SOME BASICS ONE NEEDS TO KNOW FOR PLAYING *RISE OF FLIGHT*

1. Practically every question you can ask is covered and or answered in the ROF forums. Just do a Google or similar search, tagging your question, tagged with "Rise of Flight." In addition, check YouTube for many ROF "How to" videos and related. Further and of course, it doesn't hurt to make good use of the ROF .pdf manual.

2. Minimize graphics for better performance. Many graphics features you can simply turn off without serious affecting appearance as far as play goes.

3. For necessary downloads and add-ons including paints/skins, see:
http://riseofflight.com/forum/topic/45373-new-useful-materials-page-official-links/
Note: The Laf. Esc. officially was Escadrille SPA. 124; so look for this when identifying skins.

4. In order to make mods work in ROF you must have the mods box checked in setup; paints/skins however are not mods. This said mods box must not be checked if you go into multiplayer; if box is checked you won't see list of servers. Also be advised, that you need to check "mods" box (at start up and set up ROF page) in order to get mods to work. *However, you can't use mods in multiplayer.* So whenever you intend to play multiplayer, make sure the "mods" box is unchecked (otherwise you won't see list of servers.) Skins are not mods, so you can use them whether on or offline.

5. Some servers require you to set you plane's fuel mixtures in order to fly. This at first might seem difficult to some, but actually the *basic* procedure for setting fuel mixtures and radiators (where applicable) is quite easy. Using the keyboard commands, simply follow the instructions in the IRFC YouTube videos; bearing in mind that you will sometimes want to lean your mixture a notch or two the much higher in altitude you go.
https://www.youtube.com/playlist?list=PL449D31D0FC5786F9
Note. The IRFC videos should by no means be viewed as the last word on their given subjects, but rather only as introductions and primers. To give you some further idea, for instance, how more involved the adjustment of fuel mixtures and radiators can be, take a scout or bomber up in an offline Quick Mission. Turn enemy planes off (or effectively neutralize them), have your plane start at a high altitude; make sure "Easy Gauges" is turned on, and once mission starts, select "A" for autopilot. Then as plane flies itself, watch (using fuel mixture and radiators gauges located on the bottom right of your screen) how the computer adjusts the fuel mix and opens and closes the radiator(s) in mid flight.

See also: http://riseofflight.com/forum/topic/44557-cant-start-your-engine-multiplayer-heres-how/

6. If you can't get into server, or control commands are not corresponding properly -- restart the game from scratch.

7. To use *Team* chat in multiplayer:
a. Right click on screen.
b. Write message
c. When sending, enter "Right-Cntrl" and "Enter" at the same time.

8. Respecting joysticks, Logitech 3d Extreme Pro and Thrustmaster T-16000M are affordable and are certainly decent enough for basic playing. Of course, there are "better" and more expensive, but you are just as well doing research for yourself on that via Google, amazon, etc. Don't think of pedals till you are already settled in and familiar with the game. While pedals have definite advantages, convenience is not one of them.

As far as settings and joystick assignments, the best approach is to play and tinker with them over time to find out what works best for you, and using the keyboard charts in the ROF Options menu, trying different assignments. One problem I have had with the Logitech stick is that sometimes ROF will not set a given command to a particular Logitech button (you also may encounter a problem like this with Thrustmaster.) One way of getting around this is to reset the ROF keyboard command to accommodate the joystick. For

example, lets say I want to set a Logitech button to drop a bomb. But when I enter that Logitech button in the ROF keyboard assignment menu, that button does not work later when to play using the Logitech stick. Here's what you can do that might correct this. If ROF defaults the Logitech joystick command to F2, change the drop bomb command on the ROF keyboard to F2 (let say to bomb previously was the "B" key); then assign the previous use of ROF keyboard F2 (say, F2 originally was external cam view) to another button, say F12. Now when you use the F2 button on the Logitech stick, it will execute the drop bomb command.

All in all, the main thing is to get acquainted with the keyboard assignment feature in the ROF Options menu, and enter Joystick button commands there, and test and try to see what works best. Between the Logitech and Thrustmaster 1600m, the latter is easier for assigning buttons than the former. In all, prepare to have to do a little monkeying with both Options menu and Joystick assignments, but with the understanding that sooner or later you will finally be able to come up with a configuration that works for you.

9. Get TrackIR, you will have a much harder time without it. The less expensive version is preferred and will do the job. If you want one, get your "radio" headset elsewhere (rather than buy the more expensive version of TrackIR.)

10. There are servers that use easy settings, but you may as well know that if you rely on icons and easy flight settings, you will look to some like a person riding a bicycle using training wheels. If you are starting out, do what is comfortable for you. But I personally recommend going with all hard settings on everything; because some of the most active servers can only be used on this level -- and they are where most of the action is. However, the hard servers do allow easy gauges (such as compass and engine readings); so you don't have to use hard settings when it comes to gauges in such servers.
As far as particular servers, you can see going online what is available; and some are specifically labeled for training. All in all, though, the best and most active servers are the New Wings (NW)Warground servers.

