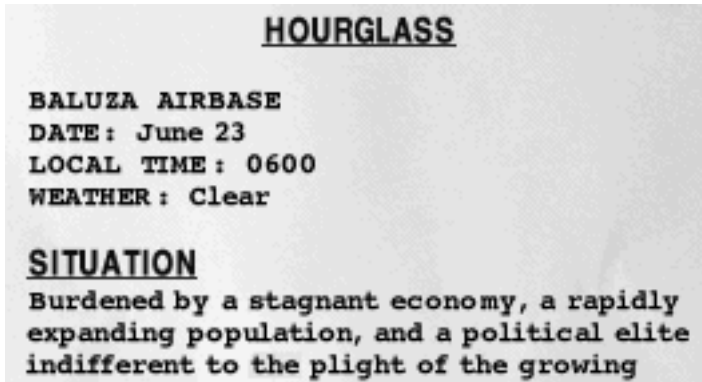
[Aircraft Repair Screen](#) (available only after campaign missions)

Campaigns

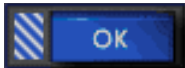
Play Single Mission

Mission Brief Screen

This displays the background and objectives for the mission.



To flip through clipboard pages, use **[Pg Up]** / **[Pg Dn]**, right- or left-click the page, or press **PREV** / **NEXT**.



After studying the situation, click OK or press **[Enter]**. This displays the *Mission Map* Screen.

Mission Map Screen

The *Mission Map* screen lets you plan waypoints according to the mission objectives. You control the map with key commands or the mouse, or by choosing options from the **VIEW** menu.



SCROLL UP



SCROLL LEFT



SCROLL DOWN



SCROLL RIGHT



You can also scroll the map by dragging the scroll bars at the right and bottom of the map.



You can zoom in and out using the keyboard, or by clicking the +/– switch with the mouse.



ZOOM IN



ZOOM OUT



CENTER MAP ON CURSOR



CENTER MAP AT SELECTION

If **SMART ZOOM** is activated on the **VIEW** menu, a selected icon will remain in the center of the map as you zoom in and out.



Altering Waypoints



You can edit waypoints in the mission, but only for your wing.

Your superiors designate the waypoints for other aircraft in the mission — these *cannot* be altered. You can change your waypoints with the following keys, or by selecting the corresponding option from the **WAYPOINT** menu.



ADD

Give your wing additional waypoints. Select your wing first, then press [A].



DELETE

Delete selected waypoint.



Cycle through the waypoints. You can also select waypoints with the mouse cursor.

You can position the waypoints where you want by dragging them with the mouse.



Loops

Depending on the mission, you might want to create a loop for your wingman — for example, you could have your wingmen fly a MIGCAP or a BARCAP over several waypoints in a target area while you concentrate on engaging the target.



When you create a loop for your wingmen, they will fly from an initial waypoint, along any intermediary waypoints, until they reach a final waypoint, and then loop back to the initial waypoint.

- | | | |
|------------|--------------------|--|
| [C] | CREATE LOOP | Select an initial waypoint, press [C] , and then click on the final waypoint. |
| [E] | DELETE LOOP | Click on the final waypoint, and then press [E] . |



Waypoint Text Buttons

Details about the selected waypoint appear in the panel to the right of the map. The text buttons in this panel set your wing formation, assignment, target object, reactions to enemies and search range for the waypoint. Click on the text buttons to change any of these items.

A screenshot of a waypoint panel. The top line reads 'WAYPOINT ALPHA' in a bold, sans-serif font. Below it, in parentheses, is '(Intercept M2000s)' in a smaller, regular font. The background is dark grey.

- ◆ Displays a panel for you to name a waypoint (Strike, Merge, etc.).

A screenshot of a formation panel. The top line reads 'FORMATION' in a bold, sans-serif font. Below it, in a regular font, is 'Echelon formation,'. The background is dark grey.

- ◆ Set **formation** to ECHELON / LINE ABREAST / LINE ASTERN.
See [Creating Pro Missions](#) for wing formation diagrams.



far spacing

- ◆ Set **spacing** to FAR / NEAR
See [Creating Pro Missions](#) for diagrams of wing stacking.

level stacking

- ◆ Set **stacking** to HIGH / LEVEL / LOW.
See [Creating Pro Missions](#) for diagrams of wing stacking.

loose control

- ◆ Set **control**.

