

GUNSHIP™

2000

*Philippine Islands & Antarctica
Scenario Disk With Mission Builder*



GUNSHIP 2000

Islands and Ice Scenario

MicroProse Software

All Rights reserved

Copyright © 1993 by MicroProse Software Inc.

This book may not be reproduced in whole or in part by any means without permission,
with the exception of quoting brief passages for the purpose of review.

Printing History

First Printing 1992

Printing: 9 8 7 6 5 4 3 2 1

Gunship 2000 is MicroProse Software's trademark for its simulation of Helicopter Combat

IBM is a registered trademark of International Business Machines, Inc.

Apple and Macintosh are registered trademarks of Apple Computer, Inc.

Tandy is a registered trademark of Tandy Corporation

AdLib is a registered trademark of AdLib Incorporated

Roland MT-32 is a registered trademark of RolandCorp, USA.

CREDITS

GAME DESIGN

James M. Day
with Darrell Dennies,
Detmar Peterke
& Chris Clark

PROGRAMMING

Darrell Dennies
Detmar Peterke

TOPOGRAPHICAL

3-D CONCEPT/ PROGRAMMING

Darrell Dennies

MISSION BUILDER PROGRAMMING

Don Goddard

ART DESIGN

Ed Bendetti
with Michael Reis

WORLD GRAPHICS

Jim Day
Chris Clark

3-D GRAPHICS

Max Remington
Susan Ullrich

SOUND PROGRAMMING

Jim McConkey

DOCUMENTATION/ RESEARCH

Lawrence Russell
with Jim Day

EDITOR

B. C. Milligan

DIRECTOR OF PUBLICATION DESIGN

Joe Morel

GRAPHICS

George Gill

LAYOUT

Juanita Bussard

CHAPTER HEAD ILLUSTRATIONS

Mike Bates

QUALITY ASSURANCE

Tim Train
Al Roireau
Mike Craighead
Quentin Chaney
Mike Rea
Mike Corcoran
Chris Hewish
Frank Brown
Dave Osborn
Vaughn Thomas

PACKAGE DESIGN

Moshe Milich
Ken Hohmen
Gary Almes

INTRODUCTION

THE MISSION CONTINUES

The bitter cold tentacles of the Antarctic dawn nearly engulf you as if some unseen beast is lurking just below the endless mantle of ice. You must constantly drag your consciousness back to the starkness of this reality; your mind now wanders to more pleasant thoughts of a distant, nearly forgotten home. Better get over to the OPS Hut to see what the mission planners have dreamed up for today.

As you take your seat, you can't help but think that you are again acting as nothing more than a policeman. Who, in their right minds, would want to spill blood over this god-forsaken lump of rock and snow? A "Low Intensity Conflict" they called it on the Operations Order. That's just some Washington politico's euphemism for war. Do they think the Argies and Chileans don't mean business down here? This is a turf war, not just some vague cause - they're fighting for their lives (or at least that's the "party line" back on the mainland). Oil and mineral rights are too emotional an issue to just blow off on a whim. Grudgingly, you must agree with one thing, you would much rather pick ice cubes out of your long johns than see the Russians anywhere in the area.

Yet, this just doesn't have the same feel as that little excursion to the Persian Gulf. Sure, you always detested the cold - you'd rather take the heat any day of the week. However, stealing a furtive glance at the other pilots, you chuckle to yourself that it gets *plenty* hot once the action starts.

They say it gets up to 50° during the day; they'd never know it by you. In any event, good thing these birds have been optimized for cold conditions. You would hate to go out with nothing more than your good looks and a few cannon rounds.

Here comes Colonel Parks. You look around to see if the other flight commanders have noticed you cringing. Not to worry, they seem just as uptight as you. As the Colonel unfolds the mission map... there it is, you knew it, another naval strike. It's going to be cat-and-mouse time with the icebergs.

Out on the flight line, the maintenance crews have been warming up your flight for about 30 minutes. Top off the tanks and you should be good to go. Good thing that shipment of Penguin-3s hit the deck last night; they should make short work of any shipping that happens to cross your path. Last time out, your crew chief had a good laugh when he set a couple of the real-lived feathered variety up on your Apache's wings.

All systems checked out; the other pilots in your flight have reported "ditto." Time to the hit air, and see what's lurking out on the waves. You key the commo switch, "Wind'em up!"

Nothing so far, but more flow ice than you've seen in a while. It must be true that it is warming up; that glacier is really breaking up big time.

"Target bearing 323. Ident unknown," calls Tango 3 off to your right. Your call goes out, "Flight, come to heading 323." Too bad you sent the light section off on that southerly search vector; looks like Yankee 4 and 5 are going to miss all the fun. "Jack, get a positive ident on that target," you call to your front-seater over the ICS. After a 10-second interval that seems like an eternity, Jack finally responds, "Sub bearing 323!"

Now the adrenaline kicks in. Here's your chance. You've been waiting for a plum like this since these blasted naval patrols kicked off. No doubt that sub's got you spotted. Must pop 'em before he pulls the plug and slips under the waves. "Jack, lock and launch Penguin!"

"Way ahead of you," Jack shouts back. Two Penguins jump off the rails in a cloud of beautiful white smoke. There's nothing like it; the image is almost angelic. No need to ride 'em in, but you wouldn't miss a show like this for any thing - to heck with the manual. The sub is starting to dip in the water; he's definitely going down. "Not quick enough," comes a yell from Tango 2.

Your Penguins and two more from Tango 2 and 3 slam into the hapless sub, nearly breaking it in half. There's nothing left but an oil slick, but you'll still overfly the spot to admire your handiwork.

As you call out, "Let's head for the barn - we've earned a hot steak and a warm bunk for this one," you can't help feeling smug. Captain Arthur in Yankee 4 is going to be steamed at missing all the fireworks.

That sub's going to look good painted on the side of your Apache!

OVERVIEW

Despite having literally hundreds of missions to choose from, players of the original *Gunship 2000* still wanted more. So, once again the Gunship design team was assembled and went to work creating the new theaters and terrain found in this sequel. The outstanding success of *Gunship 2000* was certainly encouraging but at the same time it presented us with a challenge to do better. We think we succeeded, but you be the judge.

Ownership of *Gunship 2000* is required to play this scenario disk; so most of you will already be familiar with the flight controls. The transition to flying in these new worlds will be easy, but there are a few subtle changes and new features which will need some explanation. These changes and features are presented in the same format as the earlier manual. If you are not a *Gunship 2000* veteran, read the *Gunship 2000* overview and operating instructions first. This will enable you to get into the action quickly, with minimal frustration.

Two new terrain worlds have been included to supplement your missions in Central Europe and the Persian Gulf. The urban world makes for some real heart-pounding action, requiring you to fly right down on the deck. Where else can you dogfight with enemy helicopters while cruising between buildings at 120 knots?

The Persian Gulf theater has been made much more interesting with the addition of rugged terrain. As a flight leader in charge of a 5-shipper, you can actually practice aerial fire and maneuver tactics. The hills and canyons provide you with excellent cover while moving. But remember, enemy forces take advantage of terrain also.

If you're ready for a change you can now go island hopping in the Pacific or fly the icy slopes of Antarctica. The *Islands and Ice* theme adds a host of new tactical possibilities and problems for you to explore.

The island theater is set in the Philippines where a Communist-led insurgency threatens to overthrow the government. The United States has been called in to provide tactical air support before Manila falls. It's a jungle flashback with state of the art gunships.

The Antarctica theater puts you in the middle of a desperate battle against South American forces. There are no easy missions here. You're up against some of the best weaponry money can buy. The weather may be cold but the action is definitely hot.

Still not satisfied? Okay. One of the most exciting features of the scenario disk is the *Gunship 2000* Mission Builder. The Mission Builder gives you the option of creating your own missions from scratch. You can either design "milk runs" to gain experience or turn your pilots into "SAM magnets" and make them earn their pay.

Your team of hotshot pilots can now fly in competition against a friend's team. You can even have a third person create identical missions for you and your friends to fly. You tailor the flying conditions, enemy dispositions, and your objectives. Only your imagination limits the Mission Builder's potential.

Since the publication of *Gunship 2000* there have been a number of additions to your basic game options. We present these additions in *Gunship 2000* format so that you can easily update game play.

1. OPERATING INSTRUCTIONS

PREPARE FOR FLIGHT

REQUIRED EQUIPMENT

Computer: This simulation update requires an IBM AT, PS/2 (12MHz or better), or a computer 100% compatible with one of these models. The machine you utilize must possess an 80286 microprocessor or better. The machine must have at least 640KB of RAM.

Controls: The simulation update can be run entirely from the keyboard, or with a number of optional input device combinations.

Display: The simulation update requires a color monitor with an IBM MCGA or VGA graphics system. If you are using a compatible graphics card/monitor, it must be 100% hardware compatible to one of the above.

Disk Drives: This simulation update must be loaded onto a hard disk.

DOS: You must have IBM PC-DOS or Microsoft MS-DOS, version 2.1 or higher.

COPY PROTECTION

Gunship 2000 Islands & Ice has no on-disk copy protection. This means you can install the simulation files from the original disks however you prefer. These files are normal in all respects, and should not cause problems when backing up, restoring, or optimizing a hard disk.

However, the program asks you a simulation-related question. Use this new manual to answer the question. **Please note that the codes contained in the original manual are no longer applicable!!** MicroProse regrets that continuing casual and organized software piracy requires that we retain this minimal form of copy protection. We have done our best to design the copy protection to minimize intrusion upon the legitimate owners.

INSTALLATION

Gunship 2000 Islands & Ice includes an install program that transfers the information from the original (distribution) disks onto a hard disk.

The program assumes that a directory titled "MPS" and a subdirectory titled "GS2000" currently exist on your system's "C:" drive. If not, you are given the opportunity to change these defaults.

To run the Install Program: place disk "A" in your floppy drive A or B and type "A:" or "B:" followed by "Return/Enter." Then type "Install" followed by "Return/Enter." Follow the prompts.

LOADING

- 1. Boot your machine:** turn on your machine and wait until the ">" prompt appears.
- 2. Load Program:** Go to the MPS directory with the "CD" DOS command. Normally, "CD\MPS" does this. Then type "GS2000" followed by "Return/Enter." The simulation will begin to load. This is unchanged from the original simulation.

CONTROL OPTIONS

The first time you load the simulation after installing the simulation update, it asks you certain questions related to the type of control and sound options you prefer. After you save this configuration, you are not required to answer the questions again; your configuration is automatically loaded when you load the simulation.

However, if you later want to modify the configuration, you must go to the MPS\GS2000 subdirectory and type "SETUP" followed by "Return/Enter." This allows you to modify the configuration as desired.

ADDITIONAL CONFIGURATION OPTIONS

The *setup* program has been expanded to support a number of new and exciting control options. In addition to the original single joystick and keyboard, now supported are: mouse, two joysticks, rudder pedals, collective (throttle) control, second joystick emulation with the keyboard, and support of the ThrustMaster® Weapon Control System and Flight Control System.

CONTROL OPTIONS

For compatibility across a wide variety of computers and control mechanisms, standard terms are used throughout.

- Controller:** A two-dimensional control device, normally a joystick or the four directional keys.
- Selector #1:** The first (left) button on a joystick or the left button on a mouse. On the keyboard it's the Return or Enter key.
- Selector #2:** The second (right) button on a joystick or the right button on a mouse. On the keyboard it's the Backspace key.
- Keys:** Each is referred to by an *italicized name*, which is shown in the key summary (inside back cover of this manual).

MOUSE

This is optional in *Gunship 2000 Islands & Ice*. The system auto-detects the presence of a mouse driver; you do not select this as an option during "setup." Any Microsoft® compatible mouse is acceptable.

The mouse is only active during the selection portions of the opening, mission builder, replay, and end game. It can't be used to fly the helicopter, and isn't active during any portion of the actual mission.

FLIGHT CONTROL

This section is accessed to designate the type of control desired for the cyclic or flight stick. This controls the direction of your helicopter. When you move this controller, the helicopter behaves not unlike a fixed-wing aircraft. There are three possible options: keyboard, joystick and the ThrustMaster® Flight Control System.

Keyboard: The keyboard can be utilized to control all game functions. No calibration is required with the keyboard.

Note: If you need to hold down the “alt” or “shift” key with another key, make sure to press the “alt” or “shift” key first. Keep it down while pressing the other key, then release the “alt” or “shift” key last. Otherwise, you may get erratic keyboard results.

Joystick: This is optional in *Gunship 2000 Islands & Ice*. It is recommended, as flight control is much more precise with a joystick.

To calibrate the joystick, you must follow the prompts exactly as indicated on the screen. You will be prompted to center the stick, press a button; then move to the upper left, press a button; and finally move to the lower right, and press a button.

The joystick controls work exactly in the manner described in the original *Gunship 2000* manual; even if you select joystick control, all keyboard controls remain active.

ThrustMaster: This is optional in *Gunship 2000 Islands & Ice*. The ThrustMaster® Flight Control System is designed to give you a more realistic control of your helicopter. It consists of three main components: a standard pistol-grip type flight stick, a four-position “hat” controller, and four buttons.

It is calibrated in the same manner as a joystick. The stick functions in the same manner as a standard joystick; all actions are duplicated.

The “hat” is used to control four of the simulation views - forward cockpit (corresponds to F1 key), mast (if the helicopter is so equipped; corresponds to F2 key), left cockpit (corresponds to F3 key) and right cockpit (corresponds to F4 key). Push the “hat” up for mast view, left for left cockpit view, right for right cockpit view, and down for forward cockpit view.

The trigger corresponds to button #1 on joystick #1 or the return/enter key (*Fire Weapon*). The button to the left of the “hat” corresponds to button #2 on joystick #1 or the backspace key (*Acquire/Next Target*). The middle button corresponds to button #1 on joystick #2 or the spacebar (*Select Weapon*). The lower button corresponds to button #2 on joystick #2 or sequentially keys 1, 2 or 4 (*Set Rocket Salvo*).

COLLECTIVE/RUDDER

This section is accessed to designate the type of control desired for the collective and rudder (tail rotor). The collective controls the vertical speed of the helicopter, while the rudder is used to slew the tail to the left or right. There are five possible options: keyboard +/-, keyboard arrows, second collective and rudder pedals.

Some options are may be unavailable if the program can not recognize the appropriate device.

Keyboard: The keyboard = and - keys are used to raise (= key) or lower (- key) the collective. Rudder/tail rotor control is not possible with this option. No calibration is required with the keyboard.

Keyboard Arrows: This is optional in *Gunship 2000 Islands & Ice*. The keyboard’s directional arrows are used to control the collective (up and down arrow keys), and the rudder/tail rotor (left and right arrow keys). The backspace key now sets the rocket salvo (same as the 1, 2, or 4 keys) and the return key changes the active weapon (same as the spacebar). No calibration is required with the keyboard.

Note: When utilizing this option, joystick #1 performs the functions of the cyclic stick as described in the original manual with the following exception: Rolling the helicopter at extremely low speeds (moving the stick to the left or right) causes the helicopter to fly sideways to the left or right. The fire buttons on joystick #1 are unchanged.

Second Joystick: This is optional in *Gunship 2000 Islands & Ice*. Joystick #2 controls the tail rotor (push to the left or right to rotate in that direction) and the collective (push up to increase collective or pull back to decrease collective). It is calibrated in the same manner as joystick #1.

The keyboard collective controls (“=” and “-” keys) remain active when in this mode. The amount of tail rotor control decreases as the helicopter’s speed increases; it’s most effective when used in combination with the cyclic to make tighter turns.

Joystick #2’s button #1 is used to change the active weapon (same as the spacebar). Button #2 is used to toggle through the rocket salvo settings (same as the 1, 2, or 4 keys).

Note: When utilizing this option, joystick #1 performs the functions of the cyclic stick as described in the original manual with the following exception: Rolling the helicopter at extremely low speeds (moving the stick to the left or right) causes the helicopter to fly sideways to the left or right. The fire buttons on Joystick #1 are unchanged.

Collective: This is optional in *Gunship 2000 Islands & Ice*. This mode is normally selected in conjunction with the use of the throttle control on a flight stick.

