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Nintendo

GAME BOY[®]

THE F-14 DOGFIGHT SIMULATOR

TURN AND BURN[™]



FLIGHT MANUAL

DMG-UR-USA-1

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CLASSIFIED INSTRUCTIONS FROM NAVAL INTELLIGENCE

Official Briefing for F-14 Fighter Pilots

Confirmed reports of renewed hostile activity in the vicinity of allied gulf operations have compelled the Secretary of Defense to initiate immediate retaliatory and defensive action.

All F-14 fighter pilots currently on active duty in the region are instructed to report directly to their commanding officers for reassignment. A series of aerial assault missions will commence within the next 48 hours.

You are required to thoroughly familiarize yourself with the details of each operation contained in this document. Refer to it whenever necessary.

These orders countermand all others issued prior to this date.

F-14 TOMCAT SPECIFICATIONS



Performance

Maximum Speed at Altitude:

Mach 2.34

Maximum Speed at Sea Level:

Mach 1.2

Powerplant: Two 20,900 lb.

afterburning Pratt and Whitney

TF30-414 Turbofans

Cruising Speed: 400-550 knots

(741-1019 km/h)

Landing Speed: 132 knots (204 km/h)

Minimum Takeoff Distance: 1,400 ft.

Ceiling: 56,000 ft.

Fuel Load: 3,080 gallons

Armament

Unlimited rounds of machine gun fire
for wing-mounted 50mm cannons

AIM-9 Sidewinder infrared air-to-air
missiles

AIM-54 Phoenix radar-guided air-to-air
missiles

Equipment

HUD for Enemy Targeting

Long-Range Radar Display

Weapons Status LED Console

Heading Indicator for 360° Rotations

Artificial Horizon Indication

Cockpit Computer Display Console

Enemy Aircraft

In each mission your primary targets
will be Soviet-made MiG-27s, MiG-29s,
and transports. As the missions
progress, the number of opposing
aircraft will vary.

ABBREVIATED MISSION PROCEDURAL

For Advanced Pilots Only

Experienced F-14 pilots familiar with this theater of operations' systems and procedures, may refer to the instructions below for an immediate start on Mission 1. Novices are ordered to study the entire text of this flight manual. Exceptions will not be granted or tolerated.

Takeoff

- Press START to display the Mission Objective Screen.
- Press START to display the Takeoff Screen.
- Hold down BUTTON B and push the UP ARROW until the on-deck flight officer salutes and walks off-screen.

Combat

- Once in flight, press START to display the Long-Range Radar Grid.
- Once on the Long-Range Radar Grid Screen press SELECT to "target" the enemy blip.
- Press START to return to the Cockpit Control Panel.
- Use the DOWN ARROW to increase altitude.
- Hold down BUTTON B and push the UP ARROW to increase thrust and climb faster.
- When the F-14's altitude matches that of the "targeted" enemy, push the UP ARROW until the horizon appears level. Hold down BUTTON B and push the DOWN ARROW to decrease thrust back to 50%.

- Press START to display the Long-Range Radar Grid.
- Press the LEFT or RIGHT ARROWS to "steer" the F-14 icon into the same quadrant as the enemy aircraft.
- Press START to return to the Cockpit Control Panel.
- Press SELECT to change weapons.
- Use the CONTROLLER ARROWS to maneuver the enemy aircraft into the HUD.
- Press BUTTON A to fire the chosen weapon.

Landing

- Press the LEFT or RIGHT ARROWS to match the F-14's heading to within $\pm 5^\circ$ of that of the carrier.
- Push the UP ARROW to decrease altitude.

- Push the DOWN ARROW until the horizon appears level and the F-14's altitude is approximately 510 ft.
- Hold down BUTTON B while pushing the DOWN ARROW, and decrease thrust to 25%.
- Push the DOWN ARROW until the F-14 enters the landing groove.
- Press the LEFT or RIGHT ARROWS to adjust for crosswinds encountered during landing.
- If needed, hold down BUTTON B and push the UP and DOWN ARROWS to increase and decrease thrust while making the approach to the carrier.
- Hold down BUTTON B and push the DOWN ARROW when the landing tone is heard to decrease thrust and land safely on the flight deck.