TIGHT	Wingmen maintain formation no matter what.
LOOSE	Wingmen break when an enemy or incoming missile is detected, and remain broken until wing-leader directs them to disengage.
MEDIUM	Wing maintains formation unless leader orders a break and attack, but will break to avoid missiles.



Maintain 600 knots

- ◆ Set **speed** (how fast your wing travels to the waypoint). Note that setting a speed (for example, 3,000 knots) does not guarantee that your particular airplane is capable of attaining that speed at the given altitude.

at 7000 feet

- ◆ Set **altitude** at which your wing should travel to the waypoint. Note that setting an altitude does not guarantee that your airplane is capable of attaining that altitude.

(no assigned target)

- ◆ Set **target object**. The target box lists a specific enemy target that you are assigned to destroy, or the friendly object you're supposed to protect at the waypoint. To change targets, click the text button. *Select an enemy target or a friendly object to protect* appears at the bottom of the screen. Click on an enemy target or friendly object.



BARCAP

- ◆ Set **Assignment** for waypoint (determine wingmen's reaction to object types). Cycling through assignment options changes wingmen **reactions** accordingly. You can change assignments for your wingmen, but you must meet the mission objectives to win.

NORMAL FLIGHT **Attack, defend, ignore or evade objects** according to the reaction text buttons below.

MIGCAP **MiG Combat Air Patrol.** Seek out and destroy enemy aircraft near specified waypoint.

BARCAP **Barrier Combat Air Patrol.** Engage any aircraft attempting to cross the patrol zone.

WILD WEASEL **Attack enemy air defenses** (SAMs, AAA, etc.).

CAS **Close Air Support.** Provide CAS for artillery and infantry by engaging enemy ground targets.

ANTI-SHIP **Seek and engage** enemy naval craft.

HI/LO SWEEP **Approach high altitude, sweep low** to engage enemy ground targets.



Fighter	Attack
Bomber	Attack
Ship	Ignore
SAM	Ignore
AAA	Ignore

Tank	Ignore
Vehicle	Ignore
Structure	Ignore
Other	Ignore

- ◆ Set **reactions**. These text buttons default reactions your wingmen have to various types of enemy objects. Any orders you give them during the mission supercede these reactions. The reactions are:

ATTACK **Search** for enemy targets of this class and attack them.

DEFEND **Defend** if under attack from this class of enemy.

IGNORE **Ignore** enemies of this class.

EVADE **Avoid** any object of this class.



Search for targets within 25 miles

Search Range. This is the range within which your wingmen will search for enemies. (Note that your wingmen are still limited by the detection devices they are using.)

React to threats with Maximum force.

Force. MAXIMUM / EQUAL / DOUBLE. The level of force your wingmen will use against enemy threats or targets.



Aircraft Selection Screen

The *Aircraft Selection* screen shows all available aircraft. This is where you decide which aircraft you'll take up on this particular mission. The recommended aircraft is already highlighted.

Click the airplane you want to fly, and then click ARM PLANE or press Enter.

Campaign Note:

You start campaigns with 11 aircraft. You receive a few more during the campaign. You can repair damaged aircraft, but destroyed aircraft are lost.



Selecting an Aircraft

For specific information on campaign aircraft, choose
PLAYER AIRCRAFT REFERENCE from the [Choose Activity screen](#).

For detailed information about other aircraft and vehicles you will
face, choose OTHER VEHICLE INFO from the [Choose Activity screen](#).

Suitability. Mission suitability is a primary consideration when selecting an airplane. Knowledge of the available aircraft is invaluable. For example, it isn't be wise to fly a strike mission in an X-29, which lacks strike capabilities. Likewise, don't rely on the B-2 to be a good interceptor — it is a long-range bomber and cannot carry air-to-air weapons. Choose the right airplane for the right job.