11. If you are playing off a laptop screen or smaller, you might seriously consider buying a separate large screen monitor. They are pretty affordable these days (check such as ebay), and, needless to say, playing ROF with a big screen enhances both the pleasure and your ability to see and (as a result) fight better.

12. At online start up there is a profile button at very top of the screen. You are allowed three separate screen names. For members of the Lafayette Escadrille for "Rise of Flight," it is recommended you have a regular LE name like "LE_Soandso" *and also* a USAS screen name for 1918 scenarios/servers/campaigns, picking the US Aero of your choice (94th, 95th, 139th, 22nd, etc.); so again, for example, "Soandso_US103." Come 1918 the LE became defunct and was turned into the US 103rd Aero. But even though, if you choose, you use a USAS Aero name for 1918 scenarios or servers, it is still understood you are formally Laf. Esc.

Playing Tips, other comments

1. ROF is realistic in some ways yes, in some ways no, in some ways debatable, and like RB3d there is dispute over accuracy of flight models; for example, many like myself do not like the Nieuport 28 version in ROF, and which has a poor turn ability in the game.

2. Take-offs. Among the Quick Mission setups, there is a "Scramble" mission, at Cappy *only*, where you can start your plane on the ground and practice take-offs (while adjusting the enemy plane settings in such a way as to effectively neutralize it.) The key to proper take offs is to know how to react *quickly* and *firmly* with the rudder -- not unlike how you might try to manage a wild and spirited horse that wants to do its own thing. When the plane veers right, instantly apply left rudder. If the plane then goes wildly left, rudder right. If too much right, now left again, etc. With practice, and no-nonsense firmness, you will be able to control the plane to go straight in the direction you want it to.

When I take off now, the procedure I now is generally this. After I decide in which direction I want to go (i.e., I may want to re-orient the plane in a different direction from where I am at first pointed), and I have set the fuel mixture and radiator settings, I cut loose at full throttle. Then as the plane starts veering, I start firmly adjusting or counteracting such veering by a firm and prompt use of the rudder. Then as the plane continues to go forward, I gradually let the nose down as the plane heads down the runway, and once the plane (depending on the type) reaches 60-70 mph or greater I gently and gradually start lifting the nose of the plane (being careful not to nose up too steeply.)

3. Use a patient, light touch on stick when engaging. When attempting to shoot something 1) let your plane settle into its proper pitch and general angle, and THEN 2) apply rudder gently. In other words try to keep movements of stick and rudder separate: flight stick (pitch/ailerons) first; and rudder second.

4. Navigating the map can also seem difficult at first, but the first trick to pick up is to learn the map by compass, rivers and trench lines -- the other details will come to be familiar as you first acquaint yourself with these as tools. For those starting ROF, it is probably a good idea spending some missions not doing much or anything more than acquainting themselves with a given map, particularly thinking here of multiplayer. Flying CAP, or combat air patrol, in multiplayer over a friendly target that needs defending is good way for beginners to learn both spotting while allowing them also an opportunity for possible air combat. Finally worth noting, you need a scroll wheel on your mouse in order to resize the in-play mini map. Some keyboards also include a scroll button.

5. Landing. Make sure you keep your speed up to flying speed (but not TOO fast) and only decrease throttle after you have touched ground. An odd way of thinking about it is, imagine if you were landing a car (rather than a plane.) Come down GRADUALLY (as someone says "let the plane land itself") and land so that the car can continue on driving after being in the air. Then cut throttle or engine once you are ground; while keeping nose just above the horizon and your wings evenly parallel to the ground. If on touching down the plane starts moving in the wrong direction, use rudder and or pull slightly back (or more) on stick to keep it from nosing over.

6. The Rickenbacker training mission that is included as a campaign mission in ROF is good way to get introduced to the game and how it works; though the bombing mission it includes will be difficult for some and you may have to end there; since in the built in ROF campaigns, you can't move on to the next mission until you have successfully completed all those prior to it.

7. If you play as a bomber, be sure to set your AI tail gunner to "Fire at Will." (Bring up top of the screen menu icons at airfield startup, and select gunner icon among choices at top left of the screen.)

8. Routinely unjam your guns (R key). It is also especially good to do this after making a pass or between turns in a dogfight; because sometimes you only find your gun is jammed just at the critical moment you need it, and believe me, good opportunities to shoot an enemy plane usually pass by quickly in ROF multiplayer.

9. Spotting and TrackIR. Probably the greatest trick and difficulty of ROF is effectively spotting the enemy. Most of the time, or at least as much of the time, you get killed in combat (aside from AA), it is by someone you don't even see. This is why it is very important to accustom yourself to TrackIR: so that you can take full advantage of seeing better, and also to, at first, just practice spotting,

For beginners to ROF, I highly recommend, if or once you have TrackIR, to go into one of the multiplayer servers, get very high altitude, and then looking down from your plane, see if you can spot planes, whether friendly or enemy, and don't even think about combat for now. Always remember as *a general rule*, the higher altitude you are at the safer you are. The *zoom key* is very important for spotting, and in the control assignments, assign the zoom command in the "head view" of the pilot (for zoom in and zoom out) and assign these to your joystick. Once you learn to spot and recognize planes at a distance, only then begin to even think about combat. After all, you can't fight what you can't see, and it is spotting and then keeping another plane in view that is probably the most difficult thing in ROF.