COCKPIT CHECK

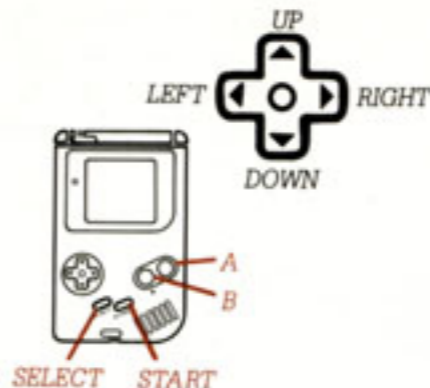
Loading

Make sure the Game Boy® power switch is OFF. Insert the *TURN and BURN™* Game Pak, then turn ON the power switch. "Nintendo*" will be displayed followed by the title and credits screens. This pattern will repeat itself until the START BUTTON is pressed.

Now the Mission Objective Screen will appear (see page 10 for details).

BASIC FLIGHT CONTROL

Refer to the following illustration for the control buttons you will use to operate your F-14.



To Bank Right or Left—Press the RIGHT or LEFT CONTROLLER ARROWS.

To Climb—Press the DOWN ARROW.

To Dive—Press the UP ARROW.

To Fire a Weapon—Press BUTTON A.

To Change Weapons—Press the SELECT BUTTON.

NOTE: You can throttle up from 0-99%. Beyond 99%, the afterburners are engaged. Afterburners are always accompanied by a unique high-frequency hissing sound; they also consume huge amounts of valuable fuel very quickly.

To Increase the Throttle—Press BUTTON B and the UP ARROW simultaneously.

To Decrease the Throttle—Press BUTTON B and the DOWN ARROW simultaneously.

To Move between Cockpit Screen and Long-Range Radar Grid—Press the START BUTTON.

To Pause from the Cockpit—Press START to switch to the Long-Range Radar Grid, then press BUTTON A.

To Pause During Landing or Takeoff—Press BUTTON A.

To Unpause—Press BUTTON A.

MISSION OBJECTIVE SCREEN

In this mode you will be assigned to fly a number of different sorties, each with varying rounds of weaponry, pounds of fuel, and enemy bogeys. In all cases you are required to launch your F-14

from the aircraft carrier deck, engage and destroy enemy aircraft, and return safely to the carrier. At the outset of each mission, you will be given the following information:



Mission Objective Screen

SQUADRONS

As squadron commander you initially have a total of 3 planes under your control. For every 5000 points you score you add another plane. When you lose all your planes, your tour of duty is over. Refer to the "Mission Values" chart to plan your strategy.

Transport	MiG-27	MiG-29	Score
10	10	10	each 50mm hit
100	150	200	50mm kill
100	150	200	AIM-54 kill
150	200	250	AIM-9 kill

Successful refueling connection:

100 points

Successful landing: 100-1000 points

Missiles remaining on board after

landing: 50 points per missile

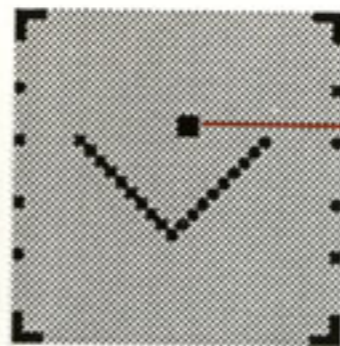
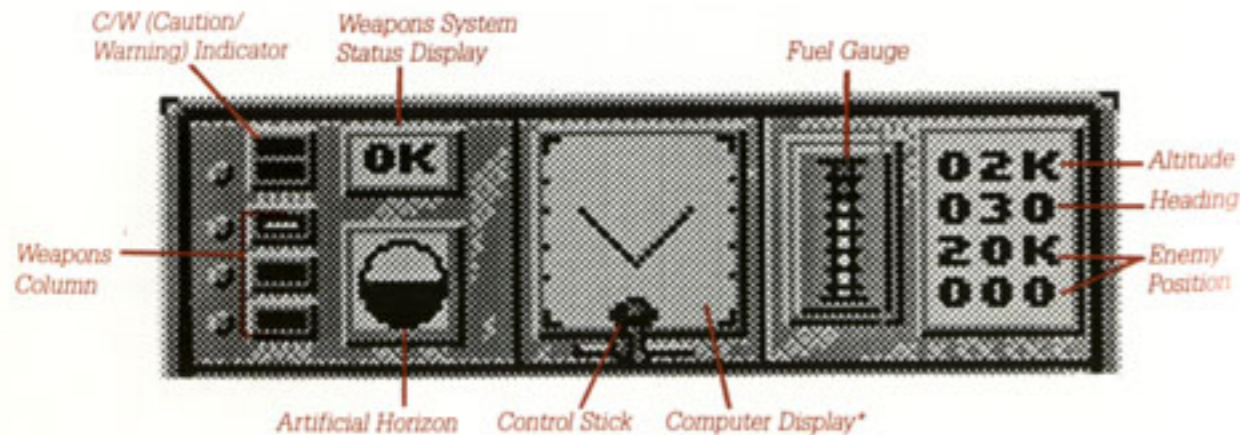
Fuel remaining on board after landing:

10 points per tick

COCKPIT CONTROL PANEL

All readings, information, and calculations are accessed from the Cockpit Control Panel. The Computer Display is located in the center of this panel.

