

## Welcome to WarBirds

Welcome to WarBirds, the first in a line of online gaming experiences from Interactive Creations. When you install WarBirds on your computer, you'll be taking the first step of a "virtual career" that will see you progress from a fledgling pilot to an experienced combat veteran. Along the way, you'll meet interesting people from every walk of life, make new friends (and possibly some arch-enemies), learn to find your way around the Internet, and probably have more fun than you thought was possible with your computer. Like any new environment, the WarBirds "world" may seem a bit unfamiliar at first, but before you know it, you'll feel right at home.

### The "World"

The WarBirds "world" is divided into four nations engaged in a constant battle for territory. There are a limited number of airfields scattered around the terrain, any of which can be taken and held by any of the countries. The WarBirds terrain currently consists of islands and ocean, but may periodically be changed to provide variety. Historical scenarios re-creating famous air battles complete with custom terrain are run from time to time as well.

Don't expect to get bored playing WarBirds. Unlike simulations where you fight a computer controlled enemy, you'll never get "good enough" to always win in WarBirds. Your opponents are living, thinking people whose skills are improving just as yours are. While computer controlled opponents typically have a few predetermined attack and defense strategies, you never know what a live opponent will do. You won't even know if the opponent you're about to face is a rookie or a leading ace until the moment of truth...

The game itself is constantly evolving, with new features being added on a regular basis. The latest version is always just a download away. You'll find that like any well crafted game, WarBirds is easy to learn, but can take a lifetime to master.

You can choose to fly for any of the four countries, and you can switch among them whenever you like. Many WarBirds pilots eventually settle in and develop a loyalty to one particular country, but some are just as happy to "play the field", flying for whichever country suits them at any particular time. Either way, the choice is yours. At some point you may receive an invitation to join a squadron, or you may decide to lead your own squadron. You might prefer to remain a "free agent". While some pilots enjoy the added depth of organized squad missions, they may not be for you. WarBirds can be as casual or intense an experience as you want it to be.

We've saved the best part for last... you can try WarBirds free of charge. Just start an account on the ICI Games host, and if you decide that you don't like WarBirds (not very likely), you can cancel your account anytime within the first five hours and you will not be billed.

We've tried to provide you with enough information to start you on your WarBirds "career". The documents included with the CD will get you up and running, and assist you in connecting to the Internet if necessary. Please take the time to read them to get the most from your WarBirds experience.

Note: If you already have Internet access, you can contact ICI directly via the World Wide Web at:  
<<http://www.icigames.com>>

There is already a wealth of WarBirds related information on the Web, search on "WarBirds" with your favorite search engine to get started.

(we like Webcrawler, at <http://www.webcrawler.com>)

## WarBirds Preflight Checklist

Before installing WarBirds to your hard drive, check to be sure your system meets the following requirements:

- 486DX/66 or greater processor with math coprocessor (486DX4/100 or greater recommended) running Microsoft Windows 95
- 8mb RAM (16mb recommended)
- 17mb available hard drive space
- Joystick (throttle and rudder pedals recommended but not essential)
- Sound card
- Speakers
- Mouse
- Modem (9600 baud minimum) required for network play (highly recommended!)

## **Installation and Setup**

The setup.exe program on the CD will install WarBirds to your hard drive. You can run the installation by clicking on the “Start” menu, then clicking “Run...”. Click the “Browse” button and navigate to the WarBirds directory on the CD. Select “setup.exe” then click the “Open” button. Click “Ok” and follow the installer’s screen prompts. The installer will check for the presence of DirectX drivers on your system and install them if necessary. You may be prompted to reboot the machine at the end of the installation process.

Once installation is complete, there will be an “ICI Games” group in your Start menu. Click the start button and point to “Programs”. ICI Games should be listed in the popup menu. The first thing you should do is click on “WarBirds-Setup”. This is where you set your joystick, connection, and flight configuration options.

## **Joystick Settings**

Before you can fly WarBirds, Windows '95 must be able to recognize your joystick configuration.

From the "Start" menu, select "Settings" then "Control Panel". Double click the "Joystick" icon, and set up and calibrate your controllers. If you cannot find your particular hardware listed, you can try to set up a custom configuration (select "custom" from the hardware list) or contact your hardware's manufacturer for specific instructions.

Start the WarBirds- Setup program from the ICI Games sub-menu in your Start menu.

Select the "Stick Scaling" binder tab. You'll see three buttons marked "Roll", Pitch, and "Yaw", and some sliders. You can use these sliders to customize the control response of WarBirds to suit your hardware or flying style. The default values are a good starting point, but you may find a different arrangement that you like better. If you prefer, you can enter the response values directly in the boxes under the sliders.

The "Deadband" slider controls the amount of "dead space" around neutral for each control. The default values will be fine in most cases, but if your stick is especially sensitive around neutral or doesn't center precisely you might try increasing the deadband for the corresponding axis.

The first time you get into a WarBirds aircraft, start your engine, ("e" key) release all the controls and hit the "F12" key to memorize the center position. for your sticks.

## **Sound Settings**

Start the WarBirds-Setup program from the ICI Games sub-menu in your Start menu. Select the “Sound Settings” binder tab. You can individually adjust the volume of the different sounds to suit your taste. This screen should be self explanatory.

## Connect Setup

Start the WarBirds-Setup program from the ICI Games sub-menu in your Start menu.

The settings under the “Connect Setup” binder tab tell your copy of WarBirds how to communicate with the ICI host server for online play. You’ll need a dialup account with an Internet service provider to access the ICI host.

If you already have an Internet provider, enter the appropriate information in the setup dialog. If you don’t know what type of service you have, contact your provider’s tech support department to obtain the information.