Joystick #1 performs exactly as described in the “Note” under Second Joystick. However, with this option, the flight stick provides the “Y” axis input for joystick #2 and therefore controls the collective. The setup routine assumes that the control is placed in the center position; pushing up adds collective and pulling down reduces collective. A second joystick can be substituted for the flight stick, but only up or down controls are active.

Rudder: This is an option in *Gunship 2000*. This mode is normally selected in conjunction with the use of foot pedals.

Joystick #1 performs exactly as described in the “Note” under Second Joystick. However, with this mode, the foot pedals provide the “X” axis input for joystick #2 and therefore control the tail rotor. A second joystick can be substituted for the foot pedals, but only left or right controls are active.

SOUND SOURCE

No Sound: All sounds are turned off.

IBM Sound: This option supports the internal speaker standard on most IBM and compatible computers.

AdLib Music Card: Only use this option if you have an AdLib sound board installed in your computer.

Roland Music Card: Only use this option if you have a Roland MT-32 installed.

Sound Blaster: Only use this option if you have an Sound Blaster sound board installed in your computer.

ATI Stereo F/X: Only use this option if you have an ATI Stereo F/X sound board installed in your computer.

DIGITIZED SOUND

Digitized speech greatly enhances game play and situational awareness, and should be activated if at all possible. On any machine, digitized speech can be activated if the machine is equipped with at least a sound effects speaker; a special sound card is not required.

With IBM Sound and Roland sound, the Digitized Speech plays through the computer's internal speaker. With AdLib Sound, ATI, and Sound Blaster Sound, the Digitized Speech plays through the sound board via the attached speaker(s).

Due to the internal configurations of IBM systems, compatible systems, and some sound cards, there is a slight pause in the game when the digitized speech activates. This is not the case with the AdLib, Sound Blaster or ATI Stereo F/X cards; systems running with one of these options will not experience a pause when the digitized speech activates.

MUSIC

The background music that plays during the opening and closing portions of the simulation can be turned off.

DETAIL LEVELS

Four detail options are selectable to help enhance game performance. Turning all options off provides for the fastest execution. The options are mutually exclusive, and therefore can be individually activated as desired.

PROBLEMS?

The latest notes regarding this program and problems with "compatibles" can be found on disk, in an ASCII file named "READ.ME." You can read this file by using a text editor or standard DOS commands such as "TYPE READ.ME." Some later versions of DOS will allow you enter "TYPE READ.ME |more"; this pages the the file, therefore facilitating its use.

If the program does not load or run correctly, turn off your entire machine and restart it. Make sure DOS and *Gunship 2000* are the only programs loading into memory.

If you continue to have trouble, try reinstalling the *Gunship 2000*. Your copy may be bad. You may also try a different machine speed, or a keyboard, or a sound option. Sometimes an alternate configuration works.

DEEP STRIKE MISSIONS

According to some player feedback (yes, we do listen) some confusion has arisen over how to end Deep Strike Missions. These missions are ended by simply flying off the map edge through the "passage point." The "passage point" is visible on the Mission Map view by the Base icon with lines extending from either side. You may exit the map edge from any point along the line. You don't need to land directly on the Base icon nor is it necessary to cross directly over it to end the mission. Once you have successfully crossed the "passage point," the standard "Call it a day?" message appears.

MISSION CHANGES

Due to the fluid nature of modern warfare, the TF commander may decide to alter your mission orders in mid-flight. You must be alert and ready to respond to any changes. A text message appears briefly on your HUD when your orders have been changed.

MAINTENANCE AND DOWN TIME

During a campaign, helicopters and weapon systems are sometimes unavailable. The "Duplicate Helicopter" function becomes inoperable if the duplication would violate these restrictions.

SIMULATION CONTROLS & VIEWS PAUSE KEY

The large number of target types were too numerous to be included in the manual, therefore, an on-line database is available for all target types. It provides a brief description of the system, the types of weapons carried, if any, and the weapon ranges. It also points out the best and worst weapons for countering a defensive system. Whenever the “pause” key (alt-p) is activated while a target is locked, the game is paused and the data for that particular target is displayed. If “pause” is activated without a target lock, the simulation is paused normally. In both cases, press any key to continue the simulation.

JOYSTICK ADJUST

The joystick adjust (alt-j) function is now enhanced to recalibrate a single or dual joysticks setup while flying. The joystick(s) must be centered to be recalibrated. This recalibration only applies to the current mission. The “Setup” menu should be accessed to completely re-calibrate.

ACCELERATE TIME (I)

The time is accelerated in steps of two, i.e. 2, 4, 6, 8... up to 16. Each successive press of the (I) key increases the speed by one step. This function is best used in combination with the auto-pilot mode (5 key).

OUT OF COCKPIT VIEWS

REMOTE VIEW

Selector #2 can not be used to maintain the point of view. The (F7) key is used to switch target locks since this view is an active flight mode.

TARGET CHASE VIEW

The (Shift F8) key positions you directly behind your current target. Your view perspective is looking forward past the target towards whatever is beyond. This perspective is maintained regardless of the target's maneuvering. This view is excellent for “riding” along with friendly air support.

MAP VIEW

You may exit Map View mode using any of the view keys F1 through F9.

AUTOPILOT

The autopilot (5 key) can be engaged without having first set waypoints; it maintains the helicopter's current heading.

ACQUIRE/NEXT TARGET

When locked on the only target in an area, pressing the Acquire/Next Target key (back space) places the targeting system on standby. Other helicopters in the section can then engage the target. This can be very beneficial if the player helicopter has expended all weapons or is lacking weapons of a particular type. If a new target appears, the targeting system automatically locks on that target. A single target can be reacquired by pressing the Acquire/Next Target key a second time.

HELICOPTER GAUGES & INDICATORS HUD MISSION CLOCK

A mission clock has been added to the HUD. The mission clock now appears in the upper left-hand corner. Even though you are reminded that you took additional time on a mission, it's not of major consequence until you start to go beyond 30 to 40 minutes. If you can still get that secondary target by spending a few extra minutes, it's well worth it.

HOW TO FLY NAVIGATION

The pilot or flight leader now has the ability to set and adjust Waypoints from either scale map. Setting Waypoints on the small-scale map view is helpful in evading known enemy locations or for setting up detailed attack runs. You may adjust Waypoints while in Map Mode on either scale (high or low) map.

WIND & WEATHER

Missions flown in the Antarctic theater are particularly challenging. Due to polar magnetic disturbances you may notice your compass going seemingly haywire. This is a normal occurrence when flying near the South Pole. Relax, maintain your current heading and make the necessary navigational corrections when it has passed.

Another hazard to be considered is “white-out.” White-out is caused by wind-blown snow which suddenly obscures a pilot’s vision. Again, there is no easy way to combat this condition. Continuing to fly at low level after encountering white-out is tantamount to suicide.

FLYING TO A FARP

Direct flight to a FARP can be achieved by a second press of the Return to Base (B key). If a FARP is present, the waypoint set toggles between the base and FARP. Upon reaching the FARP, a (non-player) section automatically lands to refuel and rearm. As with flight to a base, a section leader or helicopter flies directly to a FARP.

RESCUE AT SEA

When you are assigned to perform an Air-Sea rescue it is important to note that you are not required to land (on the water) in order to complete the mission. It is only necessary to hover in proximity to those you are to rescue. If you attempt to land on the water, your helicopter is considered lost.

HOW TO FIGHT

MULTIPLE SYSTEM DAMAGE

Radar-guided missiles have considerably larger warheads than do other air defense weapons. These types of missiles have the capability of causing multiple system damage so pilots and flight leaders beware. Don't think your helicopter will shrug off hits from these missiles. You must pay particular attention to the deployment of these weapons and take active measures to minimize their effect. The addition of rugged terrain makes guiding missiles difficult so use that to your advantage.

MAST MOUNTED SIGHT

The mast-mounted sight (F2 key) on the AH-64C Longbow Apache, OH-58D Kiowa Warrior and AH-6G Defender now has the added capability to target, designate and engage targets from the Mast view. When the Mast view is accessed, a viewer appears at the bottom of the screen. As targets are sighted, they are displayed in the viewer and the targeting reticle appears in the forward view. Weapon range and engagement criteria are still applicable to the mast view and the helicopter may require rotation to bring the weapon into constraints.

The sight is best utilized from a masked position, such as behind a hill or mountain. Auto-hover is an excellent means to maintain position while employing the mast-mounted sight. Rotation and altitude adjustments can be made while auto-hover is active. As your altitude increases, the target(s) beyond the mountain can be observed by the mast sight without exposing the helicopter to reciprocal enemy observation.

As the enemy units are sighted, the altitude increase should be stabilized. If the altitude increases too much, the helicopter may be observed. Multiple targets observed in this manner are automatically "designated" or handed off to other helicopters in the section for engagement; these helicopters must also face in the correct direction to engage the enemy target(s).

It's probably a good idea to periodically switch back to the cockpit view (F1 key) to see if any enemy units have observed the helicopter; they would appear as active sightings on the threat display. As with all single targets, they are handed off to the other helicopters in the section by pressing Selector #2.

Mast View



HELICOPTER FLIGHT COMMANDS

DIRECT COMMANDS

Certain flight commands may now be given directly from the Flight mode. Commands may only be given to the “active” helicopter, that is to say the last helicopter viewed using the (Shift F5) key perspective. Experienced players have found that it is a good practice to leave the last (Shift F5) view perspective on your other section leader. Therefore, commands given from the Flight mode are given to the other section leader. The following commands may be given from the flight mode using the Control Key and specific letter;

ctrl h: Hold Position	ctrl l: Land
ctrl b: Return to Base	ctrl d: Disengage
ctrl g: Regroup	ctrl w: Weapons Hold/Free
ctrl s: Speed	ctrl a: Altitude

HELICOPTER COMMUNICATION

The helicopter communication is now expanded to allow for up to three simultaneous messages. Pilots now also indicate when they have reached a “safe zone” as a result of a Disengage command, and indicate “exiting combat zone” when leaving the map area during a Deep Strike mission.

MULTI-HELICOPTER FORMATIONS

Helicopters flying as part of a section automatically adopt a column formation behind the leader when negotiating certain terrain obstacles (such as urban streets or canyon passages). Using the (Shift F5 key) while flying down a narrow street is an excellent way to view your section filing in behind your lead helicopter.

CHOICE OF WEAPONRY

Other assigned helicopters in your flight automatically revert to using their cannons as the weapon of choice if within range. For example, a gunship will not use Hellfire missiles against an armored target if the target is within cannon range.

FRIENDLY PILOT INTELLIGENCE

Your pilots’ artificial intelligence always allows them to detect and fly to pickup/drop off points notwithstanding their actual abilities. Upon sighting the pickup/drop off point, you receive an “Objective Sighted” message. If their final waypoint is near the objective, they fly to the point and hold; you may need to adjust their final waypoint or assign a new flight path so that the final point (it doesn’t need to be point #3, as long as it’s the final waypoint) is near the pickup/drop off point. Upon reaching the pickup point, the UH-60K/L Blackhawk(s) automatically land and regroup.

AFTER THE MISSION MEASURE OF SUCCESS

Pilots and flight leaders are rewarded for completing missions with smaller helicopters or less capable helicopters. The Task Force Commander is impressed by the pilot or flight leader who can complete a mission with AH-6G Defenders as opposed to AH-64C Longbow Apaches. The commander also looks favorably on the flight leader who goes out with the helicopters initially assigned to him. A flight leader is free to reconfigure weapon systems and reassign helicopters without being penalized.

MISSION FILMS

An unfortunate, but unavoidable, side effect of Version 469.07 renders all earlier Version Mission Films incompatible; they will not play after the new version is loaded.

HARD COPY MISSION PRINT-OUTS

At the completion of every mission a text file is created in your MPS/GS2000 directory. The file is titled SUMMARY.TXT and is a permanent record of your last mission. This file may be viewed or printed out as a hard copy record. Note that you must exit GS2000 and enter DOS to access the file. The preceding mission is overwritten by the next, so if you wish to make a hard copy you must do so before you fly your next mission.

MISSION ASSETS

Artillery and tactical air sorties have been added to the game to assist you in completing difficult missions. The random availability of these assets during any one flight mission is noted on the second page of your mission orders. Mission Assets may also be selected as part of the Mission Builder set-up. During a mission, remaining assets are highlighted on the Map view command menu. On any one mission you may receive either artillery or tactical air support, but not both.

ARTILLERY SUPPORT

A friendly artillery unit is stationed near your home base to assist your helicopters. Because your section is not the only one requesting fire support, you are only allowed to call for fire a maximum of three (3) times per flight mission.

To access the artillery unit, you must use the (F10 key) to bring up the Map Mode Screen. Once in Map Mode you can give fire commands on either the high or low detail maps. By pressing the (M key) a target reticle appears. The target reticle may then be moved to any point on the map (high or low scale) by using your controller. You do not need a Line of Sight from your position to the target point in order to designate a point of impact for your artillery fire.

After you have placed the reticle over the desired target point on the map, you then press Selector #1 to direct the artillery to fire. A red diamond appears to indicate that the artillery unit has been ordered to execute a Fire Mission against that point. The red diamond cannot be changed once specified so be careful to correctly designate your target. Remember, you are only allowed a maximum of three (3) fire missions from the artillery unit.

TACTICAL AIR SUPPORT

Tactical Air Support has also been added to the game. Again, because friendly assets are spread pretty thin, your air support will only consist of a single sortie from either an F-15E (*Strike Eagle*), F-16C (*Fighting Falcon*) or an A-10A (*Thunderbolt II*). While your air support is devastating, it must be used sparingly and wisely.

Airstrikes are conducted in the same manner as the artillery fire missions. The (M key) is used to position the target reticle as before. Once a target point has been selected, pressing Selector #1 gives the necessary order for the aircraft to begin its attack run. The aircraft engages all targets found in the vicinity of the target point. Unlike artillery, the aircraft attacks multiple enemy targets until its ordnance is expended.

If you are in proximity to the target area, you may be able to detect the aircraft either visually or on your helicopter's threat display. On the threat display, the aircraft appears as a fast moving grey icon. If you have visually spotted the attacking aircraft you may press the Target Chase View (Shift F8 key) to access an excellent view of the your aircraft's attack run.

MISSION BUILDER

One of the most exciting and innovative features of the Gunship 2000 Scenario Disk is the Mission Builder. Admittedly, you may have to generate a few missions before you feel comfortable using this feature. However, once you have gotten acquainted with the process, you will find that the ability to custom design your own missions is most satisfying. In fact, you'll rarely let the Task Force Commander decide missions for you in the future. One word of caution; don't go overboard placing enemy objects (**referred to as Defenders**). Think of them as hot sauce—a little goes a long way.

HOW TO ENTER THE MISSION BUILDER

In order to access the Mission Builder you must have a Commissioned Officer on your roster. Missions that you create in the Mission Builder are for Flight mode only (multiple helicopter formations) which require a commissioned pilot.

The Mission Builder is entered from the Base Screen at Brigade Headquarters. Position the cursor over the Duty Officer's desk and press Selector #1. The Duty Officer hands you a copy of orders listing your five possible options.

Press Selector #1 on the menu listing for "**Simulated**." Confirmation of your selection will appear on the stack of papers to the right of the Duty Officer. Selecting "Simulated" gives you access to the Mission Builder. Exit the Bde HQs through the office door as normal but remember to choose the theater you wish to fly in before leaving.

MISSION BUILDER FILES SCREEN

After exiting Brigade Headquarters, the Mission Builder Files Screen appears. If you select "**New**" to create a new mission, a number of different Reference Maps will appear for you to choose from.

If you highlight a previous mission file, you may "Edit" that mission or select "Begin" to fly the mission without changes.