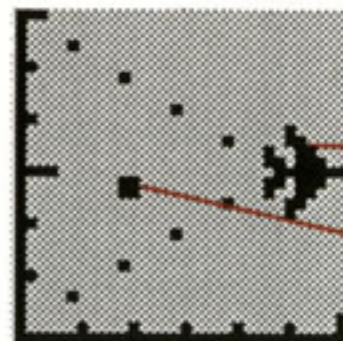
*The images on your Computer Display will change to represent four different F-14 operations. Memorize these four screens—because in the heat of a confrontation, you won't have time to refer back to the Flight Manual.



Enemy aircraft

Long-Range Radar Display

Status of the enemy as seen from a top view looking down. Shows the position of the enemy (his distance from you) when he's within your quadrant. If the radar blip appears at screen-bottom: the enemy is behind you.

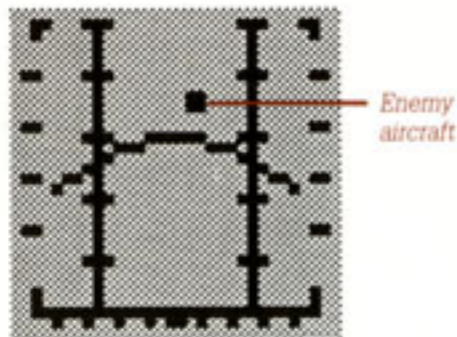


Your F-14

Approaching enemy missile

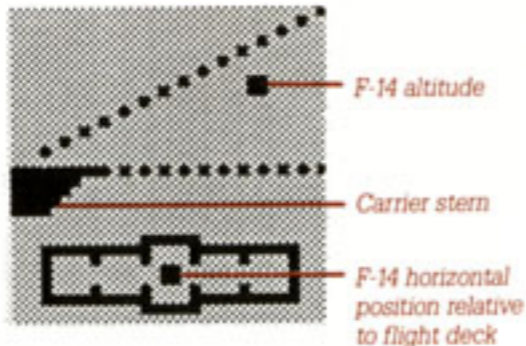
ECM Display (Electronic Counter Measures)

Shows the distance a fired enemy missile is from your rear. The radar blip gets closer to the plane icon as the missile gains on you; when it's on top of the plane icon, the missile has impacted and destruction of your craft is imminent.



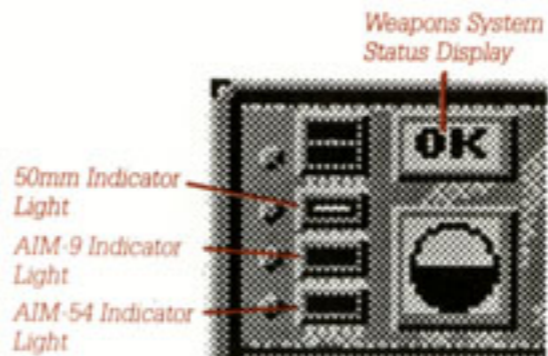
DDD
(Detail Data Display)

This is a straight-ahead view, your line of sight being parallel to the the earth's surface. The display shows the position of the enemy in relation to your front view. When the radar blip appears center-screen: the enemy is straight ahead. If the radar blip is slightly above or below center: so is the enemy.



CLD
(Computer Landing Display)

Shows your altitude and horizontal position in relation to the aircraft carrier. This screen appears when you're in the landing groove (see *Landing Sequence*, page 29).



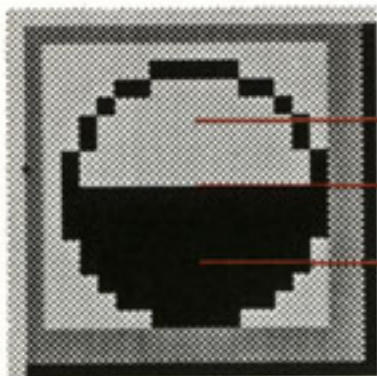
Weapons System Status Display

The top light of the Weapons Column indicates the condition of your 50mm machine guns. The second light is for the Aim-9 Sidewinder missiles; the bottom light is for the Aim-54 Phoenix. Pressing SELECT enables you to check on the status of any of these weapons. This information is shown in the Weapons System Status Display window.