SLIP/PPP users: If you have a dialup SLIP or PPP account with your provider, just select the “network” button, and enter your ICI login ID and password in the appropriate fields. If you don’t currently have an account with ICI, just leave these fields blank for now.

TTY users: Select the “serial” button and fill in your Internet information in the appropriate fields. If you don’t already have an account with ICI just leave the ICI Login and ICI Password fields blank for now.

Enter the phone number for your provider (including any area code, outside line, and/or call waiting disable prefixes, and the ID and password you use to connect to your provider in the “Phone number”, “Provider Login” and “Provider Password” fields. You may add any special modem prefix you use to connect in the “Modem setup” field.

If you don’t have Internet access, you’ll need to find an Internet service provider in your area. One provider that ICI recommends is the Concentric Network (CRIS). The Concentric Network offers local Internet dialup access nationwide, EMAIL, World Wide Web, ftp access, and the best possible connection to the ICI host. To find out more about the Concentric Network, call **800-745 CRIS** (745-2747) to speak to a representative. Be sure to mention WarBirds for a special introductory offer.

When you’re ready to connect to the ICI host, take a look at the “WarBirds Online” help topic for further instructions.

## WarBirds Keyboard and Command Reference

### Engine Controls

|                       |          |
|-----------------------|----------|
| Engine Start/Stop     | e        |
| Select all Engines    | shift e  |
| Select Engine 1       | shift 1  |
| Select Engine 2       | shift 2  |
| Select Engine 3       | shift 3  |
| Select Engine 4       | shift 4  |
| Throttle Up           | =        |
| Throttle Down         | -        |
| Full Throttle         | 0 (zero) |
| Emergency Power (WEP) | f10      |
| Engine Idle           | 1        |

### Aircraft Controls

|               |   |
|---------------|---|
| Left Rudder   | a   |
| Right Rudder  | d   |
| Center Rudder | s   |
| Center Sticks | F12 (release controls and hit F12<br>to memorize center position) |

|                    |           |
|--------------------|-----------|
| Gear up/down       | g         |
| Wheel Brakes       | space bar |
| Flaps Down 1 notch | q         |
| Flaps Full Down    | shift q   |
| Flaps Up 1 notch   | w         |
| Flaps Full Up      | shift w   |

|                 |         |
|-----------------|---------|
| Autopilot Level | x       |
| Autopilot Speed | shift x |
| Autopilot Angle | ctrl x  |

Eject                    enter enter enter (quickly)

### View Keys (keypad)

|               |       |
|---------------|-------|
| Forward       | 8     |
| Left          | 4     |
| Right         | 6     |
| Back          | 2     |
| Up            | 5     |
| Forward/Right | 8 + 6 |
| Forward/Left  | 8 + 4 |
| Forward/Up    | 8 + 5 |
| Right/Up      | 6 + 5 |
| Left/Up       | 4 + 5 |
| Right/Rear    | 6 + 2 |
| Left/Rear     | 4 + 2 |
| Rear/Up       | 5 + 2 |

|                         |          |
|-------------------------|----------|
| External View toggle    | alt    v |
| Map View toggle         | F1       |
| Zoom In (map/external)  | [        |
| Zoom Out (map/external) | ]        |

|                           |   |
|---------------------------|---|
| Icon Toggle               | F2 (hit f2 to toggle display of enemy info) |
| Expand/Shrink text Window | TAB   |
| Move Text Window          | F3  |
| Ground Clutter on/off     | F11   |

B-17 Keys and Commands



## Using the Radio

The WarBirds radio can transmit on any of four user selected frequencies. The frequency assignments in WarBirds are:

|                    |   |
|--------------------|---|
| Common Frequency   | 100 (everyone can transmit and receive channel 100)   |
| Red Frequency      | 101 (anyone can transmit, but only Reds receive 101)  |
| Green Frequency    | 102 (anyone can transmit, only Greens receive)        |
| Gold Frequency     | 103 (anyone can transmit, only Golds receive)         |
| Purple Frequency   | 104 (anyone can transmit, only Purples receive)       |
| Squadron Frequency | 110 (private squadron channel, squadron members only) |

To tune your radio, use the command “.radio X YYY” where X is the channel you want to modify, and YYY is the frequency you wish to assign to it. In flight, you transmit by hitting the “/” key for channel 1, “shift /” for channel 2, “ctrl /” for channel 3, and “alt /” for channel 4. You can enter the “.radio” command with no arguments to receive a summary of your radios currently tuned frequencies.

For example... a player flying for purple might leave channel 1 tuned to 100, and tune channel 2 to 104. In flight, he or she would then hit “/” to transmit to everyone, or “shift /” to transmit sensitive information to his or her own countrymen only. If the player is a squadron member, tuning channel 3 to 110 would allow for communications with only the members of his or her squadron by hitting “ctrl /”.

Radio channels may also be tuned to individual planes with the “.radio X SIGN” command, where X is the channel you wish to modify and SIGN is the four letter callsign of the player you wish to assign to that channel.

Note: Tuning commands affect your transmissions only. Your radio automatically receives all appropriate frequencies with no action on your part.