MISSION BUILDER SCREEN

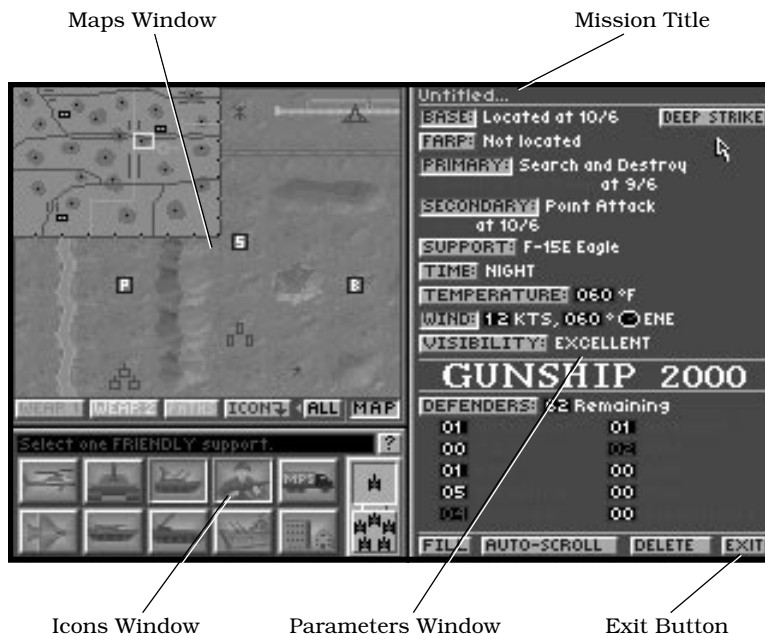
If you chose to either create a "New" mission or "Edit" an old one, the Mission Builder screen now appears. You should note that the screen is divided into three major subsections as follows;

1. The upper left section is the **Maps Window** which holds the various map views needed to construct a mission.
2. The lower left section is the **Icon Selection Window**. As you construct the mission, icons are chosen using the twelve icon buttons contained in this window.
3. The third section, on the right half of the screen, is the **Parameter Window** which displays your mission options and variable settings.

CREATING A MISSION

Despite the complex appearance of the Mission Builder Screen, it is actually quite easy. Customizing a mission consists of two main tasks. You **MUST** place a Base (or designate a Deep Strike mission) and you **MUST** designate your Primary and Secondary targets. That's all there is to it; the rest is just imagination.

Mission Builder Panel Screen



SELECTING OBJECTS (DEFENDERS)

Go to the Icon Selection Window and press Selector #1 over the desired icon button. If there are objects remaining, your cursor changes to a pointing finger. A menu appears listing available Defenders (or formations) for each icon you select. If no objects remain, the Text Message Strip prompts “—NONE AVAILABLE—.”

Menu options are highlighted as you point to them. Detailed information concerning each option appears against a blue background in the Parameter Window. If you point to an icon formation, pressing Selector #2 cycles through the formation's components against a blue background.

Menu options (Defenders) are selected by pressing Selector #1 on a highlighted text selection. After you make a selection, the cursor changes to an arrow shape with the Defender's icon at its point.

PLACING OR REMOVING AN OBJECT

Moving the cursor over the low scale Mission Map automatically seeks out eligible spots for you to place Defender icons. A grey “string” connects your cursor to a shadow representation of the Defender's icon. As you move your cursor across the map the shadow jumps between these spots.

To place a Defender, simply press Selector #1 when the icon shadow falls on a desired location. Note that you may continue to place identical Defenders by pressing Selector #1 over each new location. To get rid of a Defender you are currently holding, position the cursor over the Defender's **icon button** and press Selector #1.

You may pick up and remove previously placed Defenders by pressing Selector #2 over their map location. Notice that as you remove Defenders, the tally of Defenders remaining increases. Accordingly the individual totals for Defender icon groups also decreases.

SPECIAL AIRCRAFT PLACEMENT RESTRICTIONS

Single aircraft Defenders may only be placed along the map edges. Like friendly air support, single enemy aircraft enter play from off the map. Aircraft formations may only be placed at certain enemy airfields located on the map. Note that these aircraft are considered ground targets (*non-flying*) and remain at their airbase.

MISSION BUILDER REQUIREMENTS

You may not exit the Mission Builder without aborting the mission unless the following requirements are met:

- a. You **MUST** either designate a Base location or select a Deep Strike Mission. Note that a FARP **is not** required in order to generate a mission but you must have a Base.
- b. You **MUST** also designate both Primary and Secondary targets in order to generate a mission.

MISSION BUILDER MEMORY LIMITATION

Due to the limitations of conventional memory, the number of unique objects that may be placed on the map is limited. (Conventional memory is limited to 640 KB or less and is not based on total memory.) Once the limit is reached, the choice of object and formation types is restricted to those already being used. The selection indicates limited.

THE MAPS WINDOW

The **Maps Window** in the upper left hand corner of the screen initially defaults to the appropriate world map. Thereafter, you may change between high and low scale map views by pressing the Maps button. The Maps window also contains a number of viewing toggles which may be switched ON or OFF as desired.

WEAPONS [F1 KEY]

When switched ON, this toggle displays the effectiveness of each Defender's weapon systems. Although the circular nature of this representation leads one to think in terms of weapon ranges, it is a comparison of that object's lethality.

PATHS [F2 KEY]

If the Path Toggle is switched ON, all Primary and Secondary moving target paths will be displayed. Movement paths appear on the map as cyan colored (light blue) solid lines.

ICONS [F3 KEY]

While creating a mission, you may wish to see the locations of only certain objects. When the Icon toggle is switched ON, you may view the placement of specific icons by pressing Selector #1 over those icons.

ALL [F4 KEY]

By pressing the All toggle, the map displays the placement of all icons, weapons and paths you have chosen. Note that the position of your Icon toggles (ON or OFF) does not change. Pressing the All toggle OFF reverts the display to only those objects you have selected to view.

MAP [M-KEY]

If the Map toggle is switched ON, two movable map windows appear. The low scale Mission Map appears over top of the previous high scale view. A smaller map window, known as the **Reference map**, also appears. When the toggle is first switched ON, the different maps are positioned by default.

**MAP SETTINGS
[< > KEYS]**

Having pressed the Map button, you may begin accessing the different views. Pressing Selector #2 (or < and > keys) allows you to cycle through the three assigned map settings.

MAP SETTING #1

Setting #1 switches the Mission Map view in the upper left corner from high to low scale. The Reference Map (a smaller depiction of the Mission Map) is displayed in the Parameter Window. The Reference Map may be click-dragged (repositioned) using Selector #1 and placed in a convenient viewing location on the screen. The yellow rectangle inside the Reference Map may also be click-dragged using Selector #2. The low scale Mission Map view changes as the yellow rectangle is moved.

MAP SETTING #2

Setting #2 puts a low scale Mission Map view in place of the Parameter Window. The Reference Map is positioned in the upper right corner of this map view. The Reference Map may once again be click-dragged if desired. This setting is beneficial because all three maps are visible on one screen.

MAP SETTING #3

Setting #3 is the best setting for detailed object placement. The low scale Mission Map view encompasses the entire screen. The Reference Map is located in the lower left corner and may be click-dragged as desired.

**ICON SELECTION
WINDOW**

The Icon Selection Window (or ISW) is located in the lower left hand corner of the screen. It contains a Text Message Strip, a (?) **Help** toggle, a pair of formation buttons and ten icon selector buttons representing the ten types of available Defenders.

TEXT MESSAGE STRIP

The Text Message Strip displays information pertaining to the selection of objects. It also displays Warning and selection error messages.

“?” HELP

The question mark toggle acts as an on-line information key similar to pressing the pause button while in flight. By pressing Selector #1 on the “?” button you receive reference information concerning single Defenders or individual Defenders within formations.

**ICON SELECTORS
[1-0 KEYS]**

The ten icon selectors represent enemy and neutral Defenders that may be placed on the mission map. By pressing Selector #1 over a particular icon, a menu appears listing all of the available single or formation Defenders of that type. The position of the Formation toggle determines whether a single or formation listing appears.

**FORMATION TOGGLE
[SPACEBAR]**

If the Formation toggle is pressed you receive a menu listing of all available multiple Defender formations. Formation Defenders appear on the low scale map as three icons arranged in a triangle. This does not mean that the formation contains three of these Defenders, however. A representation of the formation appears in the Parameter Window against the blue background. If the Single toggle is pressed, you receive a listing of all available single Defenders instead.

PARAMETERS WINDOW

The right side of the Mission Builder Screen is the Parameter Window. The Parameter Window contains a number of toggles and buttons which enable you to set various mission conditions.

MISSION TITLE

At the top of this window is located the mission file name. If you are creating a new mission, it reads "Untitled" until you give it a name when "Saving" the mission file.

BASE [B-KEY]

By pressing this button a menu appears listing the various types of Bases. Once you have chosen the type of base, the Base icon appears under your cursor. The Base icon may be placed at an eligible location using Selector #1. Once placed, a coordinate location appears to the right of the button. If you select "Deep Strike," you are required to place the Deep Strike "passage point" along a map edge.

FARP [F-KEY]

By pressing this button, you are given the FARP icon. The FARP icon may be placed at the desired location using Selector #1. A coordinate location appears to the right of the button.

**PRIMARY AND
SECONDARY TARGETS
[P&S KEYS]**

When these buttons are pressed, a menu appears listing the various types of missions. Once you have chosen the type of mission you wish to perform, the target icon appears under your cursor. Once placed, a coordinate location appears to the right of the button. The Defender's name and type of mission to be performed also appears.

**SELECTING MISSION
TYPES**

Before getting a Primary or Secondary Icon to place on the map, you must first choose the type of mission you wish to fly. When the Primary or Secondary button is pressed a menu listing the mission types appears. You may only choose one type of mission per target although the Primary and Secondary targets missions may be different.

MISSION TYPES

Recon: The target icon is placed on a Defender. To accomplish the mission a scout helicopter must observe the area in which the target is located.

Point Attack: The target icon is placed on a Defender. To accomplish the mission you must destroy the Defender.

Intercept Moving: The target icon is placed on a moving target. You must designate a destination for the Defender before continuing. The mission is accomplished as a Search and Destroy except that the target will be moving.

Search and Destroy/Rescue: Search missions require you to determine an offset position for the target icon. Once the target icon is placed on the map, a dark-grey target icon appears. This offset icon represents the *suspected location* of the Defender of friendly troops. Although the dark-grey icon may be legally placed anywhere, try not to make the mission too difficult to accomplish. Friendly intelligence is usually good at locating targets.

Tactical Support Missions: There are three types of tactical support missions; Pick up Troops, Drop Off Troops and Drop Off Cargo. These missions *obviously* do not require a Defender. To accomplish these missions you only need to proceed to the target location with the required helicopter.

SUPPORT [U-KEY]

The Support toggle brings up a menu which displays your support options. You may select from various types of artillery and aircraft or choose to go it alone by selecting None. Press Selector #1 over your choice of Support options.

TIME [N-KEY]

The Time toggle allows you to choose either Day or Night missions. Day missions provide better visibility for both you and the enemy. It's your call.

TEMPERATURE [T-KEY]

The temperature is displayed in Fahrenheit degrees. You may set the temperature by depressing the temperature button. Move the pointing cursor over the temperature number and type in the desired temperature using the keyboard. You may also click in the desired temperature using Selector #1 to increase and Selector #2 to decrease the digits.

The temperature selected must fall within set parameters based on the theater and time of day. In other words, don't expect to fly Antarctic missions in 80 degree temperatures.

WIND [W-KEY]

You may set wind speed and direction using this toggle. Wind speed is measured in knots and direction is set in degrees. Both may be set in the same manner as setting the temperature. The wind travels **from the direction set**. For example, if you select 270 degrees, the wind will be travelling west to east.

VISIBILITY [V-KEY]

Visibility may be set as either Excellent or Poor. Remember, poor visibility is a double-edged sword; it cuts both ways. If the enemy can't see you, chances are you won't spot them either.

DEFENDERS

All missions have an upper limit as to the number of objects that may be placed on the map. Realistically, this number is far greater than any amount of Defending objects you would ever want. However, because some missions use built-in objects during their set-up, you must pay attention to the number of Defenders you have left to place. The Mission Builder keeps a running total of your remaining Defenders for you.

Underneath the Defenders button is a text listing of the ten icon groups. Before each icon group is listed the number of objects from that particular group which have already been placed on the map.

If you place more than the allowed number of objects, the Defenders remaining number turns Red, signifying that you have exceeded the limit. You **MUST** remove excess Defenders before you exit the Mission Builder.

FILL [L-KEY]

If you exit before placing all your Defenders, the Mission Builder automatically fills the map with a random selection of neutral Defenders. To give you a measure of control over this feature, a Fill button has been added. Pressing Selector #1 on the Fill button gives you six menu options for placing the remaining Defenders on the map. The Menu options represent enemy tactical dispositions as follows:

Enveloping: Defenders are deployed in a full 360-degree defensive posture around the Primary and Secondary targets.

Forward Echelon: Defenders are arrayed forward of the Primary and Secondary targets and nearer to your Base.

Echelon Right/Left: Defenders are deployed in defensive positions to either the left or right of the target objects.

Rear Echelon: Defenders are placed to protect against attacks from the rear of the target objects.

Random Neutral: only neutral objects will be placed on the map.

By selecting a particular enemy disposition, the Mission Builder places all remaining Defenders on the map accordingly. In order for the Mission Builder to do this, it is first necessary for you to place your Base (or Deep Strike “passage point”), and Primary/Secondary targets. If you are satisfied with the number of Defenders already on the map, simply select the Neutral fill option. Using this option, the Mission Builder places only neutral objects to fill the remaining Defender slots.

AUTO-SCROLL [A-KEY]

By pressing the Auto-Scroll toggle ON, the low scale map scrolls when you are holding an object in your cursor. If the Auto-Scroll toggle is OFF, you must move the map view manually using your cursor and Selector #2. The Auto-Scroll function automatically scrolls the map view when placing objects if the “greysting” leads off the map.

DELETE [D-KEY]

The Delete button gives you a text menu listing all of your delete options. Delete options listed in this menu do not affect your Base, FARP, Primary or Secondary targets. Built-in objects generated by the Mission Builder are also not affected by Delete options.

EXIT BUTTON [X-KEY]

When you are satisfied that you have created a challenging mission, press the EXIT button. This button takes you immediately to the Mission Files Screen where you may “Save” your mission.

EXPORT BUTTON

The Export Button is found on the Film Library Panel. This button allows you to transfer the highlighted replay film to the Mission Builder. Once exported, you access the replay from the Mission Builder Files screen. It may then be used as a basis for editing future missions.

2. NEW WORLDS/ NEW THEATERS

By giving you friendly artillery and air assets your job as a pilot or flight leader has been made a bit easier. Now it's time to put you through the paces and see what you've got. There are two new types of terrain specifically designed to test your aircraft as well as your own piloting skills. Warning: these terrain features are not recommended for beginners. Earn your wings elsewhere.

RUGGED TERRAIN WORLD

This terrain has been created to challenge one's ability to fly in mountainous terrain. You won't find any broad plains like those in central Europe here. There are no long stretches of flat desert either. So you guys with plenty of level flight time under your belts had better be prepared for some "white-knuckle" missions.

Until now Persian Gulf missions have taken place mainly over the lowland deserts of southern Iraq. With the addition of this rugged terrain, pilots may now be required to perform missions over the mountainous regions of northern Iraq as well. High altitude mountain flying is rough on these birds. You may have to cut back on your mission ordnance just to get off the pad. Remember, thin air makes for lousy lift. As tough as it is on gunships, it's worse on pilots.

In the past to survive, you had to learn NOE (Nap of the Earth Flying). Over level ground, flying NOE is a breeze. Try it over rugged terrain. Canyons have a tendency to dead end or double back. Hugging the slopes and ridge lines of this terrain takes a steady hand and total concentration. You can evade most guided air defense weapons by ducking behind mountain tops or down into valleys. But watch out; the enemy likes to position his triple-A at various elevations.

URBAN TERRAIN (CITIES) WORLD

Now that you've experienced some tough missions, the next step is to master flying in an urban setting. Urban terrain will sometimes be encountered when flying missions in heavily populated central Europe. As part of NATO, you'll be undertaking various missions in opposition to a Soviet armored offensive.