If the AIM-9 or AIM-54 indicator light is selected, the Weapons System Status Display will show you how many of these missiles you have left on board. When a particular weapons system is depleted, the Weapons System Status Display will read "0" and that weapon can no longer be engaged.

If you continually fire the 50mm machine guns, the message "ok" in the Status Display will be replaced by "HOT." Automatic safety measures will then go into effect, and you will be unable to fire the machine guns again until they cool off and "ok" re-appears.

NOTE: For information on the use of weapons see Weapons Systems on page 20.



Sky

Horizon

Sea

Level flight achieved

Artificial Horizon

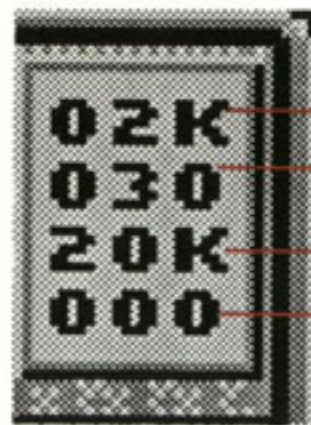
Shows your F-14's horizontal position in relation to the horizon.

C/W Indicator

The caution/warning indicator light activates when your aircraft is in danger: i.e., if there is a missile closing in on your aircraft, your altitude is below 50 ft., or you're about to crash into the sea and need to eject (see *Ejection*, page 28).

Altitude

Displays your vertical position, measured in feet above sea level, 0-999. After 999 ft., the display will read 1K to 56K (K=1000 ft.).



F-14
altitude

F-14
heading

Enemy
altitude 0-56K ft.

Enemy
heading 0-359°

Heading

Displays your F-14's direction from 0-359° (0°=North, 180°=South, 90°=East, and 270°=West). Note that the Heading Display will be replaced by the Engine Thrust Percentage Indicator when BUTTON B is pressed during throttle engagement.

Enemy Position Indicator

Reports the altitude and heading of an oncoming enemy aircraft if it has first been targeted on the Long-Range Radar Grid (see page 19).

Fuel Gauge

Displays remaining fuel on board. The bar fills up from bottom to top. When full, the gauge is all white. When the gauge becomes entirely black, the fuel supply has been depleted.

LAUNCHING FROM THE CARRIER

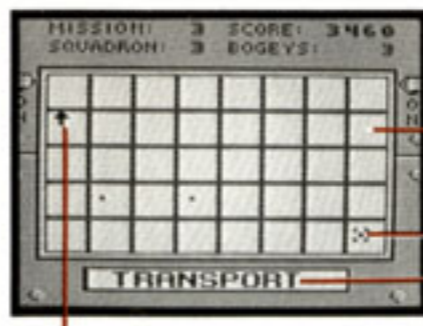
Remain in the cockpit until you receive authorization from the Flight Deck Officer. He will signal you to throttle up to full power, necessary for catapulting from the deck. When this happens, begin throttle operations:

To Throttle Up (Thrust) for Takeoff—Hold down the UP ARROW and BUTTON B simultaneously. Keep holding until the thrust level reaches 99%. Continue holding and the afterburners will engage. Once the flight officer has saluted you, release the UP ARROW and BUTTON B.

You will automatically clear the flight deck and take off.



LONG-RANGE RADAR GRID



Your F-14

The advantage of the Long-Range Radar Grid is the satellite (bird's-eye) view it provides, giving you the ability to see the enemy at a distance and to maneuver toward his quadrant. On this screen you can bank your aircraft the same way as in normal flight mode, using the RIGHT or LEFT CONTROLLER ARROWS.

Pressing START brings up the Long-Range Radar Grid. Press it again to return to the cockpit.

Long-Range Radar Grid Controls

To Move across Quadrants—Use the CONTROLLER ARROWS. RIGHT and LEFT will bank your plane in those directions, respectively.

To Change Speed as You Fly across the Grid—Increase and decrease thrust as explained previously. The UP ARROW will increase your speed; DOWN will decrease it if BUTTON B is pressed simultaneously.