## Host commands

Note: All host commands are preceded by a "." (period). Some host commands can be issued in flight via the radio, others can only be issued when on the ground.

|                  |  |
|------------------|--|
| .help            | shows a listing of available host commands   |
| .roster          | shows a listing of players currently online  |
| .fields          | shows a listing of the available fields and current ownership  |
| .score SIGN      | shows a players score.... Replace "SIGN" with the player's callsign  |
| .rank            | displays rankings for the top 100 pilots (updated daily)   |
| .clear           | resets your score  |
| .squad SIGN      | info about a squadron. Replace "SIGN" with the squad leader's callsign   |
| .fuel XXX        | sets fuel level for your plane. Replace "XXX" with percentage of full load desired   |
| .conv XXX        | sets gun convergence distance. Replace "XXX" with desired distance in yards  |
| .bomb XX         | loads bombs. Replace "XX" with desired number of bombs.  |
| .rocket XX       | loads rockets. Replace "XX" with desired number of rockets.  |
| .move [f,b,g] XX | move to the field, briefing room, or General room of your choice. Note: you can only move to fields owned by your country. XX can be any valid field number, or 1-7 for general and briefing rooms. "move hq" moves to headquarters. |
| .country [1-4]   | choose a country   |
| .fly             | to the runway...   |
| .exit            | leave the WarBirds arena   |
| .invite SIGN     | invites player with callsign SIGN to join your squadron. (squad leaders only)  |
| .jsquad          | accepts a squadron invitation  |
| .withdraw        | withdraw from your squadron  |
| .name            | names the squadron (leaders only)  |
| .slogan          | assigns or changes the squadron motto (leaders only)   |
| .remove SIGN     | removes a player from your squadron. Replace "SIGN" with callsign of player to be removed. (leaders only)  |
| .disband         | disbands the squadron (leaders only)   |
| .wing XXXX       | invite player XXXX to be your wingman  |
| .jwing           | accepts a wingman invitation   |
| .dwing           | declines a wingman invitation  |
| .wwing           | withdraw a wingman invitation  |

## **B-17 Flying Fortress- additional keys and commands**

|                         |   |
|-------------------------|---|
| Open/Close bomb bay     | o   |
| Bombardier              | y (puts you in bombardier position and engages autopilot)   |
| Bombsight               | keypad 2  |
| Drop bombs              | b (one bomb per keypress unless in “pickle” mode)   |
| “Pickle” on/off         | F9 (drops multiple bombs with each press of the bomb release, see “.salvo” command)                 |
| Bombsight magnification | [ (increase)<br>] (decrease)  |
| .salvo xx               | Sets number of bombs to drop with each keypress when in “pickle” mode                               |
| .delay xxx              | Sets the delay in milliseconds between each bomb in the salvo<br>(value range 50-1000 milliseconds) |

## **WarBirds QuickFlight Guide**

You may be in for a surprise when you first jump into the cockpit of an aircraft in WarBirds. All of the forces acting on an aircraft are modeled to provide an experience that's much closer to flying an actual aircraft than you might expect. While most pilots of full scale aircraft will feel right at home in the virtual skies of WarBirds, the rest of us can expect to go through a brief period of acclimation. While a thorough explanation of the physics of flight is beyond the scope of this guide, a few easily understood concepts should make the transition from ordinary flight sims to WarBirds as painless as possible. If all you want to do is get in the air as quickly as possible, the next few topics are all you'll need to read.

**[Taking Off](#)**

**[Autopilot](#)**

**[Map View](#)**

**[View Keys](#)**

**[Landing](#)**

**[Flying the B-17](#)**

**[Carrier Flight Operations](#)**

### **Taking Off (there's nothing wrong with your joystick)**

Be sure your joystick is recognized and calibrated in the Windows 95 Joystick control panel. When you strap into a WarBirds aircraft, release your controls, start your engine ("e" key) and hit the "F12" key to memorize the joystick center positions. If you've done this and you're still drifting off the left side of the runway, read on...

All of the engines in WarBirds produce torque. Just as in the real world it is the pilot's job to compensate for this. On the runway, you'll need to work to keep the plane moving in a straight path until flying speed is reached. The engine's torque will make your plane turn left and veer off the runway unless you compensate for it. The best way to do this is to hold full back on the stick to lock the tail wheel (hold forward stick in the P-38 and P-39 which have nose wheels) until your speed reaches 50 mph. or so. At this point, ease the stick to neutral and use the rudder (keyboard "A", "S", and "D") to keep the plane moving in the desired direction. Once your speed is above 100 mph. or so, you can ease back on the stick to lift off. Once airborne, hit the "G" key to raise the landing gear. Try to move the stick as gently as possible until you have gained some airspeed and altitude, or your flight will be a short one. Note: The P-38 exhibits very little torque effect due to its twin counter-rotating engines, making it an excellent first choice for new WarBirds pilots..

## **Autopilot**

There are three autopilot modes available in WarBirds.

### **Straight and level Mode**

To fly straight and level, hit "X". Hitting "X" again or moving the controls will disengage the autopilot.

### **Speed Mode**

Hitting <shift "X"> tells the autopilot to maintain a specific airspeed. Set the speed by typing "/.xxx" where xxx is the speed you want the autopilot to maintain. Depending on your throttle setting, the autopilot may cause the aircraft to climb or descend in order to maintain the selected airspeed. This mode is commonly used to achieve a desired rate of climb. The optimum climb speed for most of the fighters in WarBirds is somewhere between 140 and 180 mph. Hitting "X" or moving the controls disengages the autopilot.

### **Angle Mode**

Hitting <ctrl "X"> causes the autopilot to attempt to maintain the climb or descent angle of the aircraft at the time it is engaged. The autopilot will crash the plane into the ground in this mode if you allow it to. Hitting "X" or moving the controls will disengage the autopilot.

## **The Map**

You can look at the map anytime in flight by hitting the “F1” key. Hitting “F1” again returns you to the cockpit. Your position is represented by a cross in the center of the map. The map will scroll as you move around the world. During an online session, two GCI (Ground Controlled Intercept) arrows appear on the map display. The red arrow indicates the direction to the nearest group of enemy planes. The white arrow points to the nearest group of friendly aircraft. Note that the arrows do not indicate individual planes... you must constantly perform visual scans of your immediate area to avoid being surprised by an enemy. You can zoom in or out on the map with the “[“ and “]” keys. It is always a good idea to engage the autopilot when you intend to look at the map.