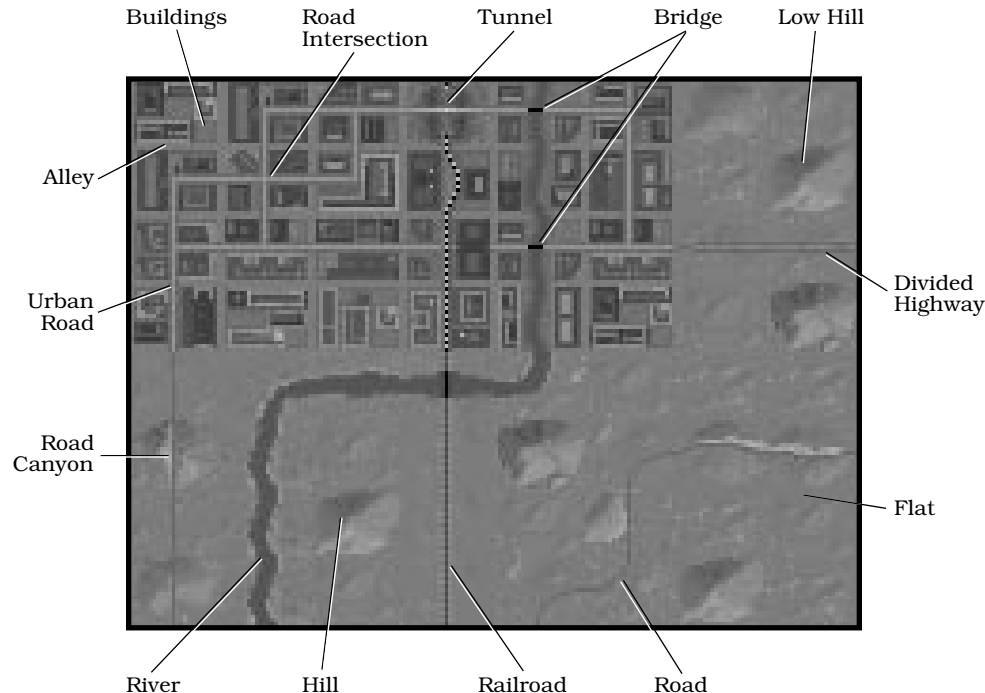
Leave all those long range anti-tank weapons behind. In urban terrain, you'll be engaging the enemy face to face. The fighting will often be so close that you'll be tempted to start throwing knives. This type of mission requires a slow, methodical block by block advance.

Flying a gunship low over urban terrain is a totally new experience, one that requires lightning quick reactions and a sixth sense for danger. The enemy will often be hiding just

around the next corner. And if you're thinking about taking the easy route above the city, think again. The enemy may have positioned triple-A sites on rooftops or upper building levels, forcing you to fly down low.

One word of caution is necessary about urban flying. While the maze of city streets may protect you from enemy weapons, don't expect your collision avoidance system to keep you from crashing. It is not sensitive enough to detect abrupt changes in elevation such as buildings.

High Detail Urban World Map



ANTARCTIC SCENARIO

HISTORICAL BACKGROUND

The Greeks of Aristotle's day accurately predicted the existence of offsetting polar regions on the earth. Since ancient explorers had already confirmed the presence of a cold and barren region to the north, they believed there must also exist a similar region to the south.

According to their understanding of the laws of nature, the Greeks figured these regions must balance each other to preserve planetary symmetry. These areas were given the names, "*Arktikos*" and "*Antarktikos*" and remained conjecture until the fifteenth century. Larger ships and famous explorers such as Magellan and Drake would eventually push back the boundaries of this unknown land.

Despite the number of overlapping territorial claims, the result of numerous expeditions, Antarctica has remained surprisingly peaceful. In fact, the region has been celebrated as a model for international cooperation. Only a few minor incidents have occurred in the past to mar this otherwise unblemished record.

Argentina, however, is one South American nation which has always aggressively guarded its territorial claim to the Antarctic. Besides being the closest geographically, it has also demonstrated a willingness to use force if necessary. In 1951, the Instituto Antartico Argentino was created to govern all Argentine activity in Antarctica. The Instituto was promptly placed under military jurisdiction which conveniently centralized everything under army auspices. Small wonder that less than a year later Argentine troops were firing on British researchers stationed at Hope Bay.

Years later, Argentina toyed with the idea of outright annexation rather than just the military governorship provided by the Instituto. It proclaimed an administrative protectorate known as "The National Territory of Tierra del Fuego, the Antarctic and the Islands of the South Atlantic." The capital of this bureaucratic invention was to be the port city of Ushuaia, which just happened to be a major Argentine naval base.

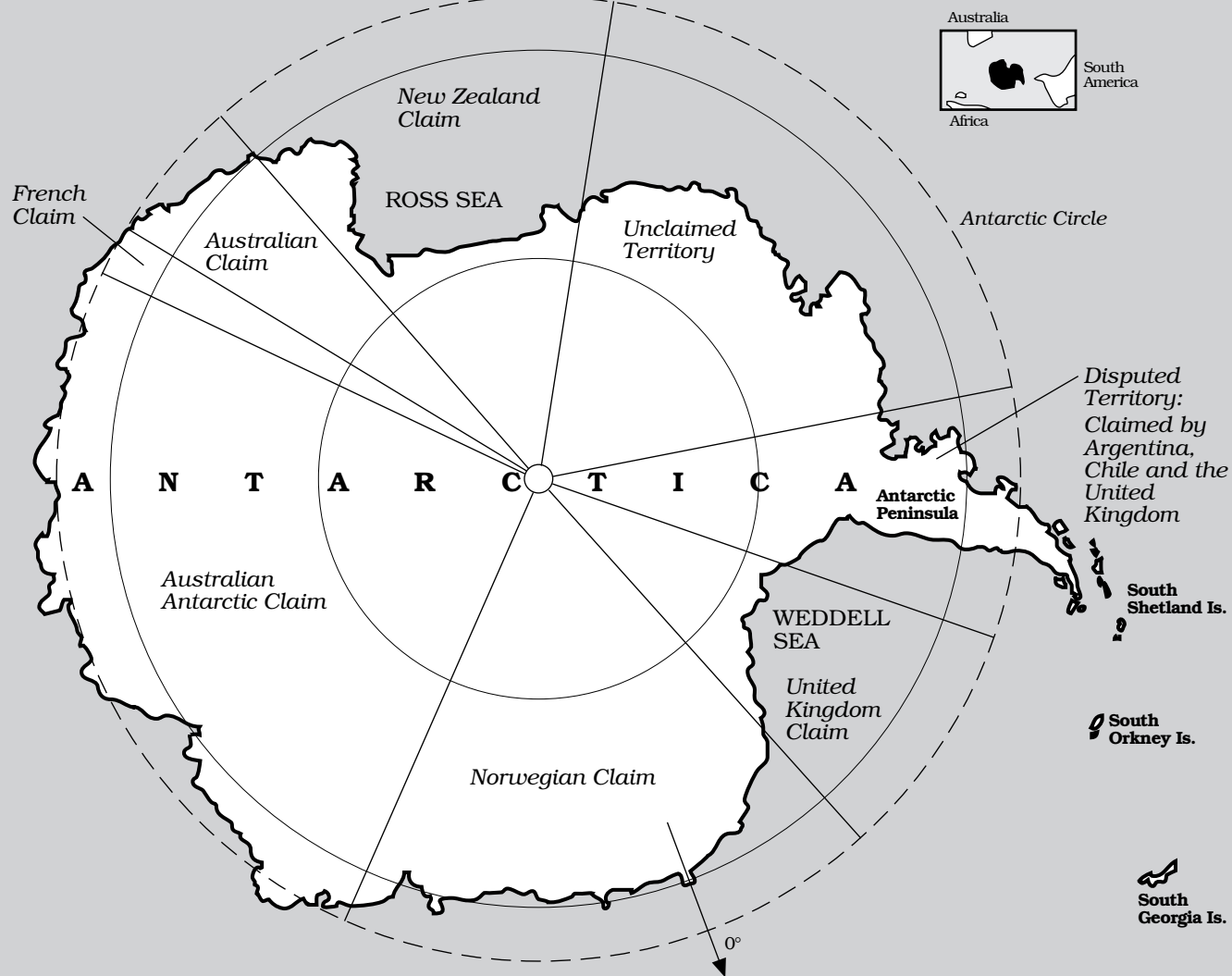
In 1959, the scientific community gathered to take the forefront in maintaining peace on the continent. The resulting Antarctic Treaty established a basis for international cooperation which has remained in force to the present day. The Antarctic Treaty came up for its 30 year review in 1991 where it was decided to maintain the status quo.

Even so, the pressures of post-Cold War geopolitics and economic competition have placed the continent in jeopardy. As the continent's natural resources become more accessible, demands to exploit them will increase. This is perhaps the greatest danger to the Antarctic Treaty in the future. Since the signatories have agreed not to press territorial claims, it is hard to envisage a nation being allowed to extract resources from an area whose ownership is open to question. For this reason, the Antarctic Treaty will continue to face mounting pressure in coming years.

COMMENTARY

Despite our most sincere efforts at conservation, sometime in the future our world of finite resources will be depleted. Conservation of resources is undoubtedly important, but the net effect will only be to prolong our consumption.

Low Detail Map of the Antarctic Continent



One need only remember the gas lines created by the politically engineered oil crisis of the mid 1970s to imagine the impact of an actual commodity shortage. Given the dynamics of population growth and consumption, it is inevitable that nations will one day be drawn into conflict over commodities. Domestic unrest will force political leaders to act in order to ensure a stable supply of goods. Those populations able to utilize resources within their own borders will have a distinct advantage over others.

It is a mathematical certainty that as global resources are depleted, possession of the Antarctic will become a matter of national survival. It will be impossible for political leaders to allow environmental concerns to stand in the way of development. These issues will one day become secondary and a luxury of well-fed populations. Sounds grim? Welcome to the future. Having dispensed with any moral or ethical considerations, only one question will remain in the minds of people desperate to survive. Who will control the Antarctic land mass and its resources in the 21st century?

SCENARIO NARRATIVE

Most analysts agree that the Iran-Iraq War of the 1980s and the invasion of Kuwait were caused by Iraq's desire for regional hegemony. The Iraqi Ba'ath Party, headed by Saddam Hussein, saw itself as the successor to Abdul Nasser's former leadership in the Arab world.

In order for Iraq to assume a leadership role, military dominance in the Persian Gulf was critical. By using revenue from its crude oil sales, Iraq was able to create a huge martial state. Its military infrastructure, complete with modern equipment, far outweighed its legitimate defense needs.

In August 1990, the tiny kingdom of Kuwait was overrun in an afternoon and annexed for the purpose of acquiring new oil fields. The acquisition of additional oil reserves meant Iraq could continue to rebuild its conventional force structure while simultaneously investing in nuclear technologies.

ARGENTINA'S QUEST FOR HEGEMONY

The current crisis in Antarctica is similar in many respects to the previous Iraqi situation in the 1980s. Argentina invaded the Antarctic continent intending to annex the region's oil resources. Possession of Antarctic oil would be the key to solving many of the nation's domestic problems. Possession of the land itself would assist Argentina in becoming the dominant regional player.

It can be argued, with some justification, that astute observers should have foreseen this gambit. Even on a superficial level, comparisons with the failed Iraqi bid are inescapable. Looking back, it is easy to see Argentina's three part plan for Antarctic conquest.

PHASE ONE: THE BEAGLE CHANNEL

The first part of the Argentine plan was undoubtedly the resumption of its claim to the strategically important Beagle Channel waterway. The Beagle Channel had always been a major source of contention between Argentina and Chile. Both nations looked upon the channel as their outlet to the Atlantic. Chile had been given control of several key channel islands in the early 1970s by outside arbitration but this settlement was unacceptable to Argentina.

A war with Chile was narrowly averted in 1978 after a period of building tension. Argentina eventually backed away from its rigid position concerning the channel islands. Perhaps in this instance, Argentine political leaders judged the cost of a major ground war not worth the reward. However, after having once gone to the brink and backed down, backing down a second time would be politically impossible.

PHASE TWO: THE MALVINAS CONFLICT

With the move south halted, a new military government came into power in 1982 promising the return of the Malvinas (Falkland Islands) within 90 days. In retrospect, retaking the Malvinas Islands from the United Kingdom should be seen as the second phase of the Argentine plan. In Buenos Aires, it was believed that Britain's Tory government would choose not to fight. The decision makers had discounted the determination of Prime Minister Margaret Thatcher.

Once it became evident that Britain would try to retake the islands, the military leadership was confronted with a difficult decision. Should they commit forces prematurely to defend the Malvinas, or should they hold them back for later use in Antarctica? One need not look at the campaign in very much detail before arriving at an answer.

Immediately after the invasion, the Argentine Army withdrew their crack units from the Malvinas and replaced them with poorly trained conscripts. This was hardly the course of action a prudent tactician would take if his intention was to hold the islands. The large and capable Argentine Navy likewise quit the field of battle early on in the conflict. Indeed, after the controversial sinking of the cruiser *General Belgrano*, the navy no longer took an active role in the battle. Even the Air Force, Argentina's main striking arm of the military, was not fully committed. Only a small number of first line aircraft had the range to perform strikes in the Malvinas and return to base.

In the final analysis, the Argentineans were defeated not so much by the British, as by their own strategic decisions. Their conscripted ground units had performed well against elite British paratroopers and Commandos. The Argentine Air Force, even performing at the limits of its operating range had hit or sunk almost half of the British warships. Even Argentina's navy, which had decided to retire rather than become decisively engaged, had its share of success. Therefore, one must conclude that the Argentine military deliberately chose not risk its forces in what it believed to be a secondary theater.

The first two phases of the plan were simply an effort to secure the flanks. This third phase involved the actual landing of troops in Antarctica. There is little doubt that had Argentina been able to secure the Beagle Channel and Malvinas Islands, the task of placing a military presence on Antarctica would have been far easier.

Phase One would have blocked Chilean access to their Antarctic territory. Phase Two, transforming the Malvinas Islands into an "unsinkable aircraft carrier" would have made outside interference by the United Nations exceedingly difficult. With the Malvinas and South Georgia Islands under Argentinean control, any naval force entering the region would immediately become vulnerable to land based air attacks.

High Detail Map of the Antarctic Peninsula

 Indicates Argentine Beachheads

**Task Force
Invasion Route**



THE OSLO COMMUNIQUES

Following the return of a Norwegian research team from the Antarctic Peninsula, a press conference was held by the scientific community in Oslo. The main topic of discussion was the surprising discovery of oil on the Antarctic Peninsula. Few details were immediately released and the initial announcement was ignored. However, as more information concerning the “find” was made available, the statements took on a global significance. Indeed, the statements released over the wire came to be known as the “Oslo Communiques.” They became famous overnight as the root cause for a growing international crisis.

OIL AND THE MAKINGS OF A NEW CONFLICT

At the request of the UN General Secretary, a commission of geologists, seismologists and oil industry representatives was created. The commission’s job was to travel to Antarctica and confirm the early Norwegian reports. After several weeks on the ice, the Norwegian team’s conclusions were verified. The commission reported finding numerous hydrocarbon “lakes” along the Antarctic Peninsula. The exact size of the find was as yet undetermined although seismic testing estimated at least five reservoirs of oil to be in the five billion barrel range. If the estimations turned out to be correct, the Antarctic find would approximate the current amount of proven reserve in the United States, including Alaskan fields.

The “Oslo Communiques” went on to announce that even using standard extraction techniques the Antarctic oil deposits could become commercially viable within five years. Leading industry analysts predicted even a shorter period of time provided that state of the art drilling equipment was introduced. Extraction would be facilitated by the compressed nature of Antarctic fields. High underground pressure would make oil recovery that much easier. It was optimistically forecast that the Antarctic fields would have an extremely short “well to sell” production period.

THE MARKETS REACT

The timing of the Oslo announcements caught the world as well as the Argentinean military by surprise. The net effect of all the media attention on the Antarctic was to cause the Argentines to step up their preparation. The operation would have to go forward earlier than scheduled as world reaction to the announcements grew.