NOTE: When moving toward the edge of the screen, continue in the the same direction and you will "wrap around" to the other side. There is no need to double back and cross the entire screen when you are tracking down the enemy.

To "Target" an Aircraft—Press the SELECT BUTTON until the signature of the plane you're looking for is shown at screen bottom. The four possible signatures are:

- MiG-27
- MiG-29
- A-6 INTRUDER
- TRANSPORT

NOTE: Once you've destroyed an enemy aircraft it can no longer be targeted. You then must return to the grid to target the next aircraft.

To Approach an Aircraft—Move toward it.

To Pause/Unpause (while on Long-Range Radar Grid)—Press BUTTON A.

To Return to Cockpit Screen—Press the START BUTTON.

WEAPONS SYSTEMS

Your F-14 is outfitted with three types of weapons:

- 50MM MACHINE GUNS
- AIM-9 SIDEWINDER INFRARED MISSILES
- AIM-54 PHOENIX RADAR-GUIDED MISSILES

To Toggle from Weapon to Weapon—Press the SELECT BUTTON.

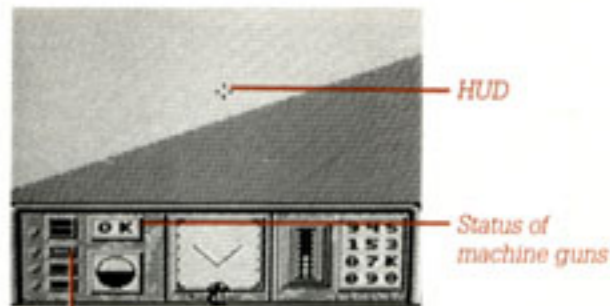
To Fire Weapons—Press BUTTON A.

When a weapon is engaged, the Head-Up Display (HUD) appears in the center of your cockpit window, and takes the form of a specific type of sight, as described below.

50mm Machine Guns

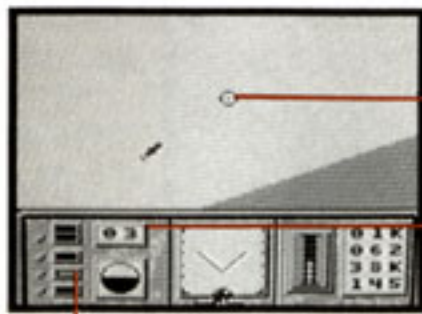
The machine guns are engaged when the TOP light of the Weapons Column is illuminated. When the guns are active, the HUD is a cross hair sight.

Maneuver the enemy aircraft into the center of the cross hair by banking your F-14 and raising and lowering your nose angle. Then press BUTTON A for a direct hit. You may fire repeatedly, but exercise caution. The 50mms are subject to overheating and will automatically shut down if they reach extreme temperatures.



50mm machine gun indicator

Should overheating occur, the word "ok" will be replaced by the word "HOT" on the Weapons System Status Display. Wait until the guns have cooled off and "ok" reappears before you resume firing. An enemy aircraft must be hit 8 times by the machine guns before it can be downed.



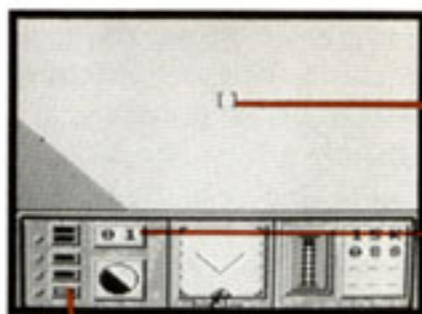
HUD

Number of
AIM-9s on board

AIM-9 indicator

AIM-9 Sidewinder Missiles

These long-range infrared missiles are engaged when the MIDDLE Weapons Column light is lit. After an AIM-9 is fired, you can bank your plane to maneuver the enemy craft into the missile's path. The AIM-9s will be fired alternately from the left and right sides of your F-14. The Sidewinder missile sights are displayed on the HUD as a circle.



HUD

Number of
AIM-54s on board

AIM-54 indicator

AIM-54 Phoenix Missiles

These radar-guided locking missiles are engaged when the BOTTOM Weapons Column light is lit. They are represented on the HUD by a square.