## **Cockpit Views**

Use the numeric keypad to see the different views from the cockpit. “4” and “6” on the keypad will look left and right respectively. The “2” key is for looking behind you. Multiple-key combinations are used for other views, for example “4” and “2” will give you an over the left shoulder view. The “5” key is used to look straight out the top of the plane, or to provide a 45 degree up view in conjunction with any of the other view keys. Take some time to familiarize yourself with the various view keys. One of the most important aspects of flying in combat is the ability to use the view keys effectively. Practice will pay off later in the online arena.

Hitting <alt “V”> in flight will switch to an external view of your aircraft. You can use the view keys to see the aircraft from various angles. Hitting <alt “V”> again will return to the cockpit view.



## **Landing**

Landing is considered the most difficult aspect of flying, and rightly so. The key to a good landing is setting up a good approach. You want to be lined up with the runway from several miles out, at an altitude of 1000 to 1500 feet. Your airspeed should be around 120 mph. as you begin your final approach. Drop your landing gear ("G") and lower your flaps ("Q"). Depending on the plane you're flying, you may need to hit "Q" several times to fully lower the flaps. Approach the runway in shallow descent, using throttle and elevator to control your airspeed and descent rate. If all goes well you should cross the threshold of the runway at very low altitude at just under 100 mph. airspeed. Just before you touch down, raise the nose of the plane slightly so that the gunsight crosshair is a bit above the horizon. Once you're on the runway, hit the wheel brakes (spacebar) to bring the plane to a stop. Once the plane has stopped, exit via the ".e" command. Don't be discouraged if you find landing difficult at first... like anything it gets easier with practice.

## **The B-17 Flying Fortress**

When you fly the WarBirds B-17 you'll assume the dual roles of pilot and bombardier. The simulated Norden bombsight allows you to deliver bombs with pinpoint accuracy, but you'll have to fly within strict parameters to use it effectively. The bombsight requires a straight and level approach to the target, during which time the bomber is an easy target for enemy fighters. Your gunners will do their best to hold any attackers off, but make no mistake... bombing is a dangerous and nerve-wracking job.

Flying the B-17 takes patience and a steady hand... this is a big heavy aircraft which cannot be expected to perform like a fighter. Gentle climbs and shallow easy turns are the order of the day.

Begin a bombing mission by selecting the B-17. Load your bombs with the ".bomb XX" command, where "XX" is the number of bombs you want to carry. You can set the salvo and delay values (number of bombs dropped with each press of the release key, and delay between bombs) with the ".salvo XX" and "delay XXX" commands. Note that you must be in "pickle" mode (F9 key) in flight for multiple bomb releases to be enabled.

To drop bombs with any degree of accuracy, you'll need to make your final turn to the target from approximately 10-20 miles away. Once you're headed for the target area, switch to the bombardier position ("y" key) and have a look around. The autopilot engages when you're in the bombardier position, but you can still make gentle course corrections. To look through the bombsight, hold the keypad "2" key. You'll see an aiming crosshair, and a needle in the upper right portion of the display. This needle must be centered for the aiming point of the crosshair to be accurate. As you continue toward the target in straight and level flight, the needle will slowly center itself. This takes some time, and any turns you make now can upset the process. Once the needle is centered, you can make small gentle course adjustments on the way to the target. When the needle is centered and the target is under the crosshair, release your bombs (don't forget to open the bomb bay doors) and the target will be obliterated.

## Carrier Flight Operations

It can be argued that flying from carriers is the most difficult aspect of military aviation. Landing a fighter on what amounts to a moving 800 foot airfield is no easy feat, but successful carrier flights might just be the most exhilarating online combat experience available.

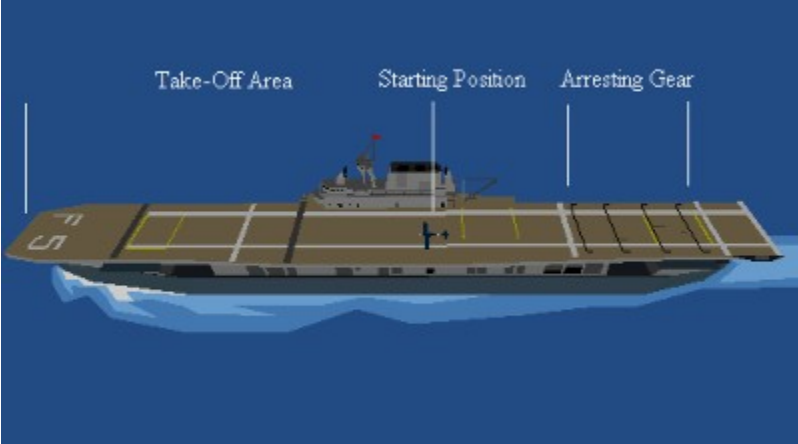
Taking off from a carrier will be tricky... the margin for error is small. You'll have to be sure that engine torque doesn't take you over the side, but you'll need full power almost immediately to reach flying speed before the end of the deck. All of the conventional (tail-dragger) geared aircraft in WarBirds are now trimmed to climb by default. This makes takeoffs a bit easier, but you'll need to retrim shortly after takeoff to avoid stalls.

Carrier landings require careful approaches. A bad approach is almost always followed by a bad landing or a crash. It is always better to go around then to try and "save" a missed approach. Remember to add full power and climb away gently to avoid a sudden stall... unless you feel like going swimming. Another thing to remember is that WarBirds carriers are WWII vintage straight deck ships... the angled landing areas seen on modern carriers were not in use until later.