Damage. Your second consideration when choosing an airplane is the amount of damage it has already taken. It's inevitable that your aircraft will take damage in some missions. Damaged airplanes must be [repaired](#) and the man-hours of mechanic time available to you are limited.



Cheat Menu

? Cheat

Activating ALLOW FLYING ANY PLANE on the **CHEAT** menu at the top of the page gives you unlimited airplanes for the duration of the campaign.

Note: If you have any cheats active (except IGNORE MIDAIR COLLISIONS) during a campaign, whether from the *Aircraft Selection* screen, the *Load Ordnance* screen or the In-Flight menu bar, you will not be eligible for promotions or medals.



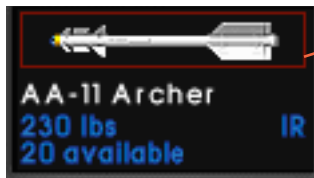
Load Ordnance Screen

The *Load Ordinance* screen allows you to designate the types and number of weapons your aircraft will carry in the mission.



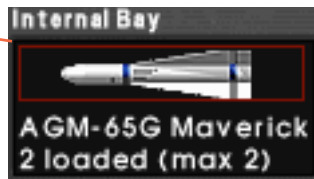
Campaign Note: The number under each weapon on the left panel is the total number of that type of weapon available for the entire campaign.





All the **available weapons** that can be loaded onto the aircraft you've chosen appear on the left panel. The weight, guidance system and number available for each weapon is listed under it on the left.

Your aircraft's **current weapons load** appears on the right. Each black box on the right panel represents a hardpoint on your aircraft.



If the word NOTHING appears in one of these black boxes, that hardpoint is free and you can load it. If the box is totally blank (without even the word NOTHING), then the hardpoint is unavailable for loading.





To **select a weapon type** (Air-to-Air or Air-to-Surface) displayed on the left panel, click on the red lights.

The Air-to-Surface group may include external fuel tanks, an AAS-38 FLIR pod, an ALQ 167 jammer pod or a Pave Spike laser designator pod, if these can be loaded on your aircraft.

Loading weapons. Move the mouse over a weapon on the left panel, hold down the mouse button, and drag the weapon to the hardpoint. You can only load one type of weapon on a hardpoint.

Unloading weapons. Move the mouse cursor over a weapon on a hardpoint, hold down the mouse button, and drag the weapon back over to the weapon list.

? Weapons

Select **UNLOAD ALL** from the **WEAPONS** menu to clear all ordnance from your aircraft.



Maximum Takeoff Weight

VEHICLE WEIGHT	
MAX	72,000 lbs
CURRENT -	58,550 lbs
AVAIL =	13,450 lbs

The **maximum takeoff weight** for your aircraft is listed on the right. If you need to adjust the fully loaded weight of your airplane to remain under this maximum, you can unload gun rounds and fuel, or weapons from your hardpoints.



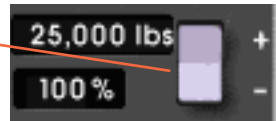
Click to return to the *Aircraft Selection Screen.*



Unloading Items

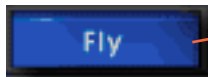
Unloading and reloading gun rounds. To unload gun rounds, right-click the gun icon. To reload, left-click on it.

You can **reduce internal fuel** in order to carry more weapons, or eliminate weapons to increase fuel for long-range missions. Click "+" to add fuel and "-" to remove it.



Unloading and reloading individual weapons. Right-click on a hardpoint to decrease the number of bombs and missiles on it. Left-click on the hardpoint to increase the number of weapons.

Weapons **NOTE:** Activating CHEAT on the **Weapons menu** allows you unlimited weapons. This does not give you any more hardpoints, however.



Click to **start the mission** once you've loaded your ordnance (or, you can press **Enter**).



Aircraft Repair Screen (Campaign Missions Only)

This screen appears after each campaign mission and allows you to repair the airplanes available to you during a campaign.



The screenshot shows a dark interface with white text. At the top, it says 'F-117A Nighthawk'. Below that is a table with two columns: 'SYSTEM' and 'REPAIRS NEEDED'. The first row of the table shows '>Misc. (100%)' under the SYSTEM column and '100 hours' under the REPAIRS NEEDED column. At the bottom of the screen, it says '50 hours available' on the left and 'Not Airworthy' on the right.