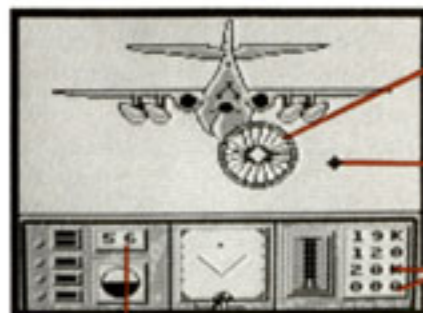
To lock onto an enemy, maneuver the aircraft toward center-screen and directly over the sight. A steady tone will result, which means the system has locked onto the target, but a skilled enemy may still outmaneuver it. Do not waste a shot by firing before the steady tone sounds.

REFUELING

When the fuel gauge is low (1/4 white), it is time to start preparations for refueling.

The A-6 Intruder is the only aircraft authorized for Allied refueling. To locate it, switch to the Long-Range Radar Grid and press the SELECT BUTTON until the Intruder's signature is displayed in the readout box at the bottom of the screen. The "blip" in brackets will be the Intruder.

Press START to return to the cockpit and begin maneuvers to bring the Intruder into refueling range. Match your F-14's altitude and heading with those of the Intruder, which are displayed in the Enemy Position Area.



A-6 Intruder
Intruder hose

F-14
refueling nozzle

Intruder altitude
and heading

Refueling time

Match the Intruder's altitude and heading within the following parameters:

ALTITUDE: Match exactly.

HEADING: Match within + or - 5°

Once your F-14 is in the correct position, the Intruder will appear. Move your plane's refueling nozzle toward the Intruder's hose using the CONTROLLER ARROWS.

The nature of a refueling connection necessarily places both aircraft in a vulnerable state. As a result, refueling is strictly timed. This time period is displayed as a 2-digit number on the left side of the cockpit in the Weapons System Status Display. The timer can be viewed only when the refueling screen is accessed.

While refueling, you may press START to return to the normal flying mode and cockpit screen. If at any time your plane's nozzle is disconnected from the A-6, you must again attempt a rendezvous with the Intruder's hose.

Each time you have properly connected with the Intruder, your fuel level will increase by approximately 20%. If your F-14 has been completely filled, the fuel gauge will appear completely white, and you will automatically exit this mode.

Reconnections are permitted as long as refueling time is available. Once this time has expired, Allied defenses can longer guarantee protection, and the A-6 will leave the area. Access will be impossible.

NOTE: Security and fuel conservation mandates require limited use of the A-6. As a result, the Intruder will only be airborne on select missions.

COMBAT

After takeoff, you may engage the enemy by bringing up the Long-Range Radar Grid. Once on this screen, press SELECT to identify the bogeys. Press START to return to the cockpit screen.

The enemy's altitude and heading will now appear in the enemy position area immediately below your altitude and heading. To engage the enemy, fly to within 1K feet of the enemy's altitude and match his heading within + or - 5°. To climb quickly to the enemy's altitude, push your aircraft into a steep climb by pressing the DOWN ARROW. Then engage the throttle by pressing BUTTON B and the UP ARROW.

If you have matched the enemy's coordinates, but the aircraft does not appear within a few seconds, press START to return to the Long-Range

Radar Grid and make sure you're still within his quadrant. If not, use the CONTROLLER ARROWS to enter that quadrant; then press START to return to the cockpit screen.

When engaging the enemy in combat, you may change your F-14's nose angle and bank the aircraft in order to bring him into the center of your sight. When using the machine guns, you need to hit the enemy craft repeatedly—a total of 8 times—to score a kill. When the AIM-9s are deployed, bank your craft to bring the enemy into the path of the outgoing missile.

NOTE: In combat, your altitude will not change on the cockpit screen. To disengage the enemy, return to the Long-Range Radar Grid and fly away.

Using an AIM-54 will almost guarantee a kill as long as it's fired while the enemy is within your sight and a solid tone is heard. It is possible, however, for an enemy to avoid it (see the "AIM-54 Phoenix Missiles" section on page 22 for more details).

When an enemy has gotten on your tail, he may at any time fire his own AIM at you. When this occurs, the cockpit computer display will display the ECM computer screen and your C/W indicator will begin to flash. The blip on the computer display shows the path of the oncoming missile.

To outmaneuver a missile, you must fly a series of defensive maneuvers: extreme banking, extreme altitude changes, along with barrel rolls and aileron rolls (see the *Glossary* on page 33 for definitions). When you're out of danger, the C/W light will cease flashing; the ECM display will disappear from the cockpit computer screen and will be replaced by the Long-Range Radar Display.

During avoidance measures, you may still perform offensive maneuvers to destroy enemy aircraft.