You must touch down in the **arrester gear** (the black wires in the rear section of the ship) to guarantee a successful trap, and if you forget to chop the throttle you will not catch a wire. The most effective approach to carrier landings is a fairly steep approach, followed by a flare and sharp reduction of power just before touchdown. Remember,, the ship is moving... short approaches are a common mistake. Once you've landed, you can release your hook by raising your throttle above 50%.

WarBirds task groups consist of a carrier, two cruisers and four destroyers. Each ship is equipped with anti-aircraft weaponry, so attacking a group is not a job to be taken lightly. When a ship is sunk, a replacement is generated at the group's home port, where it waits for the group to return. The group will alter course for home at this time, and regroup to protect the carrier. If all the ships in a group are destroyed before they can reach home, the attacking country will own the new group when it sails from its home port.

The map will display the position of friendly task groups... they are shown as airfields 5, 10, 15, and 20. Enemy groups are not displayed, so a successful strike will require scouting. Ships may pass within sight of enemy airfields from time to time, so it's always a good idea to visually scan the surrounding waters from time to time.



### **Additional Resources**

If you already have access to the Internet, stop by the ICI Games Web Site at  
<<http://www.icigames.com>>

for up to the minute news and information about WarBirds.

An excellent WarBirds FAQ (Frequently Asked Questions) is maintained by Dave “French” Chaloux. You can get the latest version at the ICI Games web site, or by visiting Dave’s homepage at:

<<http://www.cris.com/~French/>>

While you’re surfing the web, be sure to visit Brian “rolo” Holland’s “Hatchlings” page at:

< <http://www.access.digex.net/%7Eholland/index.html>>

## WarBirds Online

After you've explored the virtual world of WarBirds and sampled the various aircraft, you'll probably want to test your skill against other pilots. The ICI Games host provides virtual combat arenas 24 hours a day, seven days a week. New pilots can start in the "relaxed realism" arena, or move right into the full realism arena to mix it up with WarBirds veterans. From time to time, historical scenarios complete with custom terrain re-create the famous air battles of years gone by. ICI also maintains a bulletin board system (BBS) where WarBirds pilots can meet for online chats, send and receive EMAIL, download files, and read and post messages in a variety of forums.

You'll need access to the Internet to reach the ICI Games host. If you don't already have an Internet access provider, ICI recommends the Concentric Network (CRIS). The Concentric Network offers local Internet dialup access nationwide, EMAIL, World Wide Web, ftp access, and the best possible connection to the ICI host. To find out more about the Concentric Network, call **800-745 CRIS (2747)** to speak to a representative. Be sure to mention WarBirds for a special introductory offer.

Once you have an account with an Internet access provider, you're ready to set WarBirds up for online action. Start the WarBirds-Setup program from the ICI Games sub-menu in your Start menu.

The settings under the "Connect Setup" binder tab tell your copy of WarBirds how to communicate with the ICI host server for online play. You'll need a dialup account with an Internet service provider to access the ICI host.

[SLIP/PPP Users look here...](#)

[TTY/Shell Users look here...](#)

[CRIS \(Concentric Network\) users look here...](#)

If you don't know what type of Internet account you have, [look here...](#)

SLIP/PPP users: If you have a dialup SLIP or PPP account with your provider, just select the “network” button, and enter your ICI login ID and password in the appropriate fields. If you don’t currently have an account with ICI, just leave these fields blank for now. Exit the setup program.

Launch the WarBirds-Online program from the ICI Games sub-menu in your “Start” menu. If everything is working correctly your dialer software should attempt to connect to your provider. If this doesn’t happen, quit the WarBirds-Online program and establish your SLIP/PPP connection using your Windows 95 dialup networking dialer, or the dialer you received from your provider. Once your connection to your provider is established, launch the WarBirds-Online program and it should connect to the ICI Games host computer. If you entered a valid ICI Login ID and ICI Password in the setup program, you should be at the ICI Games main menu. If you don’t already have an account with ICI Games, you will be prompted to create one. You’ll need to have your credit card information handy. Note: All new accounts receive a five hour free trial period on the ICI host. If you decide that WarBirds is not for you, just cancel your account within the free trial period and your credit card will not be billed. Once you’ve reached the ICI host and are ready to open your account, just log in with the user name “*new*” and the password “*pizza*”. Follow the prompts on screen to create your new account.

TTY users: Select the “serial” button and fill in your Internet information in the appropriate fields. If you don’t already have an account with ICI just leave the ICI Login and ICI Password fields blank for now. Enter the phone number for your provider (including any area code, outside line, and/or call waiting disable prefixes, and the ID and password you use to connect to your provider in the “Phone number”, “Provider Login” and “Provider Password” fields. You may add any special modem prefix you use to connect in the “Modem setup” field. Exit the setup program.

Launch the WarBirds-Online program from the IC Games sub-menu in your “Start” menu. If everything is working correctly WarBirds will dial your Internet provider. Once logged on, you’ll have to telnet to the ICI host. If you don’t know how to invoke a telnet session, you’ll have to contact your provider for details. When you’re ready, telnet to “icigames.com” (no quotes). If you receive an “unknown server” or similar error message, try again, but replace “icigames.com” in the telnet command with “199.3.119.162” (no quotes). At this point you should be greeted by the ICI Games host. If you don’t already have an account with ICI Games, you will be prompted to create one. You’ll need to have your credit card information handy. Note: All new accounts receive a five hour free trial period on the ICI host. If you decide that WarBirds is not for you, just cancel your account within the free trial period and your credit card will not be billed. Once you’ve reached the ICI host and are ready to open your account, just log in with the user name “*new*” and the password “*pizza*”. Follow the prompts on screen to create your new account.



If you use a Terminal Program (Hyperterminal, Procomm, Quicklink, etc) to access your Internet account, follow the [TTY/Shell Users](#) instructions.