TrackIR is used for looking, and not -- or rarely -- for flying as such. Some pros can adroitly mix both up. But for starters certainly, the basic idea is look ahead when flying/making turns/changing alt, and only use TrackIR to look-around when your plane is already set to some sort of steady course and that doesn't require much of your attention. Again, as one gets better you can gradually use TrackIR with flying. But it is best in getting used to how TrackIR works to only use it for looking around and not for guiding/piloting your plane (that is, aside from a strictly straight ahead view forward of the cockpit.)

It is important to set your TrackIR "Pause," "Center," and "Precison" buttons (under Hotkey in "Profile" within TrackIR itself before playing); though you only need to make these assignments once. For example, I assign my up, down, and right arrow keys (not those on the numb pad, by the way) for "pause," "center," and "precision."
* "Pause" basically temporarily turns on-off/pauses-unpauses TrackIR within the game; which can be very useful for occasions (say, for example, before take off) when TrackIR isn't needed.

* "Center" basically centers TrackIR to the view with respect to how you are facing the screen. Normally, it is sufficient to center your view once and just before you start up ROF.

* "Precision" allows for smoother flow between your TrackIR views. As with "Center" you can simply set this key to "on" once and before you start up ROF.

Sometimes the TrackIR camera can go out of sync while you are using it. This doesn't happen very often. But when it does, typically all you need to do is look down into the floor of your cockpit. Then when you look up again, the view will be straightened out.

If your TrackIR does or seems to shut down while you are playing, usually all you need to do is unplug the USB head you use for TrackIR from your PC, wait a few seconds, and replug it back in again.

10. *Regarding height and altimeters*.
French and German planes measure heights in meters and or kilometers.
British planes measure distance in feet.

Basically you need roughly 3 feet to get 1 meter, or more specifically:

1 foot = .03 meters
3 feet = .91 meters (or a little under 1 meter)

So:
1000 meters = 3280.8 feet
1524 meters = 5000 feet
1 mile = 1609 meters = 5280 feet

kilometer means 1000 x 1 meter
So, if you have 3 kilometers, you have 3000 meters.

In sum, if you have meters, multiply by 3 to get approx. feet.
If you have feet, divide by 3 to get approx. meters.

French altimeters used in ROF, such as are used in the Spad, have individual units measured in 50 feet, but with printed numbers in 100s of feet (for example, 2 = 200 feet.) So, the first 10 on the French altimeter represents 1000 (or read "ten hundred") meters.

In the ROF Options menu, you can a set the units of measure (say those used in bombers); switching from meters to feet by selecting Imperial units. This switch is very useful when flying British bombers.

The Spad altimeter.

11. Practice, practice, practice! At first some things can be very discouraging no matter how much or many times you try or practice. But and even so, if you stick with it, you can do it. Just learn to be patient and give whatever it is some time. I guarantee you, some things that might now seem impossible you will end up doing easily and without hardly thinking about as the weeks and months go by. Understand that in ROF, everyone ends up getting killed, even the best players. So don't be put off by this when it happens (discouraging as this is), just keep doggedly keeping on and improving your learning and skills.

One of the common myths or misconceptions is that you necessarily have to be an ace to participate in and be a good fighter, and that whenever there is a dogfight going on you are obliged always to just dive in. In truth, in air combat there are many factors involved beyond just obvious flying and shooting skill; such as, for example, team cooperation, planning and strategy. As far as diving in, in real life fighter pilots rarely dive into dogfights without there being air cover overhead backing them up. And yet in flight sims, things tend to be so haphazard that this kind of regular procedure in real life is ignored. The same thing with formation flying, and which has its important advantages -- not least of which and including spotting the enemy.

There are then different ways of approaching the game, and there is no end of what you can learn from and about both the game itself and World War I aviation. Obviously when you are flying with a group, it is easier to be more confident than say when you are flying as a lone wolf. But whether teamed with others or as a group, you can either jump in devil may care style or very cautiously. If your energy level is not up, naturally the latter way is better. In any case, make the game suit you, and don't feel you have to play the way others do (in a given session.) Pick what approach works best, based on how you are feeling, *for you*. If (for now) you are not up or confident enough for being a fighter pilot, try some time as bomber or reconnaissance; such are always in demand in multiplayer and they are the ones that win and score the server points. Also, these can be a lot of fun, and you don't have to feel down if you don't trust yourself quite yet as a fighter pilot in ROF.

Much of ROF, after basic skills attainment, is (in a manner of speaking) psychology. So that ordinarily play in a manner that you want to and suits you, and not according to how others do or might say you must; at least as far as getting enjoyment out of it. In a word, have fun with it, try to do a good job -- while being polite to, respectful, and considerate of other players -- but don't care so much otherwise what anybody thinks; nor feel you have to quite play or approach the game the way they do.

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