Market traders in petroleum issues immediately began to see the share price of oil stocks decline. When the European and Asian markets opened, stock in major oil conglomerates was off 15% and dropping steadily. By mid-day, North Sea crude was down to \$12 a barrel and trading had been halted. On Wall Street, traders in the oil pit were becoming particularly frantic. Prices were plummeting out of sight on loose talk of “blood in the streets.” Program trading kicked in and within hours a herd mentality had overtaken the exchange. Stock in the majors rebounded near the close but the second tier oil companies had been hard hit by the drop in share price.

The drop in oil prices had created a snowball effect on the world’s financial markets. But as long as the Antarctic Treaty prohibiting commercial drilling was enforced the oil would remain in the ground. Given time, the price would soon stabilize. The State Department was in the process of drafting a diplomatic note to the UN General Assembly when it learned that Argentina had disembarked several thousand combat troops along

the Bransfeld Straits. An embarrassed CIA official was later to admit that most government officials first learned the news from watching CNN (the Cable News Network).

PHASE THREE: ARGENTINA INVADES THE ICE CONTINENT

It soon became evident that a major operation was underway in the Antarctic. Aside from some sketchy reports, very little was coming out of tight-lipped officials in Buenos Aires. Most were unavailable for immediate comment, but rumors persisted in labeling the operation as an emergency rescue of scientists trapped on an ice flow. It would take a couple of hours before a U.S KH-11 (Keyhole) spy satellite could have its trajectory path altered to a polar orbit. In the meantime, the U.S. abruptly summoned the Argentine ambassador to the State Department to help “clarify” the situation.

The major impact of the crisis landed not in the United States, but in the former Soviet Union. The Russian republic had hoped to utilize its own oil exports to generate hard currency. With the drop in oil prices, restructuring the economy would have to wait. Caught in the middle of its capitalist conversion, Russian economic advisors were forecasting extreme consumer shortages. With oil headed for less than \$10 a barrel, the Russian republic would not produce the revenue needed to purchase foodstuffs abroad.

RUSSIA THREATENS INTERVENTION

Throughout the crisis Russia was fortunate to have a source capable of real time intelligence. A Soviet satellite was already in position over the Antarctic as part of the revamped MIR Space Station program. The satellite began relaying photographic intelligence back to the orbiting station which in turn sent the information below. In a strongly worded statement, not couched in usual diplomatic language, the Russian republic called on Argentina to withdraw its military forces. Simultaneously, a note was passed to the U.S. embassy in Moscow alerting the U.S. military that nuclear vessels of the Baltic fleet were powering up their reactors.

Less than 10 hours later, the first statement from Buenos Aires was released to news organizations. The statement confirmed that elements of the Argentine military were in the process of conducting exercises off the Antarctic Peninsula. Despite having been party to the 1959 treaty, Argentina was asserting its legitimate right to that part of Antarctica it considered sovereign territory. It further warned members of the United Nations to stay out of its internal affairs. Foreign nations were counseled against any action which could be construed as aggressive or likely to cause damage to the region. The status of foreign citizens stationed on the sovereign territory of Argentina would be open for review. Aircraft and naval vessels present in the region were directed to leave the area immediately or risk confiscation.

ALWAYS THE LAST TO KNOW

As U.S. satellites completed their orbital maneuvering, intelligence was slowly becoming available to the Pentagon. So far the data showed Argentina in the process of conducting a large scale operation along the Antarctic Peninsula. Infrared imagery was detecting emissions from all along the coast. Tell-tale heat plumes at sea were indicating naval vessels transitting the area at high speed, not showing much concern for submerged drift ice.

Covering the landing force were Argentina's Colossus class aircraft carrier, *Veinticinco de Mayo*, and several ex-U.S. Fletcher class destroyers. The initial landings had gone off without a hitch, benefiting from an unusually calm sea state. Floating ice had caused the larger ships to remain well away from the landing areas but overall the weather conditions were excellent. The low winds were a welcome change from the usual gales which often made life miserable for antarctic travellers. Temperatures in the region were almost balmy by Antarctic standards.

During the initial phase of the operation only two A-4 Skyhawks were lost, both to non-combat related causes. The decrepit *Veinticinco de Mayo* continued to suffer from the same engineering problems that plagued it during the Malvinas conflict. This mechanized arthritis made it impossible for the vessel to generate more than 20 knots. With no catapult and low winds, taking off from the short deck was a challenge. One Skyhawk from the 3 *Escuadrilla de Caza y Ataque* crashed into the sea when it stalled after takeoff. A second was lost when the pilot became disoriented in "white out" conditions while on a low level reconnaissance run. Neither pilot was rescued.

A BEACHHEAD IS ESTABLISHED

Unknown to the photo interpreters, a full brigade of arctic-trained marines had been disembarked at several key installations along the Bransfield Straits. In addition, Argentina's elite "*Marina Antartida*" had been airlifted to the mainland. British radio operators on Deception Island were able to fill in some details and reported that portable SAM systems and light tractor vehicles were being brought in. Tons of supplies followed up the initial landings, sling-loaded from UH-1s or dropped by parachute from C-130s. Finally, the 601st and 602nd Commando Companies had been inserted by Argentine Type 209 submarines at various points along the coast.

Within days, a series of semi-permanent outposts had been created capable of sustaining some 4,000-6,000 troops. The Argentine operation had been a complete success, reflecting the training done since the Malvinas campaign. The hard lessons learned on the peat soil of Port Stanley were paying off. While the streets of Buenos Aires were alive with celebration, the Argentines themselves were about to be surprised. In the midst of the drunken revelry came a word of warning from Santiago.

CHILE SPRINGS A SURPRISE

In direct violation of Article I of the Antarctic Treaty, Chile had for months been stationing armed security detachments at its research installations. While the number of personnel involved was militarily insignificant, it did create a support infrastructure able to be rapidly expanded if necessary. Chile already had several hundred men distributed among its installations when the Argentines first landed. These troops were equipped with rudimentary air defense weapons and a number of light vehicles. When the Argentines publicly announced their on-going operation, the Chilean government quietly affirmed their intention to fight if attacked. In a back channel communication, more bravado than fact, the Chileans presented Argentina with their *fait accompli*.

At the same time, the message was clear that Chile would not initiate hostile action unless fired upon. The government would respond to Argentine aggression in Antarctica but was not interested in expanding the conflict to the South American mainland. For this

Antarctic Long View Base Scene



reason, Chile had chosen not to mobilize forces along the mainland border. However, if Argentina was intending on annexing the Antarctic Peninsula, Chile would have no choice but to defend the validity of its own claims with force.

In the Oval Office, a stoic president was on the phone with his Chiefs of Staff. A precautionary military response would have to be drafted should the Russians decide to act unilaterally. The problem faced by the United States was that any time given to negotiation also allowed the Argentineans additional time to strengthen their positions. Already, additional shipping belonging to ELMA, the state-run maritime line, had been spotted leaving port bound for the Antarctic.

The Russians, on the other hand, appeared unwilling to wait for diplomacy to settle the matter. With winter coming and domestic grain supplies low, the Russian Republic was counting on receiving a fair market price for its oil. If the diplomats could not solve this impasse, the Baltic fleet was capable of sailing within days.

THE U.S. CONSIDERS ITS OPTIONS

The President realized that without an official authorization from the UN, getting Congress to go along with military action was unlikely. Even with authorization the United States would find itself in the unenviable position of being the primary means of ejecting the Argentines. Ironically, the only method of demilitarizing the Antarctic now appeared to be by using military force. The General Assembly deliberations had gone towards giving diplomacy another chance. However, with Russian attack submarines being tracked moving into the region, time was growing short.

The determination of the Russian leaders to go to war with Argentina was becoming obvious to the men in the White House. The consensus within the administration was that like it or not, the United States must move to resolve this crisis. The Monroe Doctrine, warning against outside interference, was not about to be repealed. As Congress wrestled with its conscience, the President made the two most important phone calls of his political life.

The first call went to the Russian President and his parliamentary officials informing them of the U.S. decision to commit forces to the region. The Russians were advised that their military forces would be “unwelcome” and unnecessary. Furthermore, a sortie by the Baltic fleet would could potentially affect future decisions regarding Western aid packages. The United States would undertake the solemn pledge to immediately provide whatever emergency aid was deemed necessary.

The second call went to the Joint Chiefs with the President's decision to begin deploying United States naval forces to the region. Within hours, two battle groups made up of the aircraft carriers *USS America* and *USS Kennedy*, and their escort vessels, had been alerted. These vessels, already at sea, were redeployed for the long trek south. While the bulk of U.S. ground forces, including RO/RO (Roll on-Roll off) supply ships would not arrive for weeks, naval and air power would at least be on station. The advance positioning of air power could be used to prevent the Argentines from consolidating their position.

ARGENTINA STRIKES THE FIRST BLOW

In the interim, the President was hoping to take his case to the American people. By relying on his skills of persuasion, he believed he could convince Congress to authorize his plan. As it turned out, he need not have concerned himself. The crisis finally turned into a shooting war when Argentine A-4Q Skyhawks from the *Veinticinco de Mayo* conducted a series of raids on Chilean research stations. The airstrikes coincided with commando teams being put ashore by the Argentine submarine, *San Luis*.

A number of scientists and civilian personnel were killed in the bombing. The survivors began broadcasting emergency pleas for help over short-wave radio. Chilean officials immediately lodged a formal protest in both Argentina and New York. Branding the Argentine action as international terrorism, Chile called on all peace-loving nations of the world to come to its aid. Under the terms of the 1947 Inter-American Treaty of Reciprocal Assistance (Rio Pact), members were obligated to assist other member nations in time of crisis.

Following the airstrikes, the Congress found itself morally compelled and legally justified in approving the President's request for military action. A joint statement outlining U.S. intentions was quickly drafted and sent to both Argentine and Chilean representatives in Washington. The statement was careful to avoid appearing as a declaration of war but made it clear that force would be used to eject all military forces from the region.

The Argentines were warned to expect imminent hostile action by U.S. air and naval units if they did not immediately begin withdrawing their forces from Antarctica. In addition, the Argentine government would be accountable for any environmental damage done by the United States during the course of the conflict.

The Chilean government was also warned to begin withdrawing its forces. The United States was not going to assist Chile defend its sovereignty in the Antarctic as long as it was in violation of the Antarctic Treaty. Rio Pact or no, as far as the U.S. was concerned, both were equally responsible for any continuation of the crisis.

OPERATION "FROZEN PUNCH"

Lacking any formal reply from Argentina to the Congressional statement, the President ordered naval and land units to commence operations. The words "Frozen Punch," burst transmitted from the Pentagon, put fighter aircraft from two battle groups in motion. A cloud of gunships and transports headed for the mainland. In a carefully orchestrated battle plan, gunships and their support elements landed at numerous British installations. Ground crews began setting up their maintenance and resupply facilities as pilots gathered for their first mission briefings.

PHILIPPINE SCENARIO

HISTORICAL BACKGROUND EUROPEANS “DISCOVER” THE PHILIPPINES

The great explorer Ferdinand Magellan firmly planted the Spanish flag on the Philippine Islands in 1521. So firmly, in fact, that despite over 100 separate revolts, the Spanish maintained their occupation of the islands for over 377 years. In 1565, the first permanent Spanish settlement was founded by Miguel Lopez de Legazpi on the island of Cebu. Legazpi and the Spanish settlers who followed named the 7,107 islands of the archipelago Las Filipinas, after their King, Philip II. Manila was made into a trading port where oriental silk and jade were exchanged for Mexican silver.

Trade passing through the Philippines only benefited their Spanish masters for centuries and a seething discontent lurked just below the surface of Filipino society. The average Filipino, kept impoverished by colonial overlords, yearned for independence.

WORLD WAR II

The United States acquired the Philippines as a result of the Spanish American War at the turn of this century. During World War II, the Japanese looked upon the Philippines as a gateway to the south Pacific. In the days following Pearl Harbor, the Japanese Army overran the Philippines as part of their Pacific sweep in 1941. The United States was quickly thrown out, replaced by Japan which promised the Filipinos partnership in their new Asian Co-prosperity Sphere. After stripping away the propaganda, Japan's co-prosperity only worked to Japan's benefit.

Once again, occupation by a foreign power inspired a sense of common resistance among the people. The Filipinos took to the jungles and were able to harass the Japanese for the remainder of the war. Unable to force a decisive engagement with the guerrillas, the Japanese Army was forced to evacuate the interior countryside.

Filipino Communists created the “Hukbo ng Bayan sa Hapon” (People's Army to Fight Japanese), arguably the most successful of all Philippine guerrilla forces. The Huks put the Japanese garrison on the defensive even though little in the way of outside support was reaching the islands. The garrison was increased to almost 350,000 men during the war and was still unable to contain the Communist guerrillas.

PHILIPPINE INDEPENDENCE

Following the war, the Philippine Republic was established as an independent nation in 1946. This time, the United States was solidly behind the move towards independence. After hundreds of years of foreign domination, the people of the Philippines finally had control of their own destiny. Not everyone was happy about the creation of a new republic. From the beginning, the Communist “Hukbalahap” movement was dissatisfied with the government's policy for land redistribution and taxation. It began a rebellion using the same guerrilla tactics it had used against the Japanese. This successful campaign was able to elude and combat government forces for ten years before being contained.

The Huk insurrection was a virtual preview of combat tactics that the U.S. would come to face in South Vietnam. The Philippine Army alienated the people by essentially making the entire country a free-fire zone. It practiced random acts of brutality which failed to cow the Communist guerrillas into submission. The government's ground-based

“search and destroy” tactics lacked air mobility and usually turned up little. The only thing the government was able to show for its effort were enemy dead; so success came to be measured in body counts.

It was not until the Ramon Magsaysay became Minister of Defense that the tide turned against the Communists. Magsaysay began training the Army to concentrate on winning popular support as its first battle. Only then, did it begin to gain the upper hand. By 1954, the Huk Communists had been soundly defeated by a combination of military and economic reforms. With its leadership dead or imprisoned, the movement was crushed. The remaining guerrillas faded back into the mountainous interior of Luzon.

In 1962, however, the guerrillas were able to stage a comeback after the Philippine government seized the Sabah province of northern Borneo. Malaysia, which also claimed the territory, was distrustful of future Philippine intentions and began funneling Libyan arms to the insurgency.

By 1964 the Huk movement was rapidly regaining its strength with Libyan assistance. A new military wing of the Huk movement was created, the “Hukbong Magapalaya Nang Bayan” or New People’s Army. The NPA relied on tactics similar to those used by the Viet Cong such as assassination and abduction. Military operations were limited to attacking poorly defended government installations and unarmed civilian targets.

MARCOS: THE FILIPINO “MAXIMUM LEADER”

The Philippine government was eventually able to suppress the NPA but never bring them to a conclusive battle. At the same time, insurgency spread to the southern islands where the Communist leaders were able to take advantage of Moslem hostility towards the Christian government in Manila. An estimated 20,000 deaths were recorded in this most recent round of fighting. The government, which had been headed by Ferdinand Marcos since 1965, was forced to declare “martial law” in 1972. Marcos called the institution of martial law the “last desperate step” in combating Communist insurgency. His political opposition saw martial law as a means of ensuring dictatorial rule.

The Marcos regime was rife with corruption and despotism but it was backed by the United States because of its professed anti-Communist stance. In fact, the Marcos dictatorship was only slightly more opposed to communism than it was to democracy. Marcos often proclaimed the dangers of communism most stridently when he was actively seeking U.S. foreign aid. In the midst of the Cold War the United States was willing to look the other way. After all, the leasing agreement to Clark Air Force Base and Subic Bay naval yard was dependent on Marcos’ continued good will.

Having bases in the Philippines was a tremendous benefit to military strategists but politically they were an albatross. The United States was being held captive to the continued goodwill of the Marcos government. Another drawback was that by supporting the repressive Marcos regime, an inordinate amount of open resentment was directed at the United States.

The Soviet Union was perfectly willing to capitalize on this hostility. Its propaganda effort portrayed Americans as evil imperialists. Under communism, the “have-nots” would benefit from a redistribution of property from the wealthy. This powerful message found a receptive audience in the Philippines, fast becoming a country of “have-nots.”