If you use Windows 95 Dialup Networking or a Winsock Dialer to access your account, follow the [SLIP/PPP Users](#) instructions.

If you're still not sure what type of account you have, contact your Internet provider's tech support department for further information.

## **WarBirds Help**

[Welcome to WarBirds](#)

Installing WarBirds

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## **Using Windows `95 Dial-Up Networking on the Concentric Network**

{button ,JI('`Verifying')} STEP 1: Verifying that Dial-up Networking is installed

{button ,JI('`Dial-up Adapter')} STEP 2: Verifying that the Dial-up Adapter and TCP/IP are installed

{button ,JI('`Slip')} STEP 3: Installing SLIP Drivers

{button ,JI('`TCP/IP')} STEP 4: Configuring TCP/IP protocol

{button ,JI('`Connection')} STEP 5: Setting up the Connection Icon

{button ,JI('`Server Type')} STEP 6: Setting Up Server Type

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**STEP 1: Verifying that Dial-up Networking is Installed**

Press the START button, select SETTINGS... then CONTROL PANEL. Double-click the ADD/REMOVE PROGRAMS icon. Select the WINDOWS SETUP tab, then highlight the COMMUNICATIONS component and press DETAILS.... Make sure that the DIAL-UP NETWORKING option is installed as one of your components. If it is installed, there will be check in the box to the left of it. If it is, go on to step 2. If it is not setup you need to put a check in the box to the left of DIALUP NETWORKING and click the OK button. You will need the setup disc or discs for this step. Once you are back to the ADD/REMOVE PROGRAMS screen, click OK, this will take you back to the CONTROL PANEL

{button ,JI('Dial-up Adapter')} STEP 2: Verifying that the Dial-up Adapter and TCP/IP are installed

## **STEP 2: Verifying that the Dial-up Adapter and TCP/IP are installed**

Go to the CONTROL PANEL and double-click NETWORK. Both DIAL-UP ADAPTER and TCP/IP should be present under the CONFIGURATION tab. If they both are, then you are ready to proceed to step 3. If they are not, follow these steps: To add the DIAL-UP ADAPTER, hit the ADD... button, double-click ADAPTER, then scroll down the list until you can select MICROSOFT. Choose the DIAL-UP ADAPTER and hit OK. If you need to install TCP/IP, hit the ADD... button, double-click PROTOCOL, then select MICROSOFT, then TCP/IP, and hit OK. Now your NETWORK dialog box should contain both DIAL-UP ADAPTER and TCP/IP. Select DIAL-UP ADAPTER, click PROPERTIES... then choose the BINDINGS tab, and make sure the TCP/IP box is checked. You're now ready to proceed to step 3. Your computer will prompt you to restart it. Click OK.

At this point, you will need to find out if your local CRIS node supports true PPP. Most CRIS dialups have been upgraded to true PPP, which offers a more stable connection than SLIP. If you do not know if your local node supports PPP, call CRIS customer support at (800) 745 CRIS (745.2747) and ask a representative.

{button ,Jl('','crispp')} STEP 3 If your CRIS node supports True PPP

otherwise...

{button ,Jl('','Slip')} STEP 3: Installing SLIP Drivers

### **STEP 3: Installing SLIP Drivers**

Now that you have installed the DIAL UP NETWORKING, go to CONTROL PANEL, and ADD/REMOVE PROGRAMS. If 'Slip and Scripting for Dial-Up Networking' is listed as an installed component, proceed to step 4. If you do not have the CD-ROM version of Windows 95, the SLIP and Scripting Drivers can be downloaded from the SLIP/TIA Forum on Concentric using the filename DSCRIPT.EXE, or on the World Wide Web at:

<<http://www.windows.microsoft.com/windows/download/dscript.exe>>

Select the WINDOWS SETUP tab, and click on the HAVE DISK button. Browse for the RNAPLUS.INF file. On the Windows 95 CD it can be found in the directory E:\ADMIN\APPTOOLS\DSCRIPT\ Once found highlight the RNAPLUS.INF file and press OK. Press OK again. Make sure to put a check in the box to the left of Slip and Scripting for Dialup Networking. Click INSTALL. This will install the needed drivers.

{button ,JI('`TCP/IP')} STEP 4: Configuring TCP/IP protocol

#### **STEP 4: Configuring TCP/IP protocol**

Go to the CONTROL PANEL, and double click the NETWORK icon. Click on the TCP/IP protocol and press the PROPERTIES... button. You should get the TCP/IP Properties dialog box.

IP ADDRESS - Set the IP address to "Specify an IP address". Set the IP address to 192.0.2.1

Set the Subnet Mask to 255.255.255.0

WINS CONFIGURATION - Select Disable WINS Resolution

GATEWAY - Set Gateway to 199.3.12.1, and click the ADD button.

BINDINGS - Nothing is set in the Bindings section. By default it may be set to Client for Microsoft Network; leave it alone.

ADVANCED- There should be a check in the box to the left of Set This Protocol To Be The Default Protocol.

DNS CONFIGURATION - Set to Enable DNS

Host = crc3 Domain = concentric.net

Under DNS Server Search Order, type 199.3.12.2, click the ADD button.

Then type 199.3.12.3, and the click ADD button again.

Under Domain Suffix Search Order, type concentric.net and click the ADD button. Press OK. Press OK again.

TCP/IP Protocol is now complete, you will be prompted to restart the computer. Click YES.

{button ,JI(','Connection')} STEP 5: Setting up the Connection Icon

**STEP 5: Setting up the Connection Icon**

Open up MY COMPUTER from the desktop and double click the DIAL-UP NETWORKING icon. Double click the MAKE NEW CONNECTION icon. Type CONCENTRIC NETWORK as the name of the computer you are dialing. Click the CONFIGURE button. Under the GENERAL section, set the maximum speed to the highest baud rate your modem can handle. Do not check Only Connect at This Speed. Your modem should have been automatically configured by Windows 95.