SYSTEM	REPAIRS NEEDED
>Misc. (100%)	100 hours

50 hours available Not Airworthy

Anytime an aircraft is hit by weapons, it takes damage. Aircraft require maintenance — even normal flight results in some damage.

Damage is measured in percentages. At 100% damage, your airplane is guaranteed to lose one or more critical systems: oil lines, fuel tank, radar, weapons, control surfaces, etc. Your airplane can take damage beyond 100%, but it won't be able to fly again until its damage is repaired to under 100%.



You're allotted 50 man-hours of repair time after each mission. You don't have to repair the airplane you just flew — you can choose to spend these hours on any damaged aircraft in your inventory. Note, however, that hours are not cumulative; that is, you cannot save them from mission to mission. Use all of the hours allotted you; they won't be available again after the next mission.



If an aircraft takes damage, you'll notice yellow **mules (motorized personnel carts)** surrounding it. The more mules, the more damage the aircraft has taken. You can see exactly how much damage an airplane has taken and how many hours of repairs are needed by clicking on that airplane.

>Misc. (100%) 100 hours

—— To repair damage to an airplane, click the **damage line**

in the selection panel. The man-hours needed to repair it are automatically subtracted from your total at 10-hour intervals.



Ending Missions



You can end a mission at any time by clicking **END MISSION** from the ? menu (**Ctrl****Q**) or choosing **EXIT TO DOS** (**Ctrl****C**). Ending before you achieve the objectives fails the mission.

Success. In order for the mission to end successfully, you must achieve all mission objectives and get within 8 nm of your airbase. A radio message — “We’re almost home!” — lets you know when you’re in the airbase’s protective zone.

Failure. If you don’t achieve your mission objectives but make it back to the front, you fail your mission. If you end the mission before you make it back to the airbase’s protective zone, you fail the mission and lose an airplane.

Ejecting is risky. Whenever you bail, you lose the aircraft from your inventory. If you’re in enemy territory, you might be captured by enemy forces (ending the campaign immediately). If you’re rescued, you continue the campaign (minus the aircraft you lost).

Losing the Campaign

There are several ways for the campaign to end permanently. Your pilot can die. He can bail out and get captured by the enemy. Or he can fail five missions and get reassigned to some other part of the world.

In all of these unfortunate events, you can turn back the hands of time and give your hero another chance. After flying a losing mission, a dialog panel appears, asking if you want to try this mission again. If you select NO and your pilot didn't make it back home, your pilot is gone forever and that campaign is over. If you select YES, wait for the *Mission Brief* screen to appear and replay the mission.

If you don't want to replay the mission now, select EXIT CAMPAIGN from the ? menu.

Winning the Campaign

A campaign consists of a series of missions which must be executed in order. As in real life, your primary goal is survival. You must survive all of the sorties in your tour in order to win. This means that you don't have to repeat missions until you've won every one of them. If you fail a particular mission, it's assumed that other pilots step in and achieve your mission objective for you.

However, keep in mind that the Brass doesn't like to re-deploy assets to cover your failures. While your superiors understand the formidable challenges you face, they expect maximum performance from you. If you fail more than four missions, you will be assigned a different task far away from the front. The war will be over for you.

CAMPAIGN HISTORY — EGYPT

Jane's Intelligence Review — Pointer

1 December 1994

Volume 0, Issue 14; Page 3

Egypt's hard line policy pays off (abridged)

Egypt's political stability has been of concern both in the country and among outside observers, but threat perceptions differ. Western observers are sensitive to signs of Islamist activism and violence but Cairo see its dire economic situation as a more fundamental problem. Outside observers have paid most attention to the violent campaign by Islamist insurgents, led by the Jama'at al-Islamiya. It represents the culmination of an upsurge in political Islamism, which has been evident since the 1970s, but the current generation of militants tend to be younger, poorer and less intellectual than their predecessors.