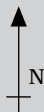
Low Detail Map of the Philippine Islands

PHILIPPINES

■ Indicates Moslem
Occupied Territories

Central Highlands
NPA Controlled

0 100
Statute Miles



Palawan

Manila

Luzon

Leyte

Panay

SULU SEA

Mindanao

Edwin
Air Base

Malaysia

Following the Vietnam War, arms and equipment were funneled directly from the Soviet Union or through one of its allies. The Communist line was well-received and the islands proved to be fertile ground for recruiting new cadre members. Even though martial law had been lifted two years earlier, opposition to Marcos continued to gather political strength.

A POLITICAL MURDER CAUSES NATIONAL TURMOIL

The murder of Benigno Aquino, his chief political rival, only made matters worse. With the country rapidly falling apart, Marcos made a stunning announcement that he would hold national elections in the near future. It is likely that he planned to reinstate “martial law” convinced he would win an election day mandate.

In a thoroughly rigged election held in 1986, Marcos claimed 55 percent of the popular vote. The opposition leader, Corazon Aquino, and her running mate Salvador Laurel had the support of much of the business community. Mrs. Aquino’s platform of non-violence had made her a sentimental contender for public office in the wake of her husband’s assassination.

MARCOS WINS A SHAM ELECTION

The National Assembly declared Marcos the victor but in truth Cory’s opposition Laban party had won the election by a considerable margin. Armed Marcos thugs stole ballot boxes and padded the returns in favor of their candidate. So when the extent of the election fraud was revealed, it came as no surprise that Marcos denied it. He refused to step down from office and threatened to reinstate martial law if the protests continued.

KEY OFFICIALS DESERT MARCOS

In the end it was not the Communist threat which caused the overthrow of the Marcos, but his own military leaders. Defense Minister Enrile and Chief of Staff General Fidel Ramos, announced that they could no longer in good conscience support Marcos and acknowledged that the election had been a sham. The two former Marcos men gathered support from other rebel factions within the military and holed up inside a military camp near the palace.

Corazon Aquino’s people power came to their rescue in the early hours of the rebellion when Marcos loyalists were prepared to crush them. Tens of thousands of ordinary civilians surrounded the rebel troops in an effort to protect them with their lives. It was an ironic turn of events, here unarmed civilians were having to defend heavily armed

MARCOS “ABDICATES.” A HOUSEWIFE STEPS IN

When at last Marcos saw the writing on the wall, it would be American helicopters that would whisk his family to safety. After the rebel gunships shot up the Hueys, there was no longer an Air Force loyal to Marcos. Dressed in the yellow scarves which had come to symbolize Cory Aquino’s Laban party, people power had won the day. They had protected the rebel soldiers and dared regime to open fire on them. With the help of Enrile and Ramos, Mrs. Aquino took her rightful place as the President of the Philippine Republic on Feb. 25, 1986.

The Aquino administration was immediately faced with a host of political and financial difficulties. While the Aquino presidency took a number of positive steps towards reform, many inside the government accused her of being politically naive.

Political prisoners were freed and leftist guerrilla leaders were engaged in negotiations. The military was especially displeased at the concessions offered to the Communist insurgents. Even though Marcos died in 1989 while exiled in Hawaii, the administration continued to face opposition from Marcos loyalists.

In the six years since taking office, Corazon Aquino has survived at least seven attempted coups. Her administration has been embarrassed by serious political defections. In fact, the former Vice President resigned to head an opposition party. Even among her supporters, the government's inability to deal with domestic problems has led to political infighting. With the departure of United States forces in the wake of the 1991 eruption of Mt. Pinatubo, the future of the democratic process in the Philippines is uncertain.

Weakened by internal conflict and politically divided, the Philippines appear ripe for civil war. There are simply too many armed groups on the islands operating in the absence of a strong central government. The Filipino military, which has in the past been used to quell civil disruption, is currently a divided institution. Many in the officer corps have old scores to settle and their present loyalties are questionable.

COMMENTARY

The real danger to the future of Philippine democracy lies in the nation's failed economy. The utter poverty which grips most Filipinos merely provides insurgent groups with an angry populace waiting to be mobilized. Unless the lives of the ordinary Filipino citizen are improved, the dissatisfaction that leads to insurgency will not only remain, but grow.

Coupled with a lack of progress on the economic front, the government is also unable to curb terrorist activity. Under the Marcos regime, the nation was well equipped by the United States to deal with conventional outside threats. However, it is still not able to effectively deal domestically with unrest nor curb the rampant banditry in rural areas. Even today, roaming bandits make travel in certain areas hazardous.

Religious differences have also been the cause of past unrest. Even under the Aquino administration, few attempts were made to assimilate the Moslem minority into the devout Roman Catholic majority. Moslem separatists in the southern islands have received military aid and technical training from Libya. The Moslem insurgency has been behind some of the bloodiest fighting on the islands. With the removal of U.S. forces outside assistance to these groups will almost certainly increase.

The newly adopted constitution requires Corazon Aquino to step down from office in 1992. Future presidents will be elected for a maximum term of six years in office. As this manual goes to press in mid June 1992, the returns from the recently held elections have not been fully tabulated. Filipino voters had a field of seven candidates to choose from, none of whom could be considered clear favorites.

Fidel Ramos will most likely emerge as the winner but with less than 30 percent of the vote. If in fact Ramos wins, he will inherit a nation with 70 percent of its population living in poverty. It remains to be seen if this former military man can defeat the NPA in the political arena. Effective economic reform in the Philippines will not be achieved

without cost. To induce the necessary sacrifice from the people, Ramos may be required to institute measures best described as authoritarian. He will be sorely tempted not to follow the example of other dictatorial regimes, booming economies at the expense of human rights.

Under the logic of this scenario, the Philippines will have come full circle. An authoritarian government will once again find itself locked in mortal combat with the NPA insurgency. History may record the well-intentioned Aquino administration as just a brief interlude before the resumption of fighting.

SCENARIO NARRATIVE

The succession of civilian governments in the post-Aquino era has been unable to correct the nation's domestic problems. Despite noble and sincere attempts to raise the standard of living, unrest has flourished. Thinking to regain their former prominence, high ranking military officers have chosen to use military forces in inappropriate circumstances. This has only served to make a bad situation worse.

Opposition groups, including former military officers, Moslem fundamentalists and NPA Communists, have unleashed their forces. With the Americans gone since Mt. Pinatubo closed Clark Air Force Base, the Philippine government is ripe to fall.

THE NPA STRIKES

The New People's Army is at the forefront of this move to overthrow the government. Having been almost destroyed in the 1970s, the NPA has been able to shed its former image as merely an illiterate rural insurgency. Embraced by urban intellectuals, the movement has drawn financial support from the middle class. Equipped with an array of small arms weapons, mortars and light vehicles, the NPA has staged a major drive across central Luzon. The guerrillas have infiltrated out of the central mountain region and pushed to within 25 miles northeast of Manila.

A second column of NPA has been reportedly moving down the coast road south from Lingayen Gulf. This force is believed to contain armored vehicles in addition to a few confiscated air defense weapons. Government pilots returning from attacks on these troops are reporting that their threat indicator lamps glowed continuously. Some junior pilots are actually refusing to fly low level, ground support missions.

Caught off guard by the intensity of these attacks, government troops are reeling back towards the capital. Battalion commanders on the ground are screaming for helicopter gunships to provide tactical air support since fixed wing aircraft have largely abandoned ground troops in the field. The mountainous terrain of central Luzon has made it difficult for pilots to locate SAM batteries and guerrilla troop concentrations. Instead, government pilots have been content to stage airstrikes on suspected rebel villages where the air defense is negligible limited to small arms fire.

A PHILIPPINE JIHAD?

In order to keep additional government forces from reinforcing the capital, the NPA has been in contact with Moslem guerrilla groups on the southern islands. In order to entice these groups to join the fight, Communist leaders have dangled the carrot of an independent Moslem state. Knowing a good deal when they see one, the Moslems have quickly agreed.

The Moslem guerrillas are somewhat better equipped than their NPA counterparts on Luzon. Libyan arms shipments to their brethren have been reaching the islands undetected for months. With these weapons, they have overrun Edwin Andrew Air Force Base in Zamboanga city on Mindanao. Storming the air base has given the Moslems access to a substantial amount of government weapons. However, by concentrating at the air base, the guerrilla forces are now vulnerable to air attack.

No one is quite sure how many government aircraft have been captured on the base. Several helicopters have already been shot down while trying to find out. Some of the captured aircraft must still be combat-worthy however, since transmissions have gone out from the base requesting "volunteer pilots" be sent from Libya. The Philippine government has made Edwin AFB a priority target before these mercenaries can arrive.

Back in Manila, a crisis atmosphere has given rise to outbreaks of looting. Rumors have been circulating about the NPA's forced exodus of urban dwellers to the countryside. The plan is almost an exact copy of the atrocities committed by the Khmer Rouge on the people of Cambodia. Panic evacuations from the city following these rumors have hampered military deployments. Journalists have lent credence to these rumors by publishing photographs of mass graves being dug on the outskirts of the city. Many top air force officers have left their commands to join their families and overseas bank accounts.

THE U.S. RESPONDS TO A PHILIPPINE REQUEST

Because their own air force is almost paralyzed, Philippine officials have requested that the United States provide air support to their units in the field. The State Department has tentatively responded to the request because of the impending fall of Manila. The President has authorized naval and marine forces belonging to the 7th Fleet to begin moving into the region. Voicing humanitarian concerns, the administration has authorized air operations in support of Filipino troops.

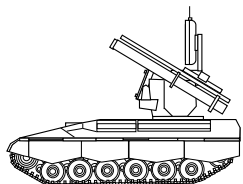
Aboard the nuclear powered *USS Midway*, the flight deck is a blur of activity as the "fast movers" are readied. The *Midway* battlegroup is the first to take up station off the east coast of Luzon. Morning muster assembles the flight crews in their briefing rooms as the Air Tasking order is prepared. The "Ready Five" guys have already been flown off to assist the Combat Air Patrol providing cover for the helicopter shuttle to the mainland.

3. NEW WEAPONS AND EQUIPMENT

THE OPPOSING FORCES

AIR DEFENSE MISSILES

Roland-2 SAM

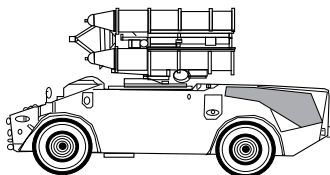


ROLAND-2 SAM

The Roland-2 is an all-weather SAM designed to provide low level air defense for mobile ground units. These two-stage, solid fuel missiles were used by Argentina in 1982 to defend Port Stanley. The system uses a pulse-Doppler radar to acquire targets. Targets are then tracked either optically or by radar.

Weight:	32.5 tons	Main Gun:	None
Crew/Pass:	3/0	Missiles:	Roland 10
Engine:	None	Sec Gun:	None
Speed:	70 KPH	Aarmor:	Light

Crotale Mobile SAM

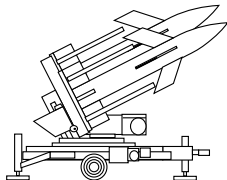


CROTALE MOBILE SAM

The Crotale is currently in service with Chile. The complete system consists of an acquisition vehicle and firing vehicle. This J-band monopulse radar guided missile is designed to intercept targets at altitudes as low as 50 meters.

Weight:	14.9 tons	Main Gun:	None
Crew/Pass:	2/0	Missiles:	Crotale-4
Engine:	None	Sec Gun:	None
Speed:	70 KPH	Aarmor:	Light

Tigercat SAM

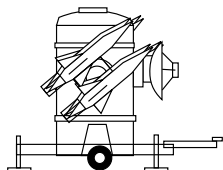


TIGERCAT SAM

The Tigercat is the land based version of the naval SeaCat SAM. It is mounted on a triple rail launch trailer with an off set radar command vehicle. An operator can also track a target optically and guide the missile by use of a joystick.

Weight:	138 lbs	Main Gun:	None
Crew/Pass:	5/0	Missiles:	Tigercat-3
Engine:	None	Sec Gun:	None
Speed:	Towed	Armor:	None

Rapier SAM

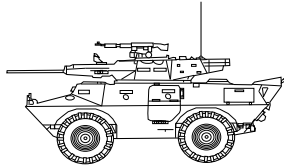


RAPIER SAM

The Rapier is a two stage, solid propellant SAM. It relies on visual LOS command for guidance or can be laser directed using the Ferranti Type 629 system. The missile is known for being able to physically impact a target. Therefore, a much smaller warhead (1.1 lbs) is required to disable or kill opposing aircraft.

Weight:	14.0 tons	Main Gun:	None
Crew/Pass:	2/0	Missiles:	Rapier-4
Engine:	None	Sec Gun:	None
Speed:	48 KPH	Armor:	Light

V-150S Commando



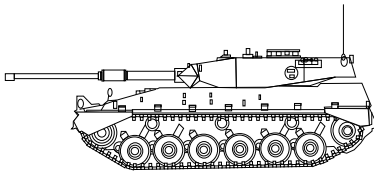
GROUND VEHICLES

V-150S COMMANDO

The V-150S is a 4X4 APC mounting a 25mm main gun. This vehicle is the standard production model although the chassis has been retrofitted with numerous turret configurations. The Philippine Republic took delivery on 25 V-150S in 1987.

Weight:	10.8 tons	Main Gun:	25mm Chain Gun
Crew/Pass:	5/0	Missiles:	None
Engine:	202hp Diesel	Sec Gun:	2x 7.62mm MG
Speed:	88 KPH	Armor:	Light

TAM tank

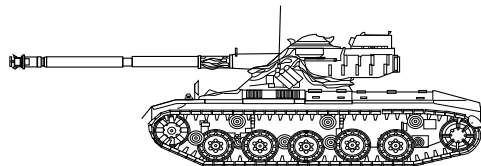


TAM TANK

The TAM (Tanque Argentino Mediano) is produced in Argentina under a West German licensing agreement. It has a sloped turret placed well to the rear of a Marder MICV chassis. A turret mounted 7.62mm MG is the vehicle's sole means of air defense. The TAM is the main battle tank of the Argentinean armored corps.

Weight:	32.5 tons	Main Gun:	105mm L7A3
Crew/Pass:	4/0	Missiles:	None
Engine:	740 hp Diesel	Sec Gun:	2x 7.62mm MG
Speed:	75 KPH	Armor:	Medium

Kurassier Tank Destroyer

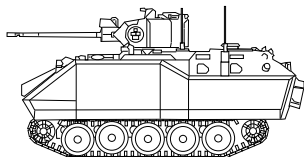


KURASSIER TANK DESTROYER

This Austrian-made light tank is based on a low silhouette Saurer APC chassis and can withstand frontal hits from up to 20mm ammunition. The conical turret houses a laser range finder and is similar in appearance to the AMX-13. There are almost 200 of these vehicles currently in service with Argentina.

Weight:	17.7 tons	Main Gun:	SK 105mm
Crew/Pass:	3/0	Missiles:	None
Engine:	320 hp Diesel	Sec Gun:	2x 7.62 MGs
Speed:	65 KPH	Armor:	Light

FMC Armored Infantry Fighting Vehicle

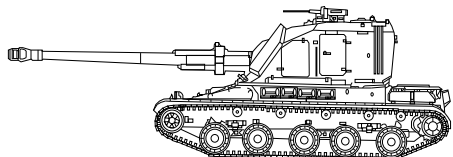


FMC ARMORED INFANTRY FIGHTING VEHICLE

First produced in the early 1970's, the FMC AIFV is somewhat slow by today's standards. The Philippine military has purchased a number of these vehicles retrofitted with a 12.7mm MG instead of a cannon. A polyurethane core has been incorporated into the vehicle's armor to increase buoyancy.

Weight:	13.7 tons	Main Gun:	Oerlikon 25mm
Crew/Pass:	3/7	Missiles:	None
Engines:	264 hp Diesel	Sec Gun:	1x 7.62mm MG
Speed:	60 KPH (road)	Armor:	Light

155mm GCT SPA

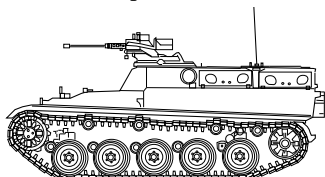


155MM GCT SELF-PROPELLED ARTILLERY

This French built vehicle is basically a 155mm howitzer mounted on an AMX-30 MBT chasis. The gun has an average ROF of 8 rpm and can engage targets out to 21,000 meters. Gunship 2000 assumes Argentina has purchased the GCT to replace its current inventory of 155mm SPAs, also of French manufacture.