Under CONNECTION, you need to have the preferences set to Data Bits: 8; Parity: none, Stop bits: 1. Under OPTIONS, nothing needs to be changed. Click the OK button. Click the NEXT> button. Enter the phone number that you use to dial in to the Concentric Network. If you have call waiting add \*70, (with the comma) to the beginning. This will temporarily disable call waiting. Press the NEXT> button, then the FINISH button and the new CONCENTRIC NETWORK icon will be created.

{button ,Jl(','Server Type')} STEP 6: Setting Up Server Type



**STEP 6: Setting Up Server Type**

Click the right mouse button on the newly created CONCENTRIC NETWORK icon, then select PROPERTIES. Click on the SERVER TYPE button. Under Type of Dial Up Server click the down arrow on the right hand side and scroll down to SLIP:UNIX CONNECTION. Log on to Network should not be checked. Make sure that TCP/IP in the Allowed Protocols section is checked. Click the TCP/IP Settings button. Enable Specify IP Address. Type in 192.0.2.1. Click OK. Click OK again in the remaining dialog box. If you would like to configure your dial-up sessions to automatically redial if they encounter a busy signal, select the CONNECTIONS menu from within the DIAL-UP NETWORKING folder. Choose the SETTINGS selection. From there, you can choose the number of times you would like your dial-up sessions to attempt connection.

{button ,JI(','Connecting')} STEP 7: Connecting to the Concentric Network

### **STEP 7: Connecting to the Concentric Network**

Double click on the CONCENTRIC NETWORK connection icon you set up in step 5. This will bring up a login screen. You need not enter your username or password here, you'll have to type it in later anyway. Click the CONNECT button and your modem should start dialing. Click on the minimized TERMINAL SCREEN tab, at the bottom of the screen. When you are prompted, enter your username with "@slip" appended after it (must be lower-case, without quotes). For example, custserv@slip. Then when prompted, enter your password. It will say "Ready to start you slip software." Click on the CONTINUE button, this will start your SLIP session. Open your favorite SLIP software, and have a ball.

{button ,JI(','Concentric')} [Summary of Concentric Network SLIP Settings](#)

## **CREATING YOUR CONNECTION TO CRIS**

Open up MY COMPUTER from the desktop and double click the DIAL-UP NETWORKING icon. Double click the MAKE NEW CONNECTION icon. Type CONCENTRIC NETWORK as the name of the computer you are dialing. Click the CONFIGURE button. Under the GENERAL section, set the maximum speed to the highest baud rate your modem can handle. Do NOT check "Only Connect at This Speed". Your modem should have been automatically configured by Windows 95.

Under CONNECTION, you need to have the preferences set to Data Bits: 8; Parity: none, Stop bits: 1. Under OPTIONS, nothing needs to be changed. Click the OK button. Click the NEXT> button. Enter the phone number that you use to dial in to the Concentric Network. If you have call waiting add \*70, (with the comma) to the beginning. This will temporarily disable call waiting. Press the NEXT> button, then the FINISH button and the new CONCENTRIC NETWORK icon will be created.

Click the right mouse button on the newly created CONCENTRIC NETWORK icon, then select PROPERTIES. Click on the SERVER TYPE button. Set "Type of Dial Up Server" to "PPP, Windows 95, Windows NT, 3.5, Internet".

Under the Advanced Options section, only "Log on to Network" should be checked.

Under "Allowed Protocols", only TCP/IP should be checked.

Click on the "TCP/IP Settings" button. Make sure that "Server assigned IP address" is selected.

Make sure that "Specify Name Server" is selected, and enter "199.3.12.2" in the Primary name server field, and "199.3.12.3" in the Secondary name server field.

Click OK until you're back to the desktop, and you should be ready to connect.

## **CONCENTRIC NETWORK SLIP SETTINGS**

This section contains the IP numbers and server names needed to configure most SLIP software. This information can be found in the file SLIPSET.TXT in the SLIP/TIA forum of the Concentric Network. IP Address:

192.0.2.1      Name Server Primary:199.3.12.2      Secondary:199.3.12.3  
News Server: news.concentric.net      Mail Server: mail.concentric.net  
Pop3 Server: mail.concentric.net      Pop3 Account: Email-ID@mail.concentric.net  
SMTP Server: smtp.concentric.net  
Host Name: crc3  
Domain Name: concentric.net  
Subnet Mask: 255.255.255.0  
Home Page: <http://www.concentric.net>  
IP Gateway Server:199.3.12.1

We hope that this has been a useful guide for you to get started with SLIP using Windows 95, and using the power of the Internet directly at your own computer. There is a great variety of software available, and the quality and amount of material is growing rapidly. This is a good stepping-stone to bringing the real power of the Internet right to you, but it is still only a stepping stone. The Internet is a living, growing set of information, connections, and people. With SLIP and Windows 95, you can bring those connections directly to your computer in a natural and powerful way, making your computer a part of the Internet itself. For updated windows 95 slip applications, navigate to the website: <http://cwsapps.texas.net> Then click on Windows 95 apps.

## The Airplanes

WarBirds aircraft fly like their real life counterparts did. Unlike the typical computer flight simulator, The WarBirds simulation engine models real world physics... the forces that act upon an airplane in flight are present and accounted for. The result is the most realistic flight simulator experience you can have on a personal computer.

WarBirds currently models the following aircraft, with others to follow soon...