Campaigns

Egypt

Russia



In comparison to some of the violent Islamist groups that emerged earlier, movements such as the Jama'at al-Islamiya have an under-developed ideology and are more proficient at terrorist operations than at debating Islamic theology.

However many people it arrests, the government cannot disguise the fundamental problems it faces in the economy or in restructuring itself. It is these issues which underlie the growth of Islamist militancy. Unemployment has soared to about 14%, especially among the young. Over 75% of the unemployed are school or university leavers. This pool has been the radicals' main recruiting ground.

Egypt has been engaged in a reform programme, mandated by the IMF, since the 1990-91 Gulf War, but so far this has brought only hardship. The IMF and World Bank praise the 75% reduction in food subsidies and the fall in the budget deficit to 2.4% of GNP, but still, the predicted growth rate of 3-4% is less than the 5% needed merely to employ new entrants to the labour market.



The government recognizes the need to cushion the populace against the short-term pain these reforms entail but has shown itself unable to do so. The bloated and corrupt state bureaucracy fails to provide an effective social security network, enabling the Islamists, with their network of mosques and social services, to fill the gap. Elements within the establishment have resisted the threat to their vested interests posed by the reforms. The military is resistant to cutting back its vast economic empire and allowing the private sector to spur growth.



Jane's Defence Weekly

Flashpoints — Egypt

4 February 1995

Volume 23, Issue 5; Page 12

Fighting flared again in Minya province, south of Cairo, last week as Egypt's civil war against Islamic revisionists enters its fourth year. Accurate figures are not available for the death toll, but the Egyptian police say that 600 officers have been killed since 1992.

11 February 1995

Volume 23, Issue 6; Page 22

Fighting in the Nile valley, 300 km south of Cairo, has increased as Islamic groups and security forces intensify their activities. Amid the civil unrest, there are increasing accusations of police and army violence against innocent civilians in their hunt for armed rebels.



Frontline: The Middle East

28 April 1998

Volume 25, Issue 20; Page 10

Egypt slow to handle rebel takeover

The decades-old battle between the Egyptian government and political Islamists has erupted in a surprise takeover of government facilities in and around Cairo. Precise accounts of which facilities have been affected are unavailable, but reports confirm that at least three airbases at Cairo, El Sharif and Bur Sa'id have fallen under rebel control.

Several Islamist groups claim joint responsibility for the takeover, and there is some suspicion that arms, monetary and advisory aid from Libya, Syria and possibly Iran — governments long opposed to “westernization” in the area — may lie behind this sudden unification and mobilization of once disparate groups.



The Egyptian government is still reeling from the attack and has given no indication of organized plans for reprisal. The Egyptian police forces normally assigned to the suppression of Islamic civil unrest continue to fight sporadically, joined by the Egyptian military whenever military installations are threatened. A long history of civilian casualties and raids has left the police unpopular in the Cairo region; local residents appear to support the rebels and refuse to cooperate with authorities.

Several countries, including the US, France and Israel, have denounced the takeover and offered Egypt support, and it is expected that the EU will follow. Egypt has the second largest arsenal of aircraft, tanks and weapons in the region (Israel is first), and the possibility that Egyptian arms and forces could fall into the hands of Islamist groups threatens the tenuous stability of power in the entire region.



CAMPAIGN HISTORY — RUSSIA

Jane's Intelligence Review

1 August 1994

Volume 6, Issue 8; page 338

Decline and Fall - The China Card (abridged)

by Dr Mark Galeotti

It is important to appreciate just how far China is playing a long game at a time when Russia is still lurching from one hurried initiative to another in a desperate struggle for day-to-day survival. As far as Beijing is concerned, it does not matter whether Boris Yeltsin and, indeed, Russian democracy survives, so long as Sino-Russian relations have been uncoupled from domestic politics. Besides which, China feels that time is on its side and, therefore, the priority is to defuse Sino-Russian tensions for the medium-term; the long-term will look after itself.

Campaigns

Egypt

Russia



Sino-Russian relations have, after all, a long pedigree of conflict, arguably dating back to medieval Mongol invasion and, most recently, armed clashes along their common border in the mid-1980s. Their relationship will prove paramount in determining the fate of eastern Eurasia.