Weight:	41.9 tons	Main Gun:	1x155mm Gun
Crew/Pass:	4	Missiles:	None
Engines:	720 hp Multi	Sec Gun:	1x7.62mm
Speed:	60 kph	Armor:	Light

AMX-VTP (Vehicule Transport de Personnel)

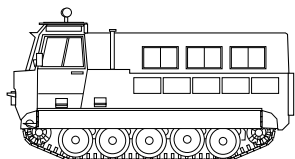


AMX-VTP (VEHICULE TRANSPORT DE PERSONNEL)

The AMX-VTP has recently been redesignated AMX-VCi (Vehicule Combat d'Infanterie). The VTP suffers from a lack of amphibious capability and egress ramp. Passengers must exit through two rear doors. Although the VTP is still being produced in Argentina, most of these vehicles are being gradually phased out.

Weight:	16.5 tons	Main Gun:	1x 12.7mm MG
Crew/Pass:	3/10	Missiles:	None
Engine:	280 hp Diesel	Sec Gun:	None
Speed:	65 kph	Armor:	Light

Snow Cat

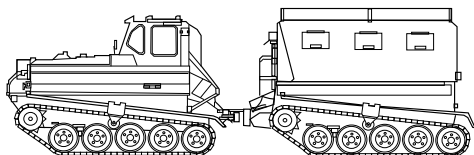


SNOW CAT

The Snow Cat vehicles in *Islands & Ice* are generic and based on a Swedish design, the LHD Bv202. These vehicles were designed with cross country performance in mind. In open snow, the tread width disperses the vehicle's weight uniformly. These vehicles are perfect battle taxis though cargo space is limited.

Weight:	4 tons	Main Gun:	1x 7.62mm MG
Crew/Pass:	2	Missiles:	None
Engines:	91 bhp Petrol	Sec Gun:	None
Speed:	65 kph	Armor:	None

Arctic Cat



ARCTIC CAT

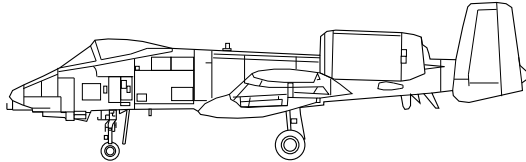
The Arctic Cat combines the cross country performance of a Snow Cat with the ability to haul additional supplies. The extra cab can be used to transport stretcher cases or ammunition as well as towing light artillery pieces.

Weight:	4.6 tons	Main Gun:	1x 7.62mm MG
Crew/Pass:	2/8-10	Missiles:	None
Engine:	91 bhp Petrol	Sec Gun:	None
Speed:	62 kph	Armor:	None

AIRCRAFT

"FRIENDLIES"

A-10A "Thunderbolt II"

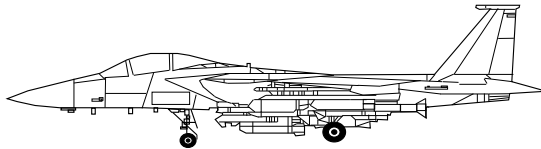


A-10A "THUNDERBOLT II"

Affectionately known as the "Warthog," the A-10A was designed in the early 1970s. The plane was literally built around its main gun, the 30mm "Avenger." The "Avenger" is the most powerful gun ever mounted on an aircraft. Purpose built as a front line ground attack aircraft, the A-10A features extensive armor for enhanced system survivability.

Weight:	17 tons	Main Gun:	30mm, 1174rds
Crew/Pass:	1/0	Missiles:	Maverick, Paveway
Engine:	two 9,065 lb st		
Max Speed:	376 kts	Weapon Load:	7.3 tons

F-15E "Strike Eagle"

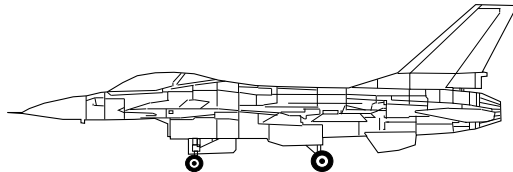


F-15E "STRIKE EAGLE"

The F-15E is a two-seat dual-role version of the F-15C Eagle air superiority fighter. The "Strike Eagle" is capable of heavy ordnance attack missions in day or night while, retaining its proven air-to-air capability. The first F-15E's were handed over to the USAF in 1988.

Weight:	25.5 tons	Main Gun:	20mm, 520rds
Crew/Pass:	2/0	Missiles:	Maverick, Sparrow
Engines:	two AB 23,850 lbs st		Sidewinder
Max Speed:	800 kts	Weapon Load:	11.1 tons

F-16C "Fighting Falcon"

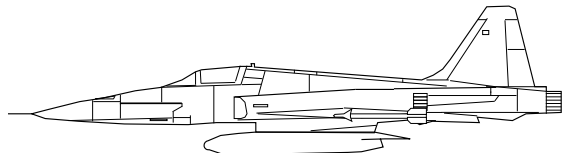


F-16C "FIGHTING FALCON"

The "electric jet" (so called because of its fly-by-wire systems) is a dogfighter's dream. It's highly maneuverable and possesses a tight flight envelope. It is extremely capable as an attack craft and an F-16 derivative is slated to succeed the A-10.

Weight:	19.2 tons	Main Gun:	20mm, 515rds
Crew/Pass:	1/0	Missiles:	Maverick, Sparrow
Engine:	one AB 23,850 lbs st		Sidewinder
Max Speed:	792 kts	Weapon Load:	5.4 tons

F-5 "Tiger II"



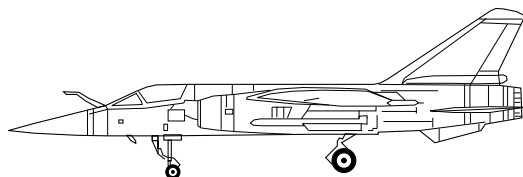
"BOGIES"

F-5 "TIGER II"

Developed for export by Northrop, this single seat fighter is widely used by Third World nations. The F-5 is an economical, simple fighter which lacks modern avionics. It is currently used by the USAF to outfit their "aggressor" squadrons.

Weight:	11.1 tons	Main Gun:	2xM39 20mm guns
Crew/Pass:	1/0	Missiles:	Sidewinders
Engines:	5000 lbs st		
Speed:	510 kts	Weapon Load:	3.1 tons

Mirage F-1C

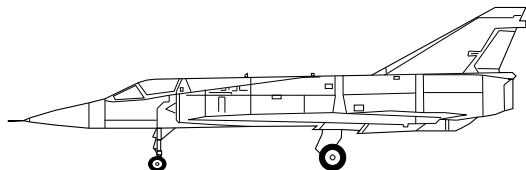


MIRAGE F-1C

The French built F-1 features a return to a more traditional wing and tail design. It allows for greater accuracy when delivering ordnance at low levels and increased maneuverability in air combat. An Iraqi F-1 reportedly tracked an F-117A Stealth fighter using a search light and ground guidance during the Gulf War.

Weight:	14.9 tons	Main Gun:	2x 30mm, 270rds
Crew/Pass:	1/0	Missiles:	Matra, LGBs, AS-30
Engine:	one AB 15,873 lb st		
Max Speed:	800 kts	Weapon Load:	4 tons

Mirage III

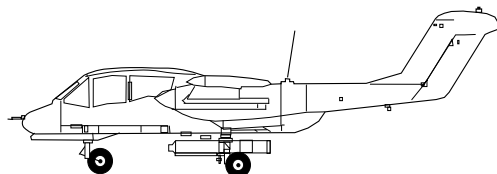


MIRAGE III

The Mirage III series was designed in the mid 1950s as a high speed interceptor. Due to the success achieved by Israeli pilots, the Mirage was sold to numerous Third World customers. The delta wing allows for high straight-line speed but gives the aircraft poor maneuverability in combat.

Weight:	8.4 tons	Main Gun:	2x 30mm DEFA 5
Crew/Pass:	1(2)/0	Missiles:	Matra R.530,
Engines:	13,670 lbs st		AIM-9B
Speed:	800 kts	Weapon Load:	1.5 tons

OV-10 "Bronco"

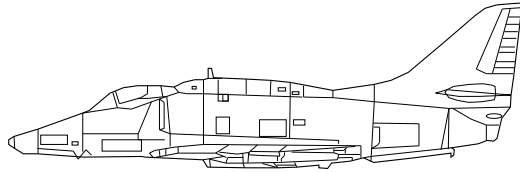


OV-10 "BRONCO"

The Bronco was designed as a COIN (Counter-Insurgency) aircraft to be used in low intensity conflicts. Its main role is that of a FAC and reconnaissance platform. With an emphasis on observation, this lightly armed aircraft is unable to perform sustained operations in a high threat environment.

Weight:	6.3 tons	Main Gun:	2x 7.62mm MGs
Crew/Pass:	2/0	Missiles:	Sidewinders
Engines:	two 715 shp		
Speed:	245 kts	Weapon Load:	1 ton

A-4 "Skyhawk"

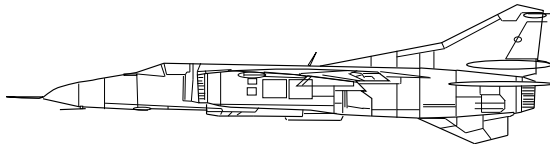


A-4 "SKYHAWK"

The Skyhawk was used extensively by Argentina in 1982 during the Malvinas conflict. Using Hi-Lo-Hi flight profiles to conserve fuel, A-4Qs were able to score numerous hits on British warships using unguided Mk 82 500lb bombs.

Weight:	11.0 tons	Main Gun:	2x 20mm Mk.12
Crew/Pass:	1/0	Missiles:	AIM-9,
Engines:	9300 lbs st		AGM-Maverick
Speed:	560 kts	Weapon Load:	4.1 tons

MiG-23ML "Flogger-G"

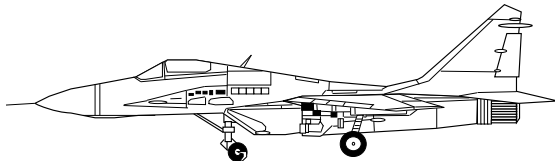


MIG-23ML "FLOGGER-G"

The Flogger variable-geometry interceptor was first issued to Soviet tactical air forces in 1973. Once there, it gradually replaced the aging MiG-21. Although it provides the basic airframe for the newer MiG-27, the Flogger is nearing the end of its usefulness.

Weight:	17.8 tons	Main Gun:	23mm, 200 rds
Crew/Pass:	1/0	Missiles:	Kerry, Aphid, Apex
Engines:	two AB 27,500 lbs st		
Max Speed:	729 kts	Weapon Load:	3 tons

MiG-29 "Fulcrum-A"

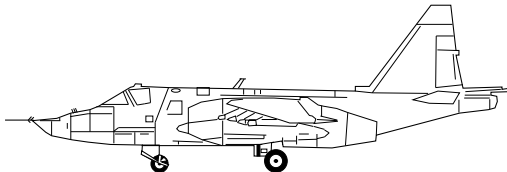


MIG-29 "FULCRUM-A"

Operational since 1985, the Fulcrum is comparable in size to the U.S. F/A-18 Hornet. Radar is supplemented by a passive IR search/track sensor that is undetectable. The Iraqi Air Force gave its best pilots MiG-29s who promptly flew them to Iran during the Gulf War.

Weight:	18 tons	Main Gun:	30mm, 150 rds
Crew/Pass:	1/0	Missiles:	Kerry, Alamo,
Engines:	two AB 18,300 lbs st		Archer
Max Speed:	702 kts	Weapon Load:	4 tons

SU-25 "Frogfoot-A"

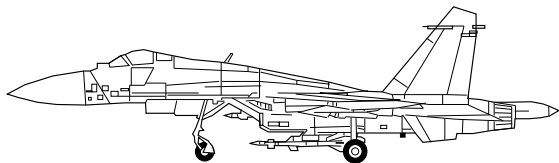


SU-25 "FROGFOOT-A"

Often considered the Soviet equivalent of the A-10, the Frogfoot entered service in 1984. Equipped with a titanium bathtub cockpit and foam filled fuel tanks, it was designed with similar survivability in mind. The Su-25 is considerably faster than its U.S. counterpart.

Weight:	17.6 tons	Main Gun:	30mm, 250 rds
Crew/Pass:	1/0	Missiles:	LGBs, rockets,
Engine:	two 9,921 lbs st		Aphid, Atolls
Max Speed:	526 kts	Weapon Load:	4.4 tons

SU-27 "Flanker-B"

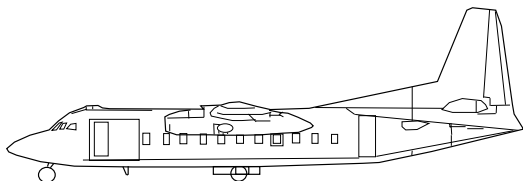


SU-27 "FLANKER-B"

The Soviet Flanker entered service in the mid-1980s after a difficult developmental period. It was designed to compete with U.S. F-14s and F-15s. The Su-27 is much larger than a MiG-29 but is similarly equipped. It has been configured for carrier operations but is unlikely to see much action in that role.

Weight:	28 tons	Main Gun:	30mm, 149 rds
Crew/Pass:	1/0	Missiles:	Alamo, Aphid,
Engine:	one AB 27,557 lbs st		Archer, Amos
Max Speed:	726 kts	Weapon Load:	8 tons

Fokker F-27 MK 400M

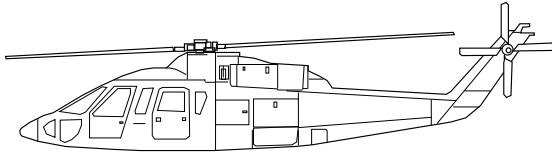


FOKKER F-27 MK 400M

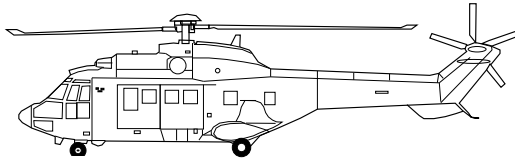
Originally designed as a maritime transport aircraft, the F-27 series has evolved into a capable standoff attack platform. Two Rolls Royce turbo-props give it a 10-12 hour endurance even at sea level. The F-27 may be equipped as a poor man's P-3 Orion, complete with MAD, ESM and mapping radar.

Weight:	23.2 tons	Main Gun:	None
Crew/Pass:	3/53	Missiles:	Exocet, Sea Eagle,
Engine:	two Rolls Royce Mk 552		Harpoon
Max Speed:	259 kts	Weapon Load:	7.1 tons

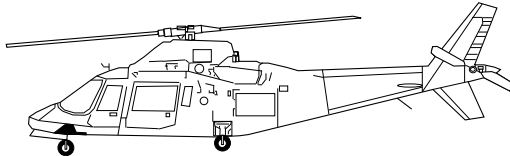
Sikorsky S-76 "Eagle"



SA 332 "Super Puma"



Agusta A 109A



HELICOPTERS

SIKORSKY S-76 "EAGLE"

The S-76 was originally designed to be a passenger transport helicopter intended for the civilian market. It was subsequently adapted for military use, first as a medevac and later in an anti-armor role. A naval version has also been produced to carry a dipping sonar, MAD, and two Sea Skua anti-ship missiles.

Weight:	8.8 tons	Main Gun:	2 x 20mm cannons
Crew/Pass:	2/12	Missiles:	Hellfire, TOW, Stinger
Engines:	two 960 shp	Sec Gun:	None
Speed:	145 kts	Armor:	None

SA 332 "SUPER PUMA"

The Aerospatiale Super Puma is a significant improvement over the older SA 330 Puma. It has increased crash worthiness and newer fuel efficient turboshaft engines. The M version features a stretched cabin which can hold up to 25 soldiers along with gear.