NOTE: *The more you vary your F-14's defensive maneuvers, the sooner you'll evade an oncoming missile.*

When an enemy is in front of you, he may at any time fire a front-view missile at you. Your C/W light will begin to flash; you will see the missile approaching on the screen. To avoid this missile, bank right or left or angle the nose of the aircraft up or down until the missile has moved off the screen. When the missile is close, it will explode every time. If it explodes on-screen, catastrophic turbine failure will occur and your aircraft will fall toward the ocean, causing you to lose a squadron member and forcing you to repeat the previous mission. To avoid this repetition, it is recommended you eject from the F-14 (see *Ejection*, on page 28).

If the explosion occurs off-screen, your plane will be unharmed. The front-view approaches quickly, so you must act fast to outmaneuver.

In later missions, an enemy SAM (surface-to-air missile) may home in on you. If this occurs, the C/W light will flash and your computer's ECM screen will display the missile's distance from your craft. Outmaneuver with the same techniques used for rear missile evasion.

EJECTION

When your craft has been hit by an enemy missile or it is flying below an altitude of 50 ft., the Weapons System Status Display will show the word "EJECT." Also, the C/W light will flash and a warning Klaxon will sound. To eject, press BUTTONS A and B simultaneously. You will now eject from your F-14; a rescue helicopter will be charged with your recovery.

If you crash during combat and eject, you will resume at the beginning of the current mission. If you crash during combat and do not eject, you must resume at the outset of the *previous* mission.

Should you crash and eject during landing (this assumes you've shot down all enemy aircraft on a mission), you must begin the landing procedures all over again. However, you will still lose a squadron member. Crash and don't eject during landing, and you will be forced to repeat the *previous* mission.

The factor that determines where you resume after a crash is the appearance of the landing message.

LANDING SEQUENCE

Once your assault procedures have been completed, you will be commanded to return immediately to your carrier.

First, the word "LAND" will appear in the Weapons System Status Display. At this time, you will be given the carrier's heading. Carrier position is always displayed in the enemy position area on the cockpit control panel. Its altitude is fixed between 050 and 060 ft., but its heading will vary.

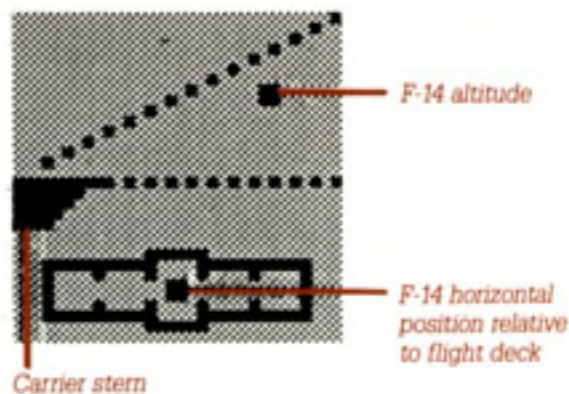
To get into a landing position, match the carrier's altitude and heading within the following parameters:

HEADING: Match within + or - 5°

Throttle back to below 30%

Decrease altitude to below 500 ft.

When you're in the correct position, the Computer Landing Display Screen will appear in the cockpit computer



window. Your aircraft will now enter the landing groove for landing on the carrier deck, and you will be able to view the carrier head-on before touchdown.

On this display, 2 information blips will appear. The top blip shows you your position relative to the carrier based on your altitude and distance. As your F-14 approaches the carrier, the blip

will move toward the bottom left edge of the display. The bottom blip shows your position to the carrier relative to the center position of its landing deck.

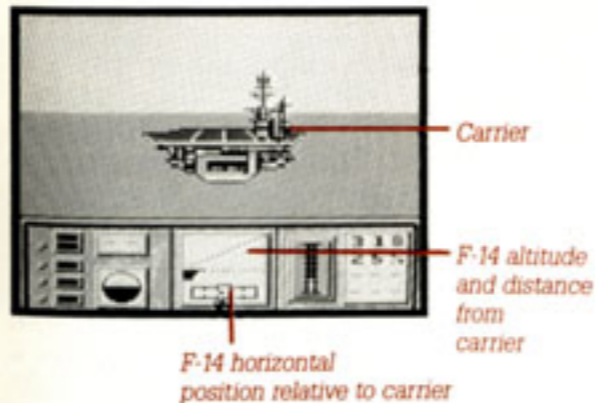
To successfully land on the carrier, the top blip of the display should appear along the bottom edge of the landing groove, and the bottom blip of the display should appear in the center of the 5 boxes.