Russia's very presence in Asia may be at risk if regional separatism [in Russia] continues to develop. Russia's Far East is already a semi-detached partner within the Federation, with a brief historical experience of independence (the Far Eastern Republic of 1918-21) and ethnic, economic and practical ties with China.

Of late, Boris Yeltsin has revived talk of a collective security system for the Asia-Pacific region. What is unclear is what threats this system would be intended to avert. Ideally, it could prove an Asian CSCE, a forum for the solution of regional security problems. Alternatively, it could become the guarantor of a mutually convenient but arguably doomed status quo.



This might prove attractive to many leaders but risks locking the member states into attempts to preserve an untenable status quo. That was what happened to the European Alliance system of the late nineteenth and early twentieth century, until one relatively trivial problem finally dragged all Europe into the First World War.

Dr Mark Galeotti is Lecturer in International History at the University of Keele.



Encyclopaedia of Military History

Volume XIV, page 1268

The Maritime Region

Called *Primorsky Kray* by the Russians, the Maritime Region was created in 1938 from part of the briefly autonomous Far Eastern Republic (*Dalnevostchnaya Respublika*), which had been re-absorbed into the Soviet Union in 1922. Vladivostok is now capital of the region, which has remained an administrative division of Russia since its inception.

Historically speaking, the land has been much sought after by Russia, China and Japan for its rich farmland surrounding the Ussuri River, the strategic port of Vladivostok on the sheltered *Zaliv Petra Velikogo* (Peter the Great Bay), and mineral resources. During the 1800s the region passed repeatedly through control by imperialistic Russia, China and Japan.



The 1858 Treaty of Aigun gave Russia jurisdiction over the land north of the Amur and Argun Rivers, China the land south of the Argun to the Ussuri, and the land east of the Ussuri to the Sea of Japan was to be held in common. After the Second Opium War, Russia took advantage of a weakened China and forced the Chinese to sign the 1860 Treaty of Peking, which gave Russia all of the lands east of the Ussuri, including the port city of Vladivostok. China has abided the terms of this treaty to date, but refers to it and other treaties signed during the Opium Wars as the “unequal treaties.” China holds that with these treaties the imperial powers of France, Britain, Russia and Japan collaborated to divest China of its rightful territories, its power and its right to regulate foreign trade within its borders.

With China defeated, Russia and Japan began vying for control in the region. Common interest in the adjacent Chinese province of Manchuria led to the Russo-Japanese War of 1904-5. Russia was defeated and forced to cede its interests in southern Manchuria to Japan. Japanese control over Manchuria increased steadily, and in 1932, Japan set up a puppet government and declared the region the independent state of Manchukuo.



In response to growing Japanese power, Soviet Russia created a nominally independent Far Eastern Republic in 1918 to act as a buffer zone between Soviet-controlled western Siberia and Japanese territory, including the Vladivostok region. Skirmishes between Bolsheviks and Japanese troops and pressure from the Soviet and US governments forced Japan to evacuate Siberia in 1922. The Far Eastern Republic was then incorporated into the Soviet Union.

Frontline: The Pacific

23 April 2002

Volume 30, Issue 18; page 12

Hotspots — Russia

With the Russian military effectively shattered by successive wars in Eastern Europe, the People's Republic of China has emerged as the leading military power on the Asian mainland. To preserve, or perhaps take advantage of this new position, Chinese military leaders began massing ground forces in Manchuria late last year.





Recent intelligence reports indicate that approximately 10% of Chinese troops and up to 40% of the country's air and naval forces are now stationed in Manchuria. It is believed that the PRC may be preparing an assault on the Russian "Maritime Region" and the port of Vladivostok.

Although Imperial China ceded the area to Russia over 140 years ago, and its population is 85% Russian, the

PRC still considers it Chinese territory. It appears that the Chinese are ready to correct what they feel to be an ancient injustice.

Recognizing the precarious position of its former enemy, and the threat an aggressive China would pose to the political balance of Eastern Asia, the US agreed to lease air and naval facilities in the Maritime Region from Russia earlier this year. However, American presence in the region seems to have intensified the situation.