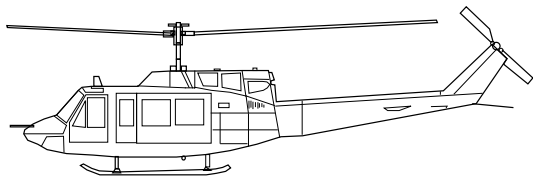
Weight:	5.9 tons	Main Gun:	1x 7.62mm MG
Crew/Pass:	2/21	Missiles:	AM39 Exocet, AS. 15TT
Engines:	2780 shp	Sec Gun:	None
Speed:	150 kts	Armor:	None

AGUSTA A 109A

This multi-role helicopter of Italian origin can be equipped with numerous weapon configurations. It can support naval operations by carrying a Mirach-100 RPV or Otomat guidance radar for naval SSMs. Argentine models are unique in carrying the Mathogo anti-tank missile.

Weight:	2.6 tons	Main Gun:	2 x 20mm cannons
Crew/Pass:	2/6	Missiles:	variable
Engines:	two 420 shp	Sec Gun:	variable
Speed:	145 kts	Armor:	None

Bell UH-1 Iroquois "Huey"

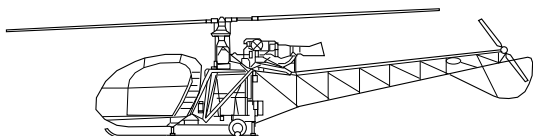


BELL UH-1 IROQUOIS "HUEY"

The Bell "Huey" is the most widely used family of helicopters in military aviation. The UH-1 is a standard assault transport, relying on a single side mounted machinegun to suppress enemy fire in the landing area. First used in Vietnam, the UH-1 proved the effectiveness of air mobility in warfare.

Weight:	4.7 tons	Main Gun:	None
Crew/Pass:	3/15	Missiles:	None
Engines:	1,400 shp	Sec Gun:	1x 7.62mm MG
Speed:	110 kts	Armor:	None

Alouette SA-315B "Lama"

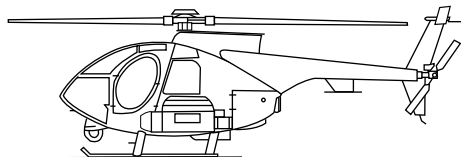


ALOUETTE SA-315B "LAMA"

The Lama was originally produced to meet Indian specifications, namely high altitude performance. It is an improved version of the Alouette II with a strengthened cabin and more powerful engine. A naval version exists, adapted to carry anti-ship missiles. The Lama however, remains hampered by a poor avionics suite.

Weight:	2.1 tons	Main Gun:	1X7.62mm MG
Crew/Pass:	2/6	Missiles:	Variable
Engines:	870 hp	Sec Gun:	None
Speed:	118 kts	Armor:	None

MD530 "Defender"



MD530 "DEFENDER"

The MD530 represents the most advanced model in the Defender line of helicopters. The standard avionics package includes an autopilot, doppler sensor systems, IFF, FLIR, and APR-39 RWR. Used in 1982 by Israel against Syrian armor, it is credited with being ultra-quiet and hard to detect because of its size.

Weight:	1.6 tons	Main Gun:	7.62mm chain
Crew/Pass:	2/0	Missiles:	variable
Engines:	one 650 shp	Sec Gun:	none
Speed:	120 kts	Armor:	None

NAVAL VESSELS

Type 209 Submarine

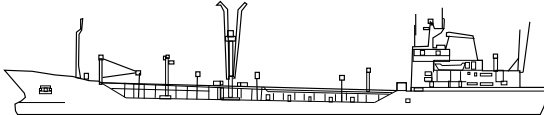


TYPE 209 SUBMARINE

The Type 209 is a diesel/electric attack submarine equipped with eight forward "swim out" torpedo tubes. These tubes can launch the standard 21in (533mm) torpedos. Argentine Type 209s are equipped with the SST-4 for use against surface ships and U.S NT- 37C anti-submarine torpedo.

Weight:	1,230 tons	Main Gun:	None
Crew/Pass:	30/0	Missiles:	None
Engine:	Diesel/Electric	Sec Gun:	None
Speed:	11/22 kts	Armor:	None

General Cargo/Freighter

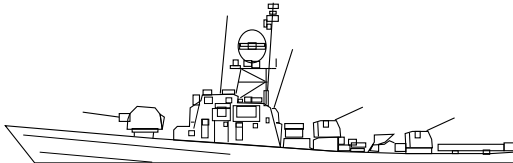


GENERAL CARGO/FREIGHTER

This category represents generic merchant shipping targets from fishing trawlers to cargo/troopships. During wartime, Argentina's nationalized shipping firm ELMA (Empresa Lineas Maritimas Argentinas) provides civilian freighters. The following statistics apply to Costa-Sur class transports.

Weight:	7,640 tons	Main Gun:	2X20mm MG
Crew/Pass:	50/150	Missiles:	None
Engine:	6,400 hp	Sec Gun:	None
Speed:	15 kts	Armor:	None

Lurssen class TNC 45 Fast Attack Craft

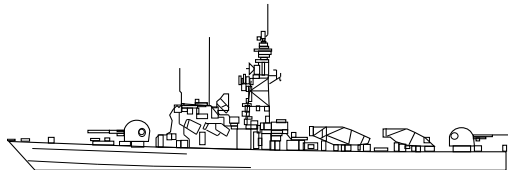


LURSSSEN CLASS TNC 45 FAST ATTACK CRAFT

These West German built vessels are extremely fast and reliable though Argentina recently canceled orders for two more. While these vessels are effective within sheltered bodies of waters, they may have proven unsuitable for the South Atlantic.

Weight:	240 tons	Main Wpn:	2x40mm SST-4 torp
Crew/Pass:	42/0	Missiles:	Varies
Engine:	14,400 hp	Sec Gun:	1x76mm OTO
Speed:	38 kts	Aircraft:	None

Reshef class Guided Missile Patrol Boat

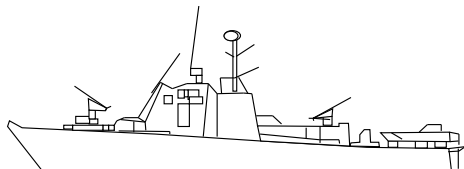


RESHEF CLASS GUIDED MISSILE PATROL BOAT

Built in Israel, these well equipped patrol boats pack an enormous and balanced punch. The 76mm gun is perfect for shore bombardment while the complement of AAA weapons is impressive. The SSM capability gives the Reshef more than adequate reach for a vessel of this size.

Weight:	415 tons	Main Gun:	1x76mm OTO
Crew/Pass:	45/0	Missiles:	Harpoon Gabriel
Engine:	10,680 hp	Sec Gun:	CIWS, 2x 20mm
Speed:	32 kts	Aircraft:	None

Dabur class Patrol Boat

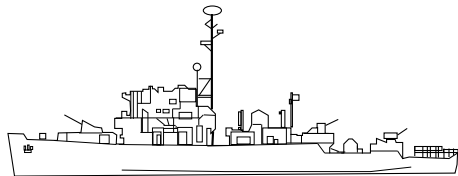


DABUR CLASS PATROL BOAT

Built for export by Israeli Aircraft Industries, the Dabur provides close in anti-aircraft defense. These vessels would work well in restricted waters because of their modest size. Their survivability in combat is another matter entirely.

Weight:	25 tons	Main Gun:	2x 20mm AA
Crew/Pass:	6/0	Missiles:	variable
Engine:	960 hp	Sec Gun:	4x 12.7mm MG
Speed:	25 kts	Aircraft:	None

PCE Patrol Boat



PCE PATROL BOAT

These WW II era vessels were transferred to the Philippines following their escape from South Vietnam in 1975. Since that time, their ASW equipment has been removed. What remains is a slow, outgunned and overly large sitting duck with 100+ men on board.

Weight:	903 tons	Main Gun:	1x 76.2 mm DP
Crew/Pass:	100/0	Missiles:	Varies
Engine:	2,040 hp	Sec Gun:	8x 20mm AAA
Speed:	15 kts	Aircraft:	None

ARGENTINE ORDER OF BATTLE

GROUND FORCES

The Argentine Army is divided into four regional corps commands (II, III, IV, and V) comprised of twelve brigades. The twelve brigades consist of two armored cavalry brigades, three mechanized infantry brigades, two infantry brigades, one airmobile brigade, and four mountain brigades. There are a number of independent battalion-sized units. These include five ADA battalions, engineers, and various artillery units. This configuration is currently undergoing reorganization along standard division lines.

Major Equipment: 170 TAMs, 55 Kurassiers, 180 AMX-VTPs, 24 AMX- 155 SPAs, SAM Systems: Tigercat, Roland, SA-7

AIR FORCE

The Air Force is divided into nine air brigades. Each air brigade is currently stationed at a separate air base. Argentina operates a number of C-130 and helicopter transports which provide its ground forces with a significant air mobile capability. The Air Force continues to lack a bombing capability at extended range. This shortcoming was exposed during the Malvinas conflict and has not yet been corrected.

Major Equipment: 48 Mirage IIIs, 24 A-4 Skyhawks, 10 SA-315 Lamas, 10 UH-1s, 3 Pumas, 6 Aqusta A-109s.

NAVAL FORCES

The Argentine Navy emerged from the Falklands/Malvinas conflict virtually unscathed. The major exception was, of course, the celebrated tragedy surrounding the sinking of the *General Belgrano*. With the *Belgrano* exception noted, it can safely be said that the Navy remained a potent force after the war.

Since 1982, much of Argentina's surface fleet was scrapped. Many of the names which figured prominently during the war are no longer on the roles. A significant modernization program was undertaken, helped along by upgrading local shipyards and increased their building capacity. Modern military vessels which before would have been purchased overseas are now being built in Argentina, albeit slowly.

- (1) (Colossus Class) Aircraft Carrier (w/10 A-4E Skyhawks, 5 S-2E Trackers, 2 SH-3D Helicopters)**
- (2) Type 42 (Hercules Class) Destroyers**
- (4) MEKO 360 (Almirante Brown class) Destroyers**
- (4) MEKO 140 (Espora class) Destroyers**
- (3) Type A-69 Corvettes**
- (2) Corvettes (U.S Achomawi class)**
- (2) Lurssen TNC 45 Fast Attack Craft**
- (4) (Dabur class) Patrol boats**
- (2) German TR1700 Submarines**
- (2) Type 209 Submarines**
- (1) Ice Breaker**
- (1) Landing Ship (Tank)**
- (3) Fleet Oilers**
- (1) Antarctic Support Vessel**
- (3) Costa-Sur Auxiliary Transports and assorted support ships**

CHILEAN ORDER OF BATTLE

GROUND FORCES

The Chilean Army is divided into six division commands and one independent brigade. Each divisional command has a dedicated artillery regiment and a mix of at least four other maneuver regiments. Emphasis is on light troops capable of COIN operations. Each division has an organic commando battalion and logistical support units. Although Chile has several hundred tanks, most of them are World War II vintage.

Major Equipment: 21 AMX-30s, 30 EE-9s, 30 EE-11s, 100 M-113s, 50+ VTPs

AIR FORCE

The Chilean Air Force is comprised of four air brigades. Most of Chile's aircraft are designed for COIN operations and light strike missions. A large portion of the inventory is prop-driven and devoted towards transport and communications liaison. Air Group 19 is a dedicated helicopter formation stationed on the Antarctic mainland.

Major Equipment: 16 F-5s, 16 Mirages (various models), 15 SA-315 Lamas, 5 UH-1s SAM Systems: Crotale

NAVAL FORCES

Although the Chilean Navy lacks recent combat experience, it is maintained in a relatively high state of readiness. The majority of the Chilean navy is devoted to coastal defense rather than power projection. It has an adequate sub-surface capability for combating Argentina's Type 209s.

(4) Capitan Prat class (ex-UK County class)

Destroyers

(2) Almirante Williams class Frigates

(4) Condell class (ex-UK Leander class) Frigates

(2) Type 209 Submarines

(2) (UK Oberon class) Submarines

(4) Reshev class Patrol Boats

(1) PC 1646 Sub Chaser

(4) Lurssen (Guacolda class) Patrol Boats

(2) Landing Ship/Transports

(1) Antarctic Supply Ship

(2) Replenishment Ships

(1) Cargo Ship

PHILIPPINE ORDER OF BATTLE

GROUND FORCES

The Philippine Army has an all-volunteer force of about 80,000 personnel with 20,000 reserves. It is divided into eight division-sized elements although these are likely administrative only. The Army has been mainly used to combat Communist guerillas since WWII and therefore has little experience in large scale operations. There are many specialized units for an army of this size. These units include a special forces group, a ranger regiment, and three engineering brigades. There is also an independent police force of 40,000 men with an attachment of helicopters.

Major Equipment: 80 M-113s, 80 V-150s Commandos, 28 Scorpions

AIR FORCE

The Philippine Air Force was considered to be the most loyal to the Marcos regime until his ouster. Since that time, the financially strapped Philippine government has been unable to make major equipment upgrades. The inexpensive F-5 Tiger II remains the nation's only interceptor aircraft. Two COIN squadrons are currently being reequipped with OV-10s.

Major Equipment: 10 F-5s, 24 OV-10s, 60 UH-1s, 20 MD500s, 28 MD530s

NAVAL FORCES

The majority of the Philippine Navy consists of surface vessels which escaped from South Vietnam in 1975. Many of the ships arrived in the islands in such poor shape that many were immediately scrapped. Those ships which survived the scrap-yard now form the nation's current naval strength. Unfortunately, there is not much good that can be said for the Navy. None of its vessels are equipped with modern ASW or air defense weapons. Maintenance is conducted using cannibalized parts.

Major Vessels:

(3) Frigates (various ex-U.S. classes)

(7) PCE Patrol Boats)

(20) LSTs

**scratch force of numerous
patrol vessels under 500 tons.**

DESIGNER'S NOTES

In determining the composition of a follow-on product such as **Islands & Ice**, a number of very important goals must be considered. The product must include enough features and enhancements to be markedly different and interesting from the original, but to still capture the flavor of its parent; after all, it is not an original design. It must also provide that degree of excitement to entice the player into re-discovering an existing simulation.

We were fortunate to have the original **Gunship 2000** team, plus some very talented additions, to put this product together. The original team was on hand to balance the newcomers' ideas with the spirit of the original product.

How did we choose Antarctica and the Philippines? There were two basic factors that contributed to that decision. First of all, we wanted two new arenas that were distinctly different from Central Europe and the Persian Gulf. Second, this difference needed to go beyond the scope of just appearance; it had to include a whole new set of targets and situations to challenge the player.

We had a few ideas of our own for the new theaters, but we also wanted to determine what the customers would like to see. Earlier this year, we went out on to the bulletin board services (BBS) that we monitor and asked the players. As it turned out, the majority of the respondents requested an ice type area and more over-water type missions - that was exactly the same ideas we were kicking around.

The third major component, the Mission Builder, is tailor made for this type of product. Everyone likes the ability to develop their own perfect plan, or to test out specific weapon systems and tactics. We feel that the ISLANDS & ICE Mission Builder is one of the most flexible and user friendly on the shelf to date. It can set up virtually any type of situation desired, in any of the theaters, and best of all - the missions count. They can be flown any number of times, and are great to set up competitions or contests. Additionally, replays of real missions can actually be utilized as the basis for player designed missions. We are very pleased with this component, and are positive it will provide many challenging hours and excitement.

The other features and enhancements are just too numerous to itemize. They expand the depth of play to a level that was only imagined a few short weeks ago. Leave it be said that many of them also came from our customers.

It would be a bit of an exaggeration to call this a totally new product - it is about as close as you can get.

Jim Day

MISSION BUILDER KEYBOARD SUMMARY

F1- Weapons
F2- Paths
F3- Icon
F4- All

b- Base
f- FARP
p- Primary
s- Secondary

1- Helicopters
2- Tank
3- AAA
4- Infantry
5- Vehicles
6- Aircraft
7- AFVs
8- SAMs
9- Naval Targets
0- Structure

m- Maps
n- Time of Day
t- Temperature
u- Support
w- Wind
v- Visibility
l- Fill
x- Exit
a- Auto-Scroll

Enter- Sel#1
backspace- Sel#2
arrows- directional
control
?- Information

d- Delete
alt q- Quit
esc- command cancel
spacebar- Formation