**Chance-Vought F4U Corsair**

**Mitsubishi A6M3 Zero-Sen**

**Lockheed P-38 Lightning**

**North American P-51 Mustang**

**Focke-Wulf Fw190**

**Messerschmitt Bf109**

**Bell P-39 Airacobra**

**Supermarine Spitfire Mk IX**

**Boeing B-17 Flying Fortress**

**Douglas SBD-5 Dauntless**



A marriage of the biggest most powerful engine available and the smallest airframe that could hold it, the “Hawg” was a fearsome weapon. It quickly earned the nickname “Ensign Eliminator” as pilots discovered just how much torque its big radial engine could produce.

The WarBirds Corsair is true to its namesake. Big, fast, and tough, its six fifty calibre machine guns pack a punch... but it's best left to experienced pilots that can deal with its tremendous torque and somewhat poor low-speed handling.

HiTech sez: “Gunjam is a putz...”



The mainstay of the Imperial Japanese forces for the duration of the War, the “Zeke” ran circles around anything the allies could bring to bear against it in the early years. Lightly built and carrying no armor, its pilots relied on extraordinary maneuverability to defeat their opponents.

The Warbirds Zero is actually the clipped-wing model 32 variant, code named “Hamp” by the allies. It is the premier dogfighter in the arena, but even a stray snapshot that connects can end your flight... It is a rare occasion indeed for a Zero to return home after taking fire. Due to its lack of speed you’ll rarely have the option of disengaging... a fight in the Zero is usually a fight to the death.



“Please don’t click on my head”

Cap’n Trips



Nicknamed the “Fork-Tailed Devil” by its foes, the Lockheed P-38 Lightning was highly regarded by the pilots that made it famous. One of the few American fighters to mount a cannon, the Lightning had an additional gunnery advantage... all of its weapons mounted in the nose, largely eliminating convergence issues.

The WarBirds Lightning is a well balanced machine, combining both speed and agility. Its twin engines tend to negate any torque effect, making it an excellent choice for newer pilots or anyone flying without the benefit of rudder pedals.



The Focke-Wulf Fw190 “Wuerger” was a fearsome combination of firepower and speed. It’s four 20mm cannons, and two 7.9 mm. machine guns made short work of any airplane unlucky enough to be caught in its gunsight.

The WarBirds FW 190 carries the most firepower of any of the planes in the game. Pilots with the discipline to stay within the envelope will put this plane to the best use. The “Butcher Bird” is not meant for dogfighting... hit and run tactics are its forte.

Killer says: "Check six, dude..."



The Luftwaffe employed more 109's than any other type throughout the war. Leading aces like Erich Hartmann and Joachim Marseille racked up tremendous numbers of kills in this machine.

The WarBirds 109 combines cowl mounted machine guns with a spinner mounted cannon to deliver its knockout punch. Not the fastest or most maneuverable plane available, it is often overlooked in favor of the better known types. Don't take it lightly... in the right hands this plane can be very hard to beat. Take advantage of its excellent climb performance to gain the advantage.

Starman says: "where's your head?"



The Bell P-39 Airacobra was not very popular with American and British pilots, who quickly dubbed it the “Iron Dog” due to its poor power to weight ratio. It found its niche in the hands of Russian attack pilots who found its 37 mm spinner mounted cannon very effective against armored vehicles.

The WarBirds 39 does not see much use... it's just not all that effective for air to air combat. Poor turn performance, weight, and lack of power are tough handicaps to overcome. Its one advantage is its 37 mm cannon... what it hits, it shreds.

Frying Tiger says: "I'm gonna DIE!!!"





Perhaps the best known American fighter of World War II, the North American P-51 Mustang combined a Packard built Rolls Royce Merlin engine with an advanced laminar flow wing to deliver great speed and endurance. One of the only fighters able to escort B-17's all the way to their targets, its presence often made the difference between a return home and destruction at the hands of the Luftwaffe for grateful bomber crews.

The Warbirds "Pony" is the fastest plane you can fly. Use its speed to your advantage and you'll be a very tough opponent to bring down. Make the mistake of engaging in a slow turning fight, and you'll likely find yourself returning to the ground via parachute.

“This plane flies like a dream!”

Pyro '96



The Supermarine Spitfire was Great Britain's answer to the Luftwaffe. Armed with 30 calibre machine guns and twenty mm cannons, the Spit combined firepower with speed and agility. Many of the RAF's leading aces earned their victories in this plane.

The Warbirds Spitfire is a plane that does almost everything well. Fast and nimble, it also packs a strong punch thanks to its twin cannons and machine guns. An excellent energy fighter, it can also get in close and mix it up when the situation demands it. Its disadvantage is its ammo capacity. Don't waste your ammo in the Spit, you don't get much.

“It’s a bug...”

Mandrake



The Boeing B-17 Flying Fortress was the premier heavy bomber in the European Theatre. Although able to withstand terrible punishment, many “Forts” never returned home from their missions. The crews that flew these planes into battle against terrible odds are regarded by many as the most courageous in the history of aerial warfare.

The WarBirds B-17 is the plane of choice when the obliteration of a ground target is called for. An accomplished B-17 pilot/bombardier can often destroy every structure at an airfield in one pass. Six “robo-gunners” help keep attackers at bay, but a skilled fighter pilot is often more than a match for them.

“Thank God for Otto”

Ben “\$BF\$” Franklin



Although the SBD was obsolete by the beginning of WWII, it remained the U.S Navy's principal dive bomber thanks to a combination of durability, honest flight characteristics, and the highest accuracy of any dive bomber of the era. It was the only U.S. aircraft to participate in all five carrier to carrier engagements of the war.

The WarBirds Dauntless is the SBD-5 variant, having slightly more horsepower than the more prevalent SBD-3. It'll never win any races, but it can maneuver with some fighters, and its twin rearward firing .30 caliber guns can surprise unwary attackers.