NOTE: During landing, the F-14's heading display will be replaced by a thrust percentage display.

To change your altitude while landing, press **BUTTON B** and move the **UP** and **DOWN ARROWS** to increase and decrease thrust. To decrease your altitude to that of the carrier, press **BUTTON B** and the **DOWN ARROW**.

Throughout the landing procedure, your F-14 will be subject to present gulf wind conditions and may drift slightly. When approaching the carrier, the aircraft may be tossed about by crosswinds that will move it away from the center of the carrier. To compensate for winds, move the **RIGHT** and **LEFT ARROWS** to once again center the carrier.

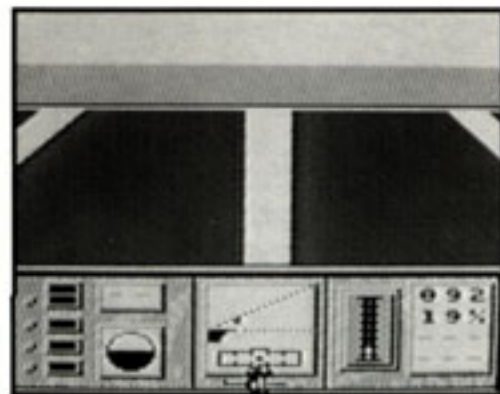
Your plane will also drift vertically as it approaches the carrier. Near-level flight can be achieved by virtue of a 30-35% thrust; additional compensations can be obtained by continually increasing and decreasing thrust.



When the carrier deck fills the screen and you are immediately over it, a repeated tone will sound, warning you to decrease thrust and begin landing on the flight deck.

Failure to decrease thrust at an altitude of 100 ft. or higher will result in an aborted landing, and you will be forced to make a second pass at the carrier. Failure to decrease thrust at an altitude below 100 ft. will inevitably result in forced impact with the carrier.

Remember that throughout the landing procedure you will be continuously burning fuel. As a result, you are limited to a finite number of passes at the carrier. Before a mission can be deemed successful, a safe landing *must* be executed. Be absolutely certain you have enough fuel upon entering this crucial phase—refueling at this point will not be possible.



Flight deck

The following procedure is recommended to maximize landing safety:

Before approaching the carrier, set your heading first. Then fly level with your altitude at approximately 520 ft. and your thrust at 26%. Once these parameters are set, push the DOWN ARROW and you will enter the landing groove at approximately 500 ft. The aircraft should now slowly fall to a safe landing altitude of 60-70 ft.

Procedure Recommendations

- To avoid enemy missiles, adopt an eccentric flight pattern. Dive, bank, and climb quickly.
- To reduce the amount of fuel used during flight, avoid using the afterburners except for emergencies. And keep your engine thrust below 99%.
- When entering combat, thrust back to 50% for better maneuverability.
- When firing machine guns, use short bursts to avoid overheating.
- When landing, move the CONTROLLER ARROWS lightly to avoid overshooting carrier parameters (don't change altitude too quickly).
- Refuel before destroying the last enemy on a mission to ensure enough fuel for landing.
- To easily set your heading within + or - 5° of a targeted blip, just bank your aircraft slightly from level flight. The F-14 will angle and quickly level itself again. This technique enables you to adjust your heading by small increments for more precise targeting.

Glossary

- Aileron Roll**—rotation of aircraft across its center without altitude change.
- AIM**—Air Interception Missile
- Bank**—lateral incline of aircraft.
- Barrel Roll**—wide 360° rotation of aircraft, end over end, in a large, looping path.
- HUD**—Head-Up Display. Appears on cockpit window and displays information such as weapons sights.
- Landing Groove**—optimum approach for a landing aircraft.
- MiG**—Soviet jet fighters originating from the design bureau of Artem Mikoyan and Mikhail Guryevich.
- Phoenix**—AIM-54 radar-guided long-range missile
- Sidewinder**—AIM-9 infrared long-range missile
- Sortie**—one mission undertaken by a single aircraft.

NOTES FROM A TOP-GUNNER



*by Dan Kitchen, designer of
TURN and BURN*

I've always been fascinated by the technology of military fighter aircraft and admired the courage of the pilots who routinely defy the odds in the skies above. We've tried to incorporate the spirit and challenges of actual jet-fighter combat into this game, and have consulted with many real-life fighter pilots to ensure the accuracy of TURN AND BURN.

Here's thumbs-up in your quest for Top Gun!

FLIGHT LOG

FLIGHT LOG

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