EVASIVE ACTION

USING THE PROGRAM

The first time that you execute Evasive Action you will be prompted to set the parameters for the game by following a simple step by step procedure. The selection process uses a series of "Buttons" to enable you to make your choices,; this procedure need only be done once. To make your selection you can do any one of the following :

➡ Repeatedly press the spacebar until the desired button is highlighted and press return
➡ Use the mouse to point and click on the button you require.
➡ Press the highlighted letter of the corresponding button you require.
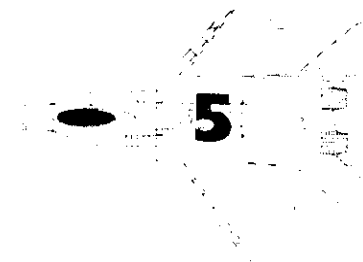
GAME SET-UP

There are three modes of play available to you in Evasive Action:

1. **Single Player Mode**
2. **Two Player Split-Screen Mode**
3. **Two Player Datalink Mode**

For all modes of play see the Flight Control section for details on how to control your aircraft

SINGLE PLAYER MODE

The single player mode is designed for combat against a computer controlled opponent.

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EVASIVE ACTION

TWO PLAYER SPLIT-SCREEN MODE

In most ways the Two Player Split-screen mode operates exactly like the one player mode. The main difference is that your opponent is human, therefore both players share a single screen. For keyboard control we have split the keyboard; the left-hand player uses the main portion of the keyboard while the second player uses the keys around the numeric keypad. Alternatively one or both players can use a joystick* · most important game functions can be accessed from the joystick alone, however the keyboard is used occasionally.

For two player joystick control, you will either need a gamecard with two joystick ports or a suitable joystick splitter.

DATALINK   MODE

Datalink mode is for linking two remote computers together either by a direct serial link (Null Modem Cable) or via a Modem using a telephone line. If the two computers are linked at the time of starting the program, the software will automatically detect the cable link and give you the "Link" option in the game set-up screen; if you are using a modem you will see the "Modem" option button instead. The major advantage of Datalink play is that each player has a full-screen view of the action and can use their own computer to control their game.
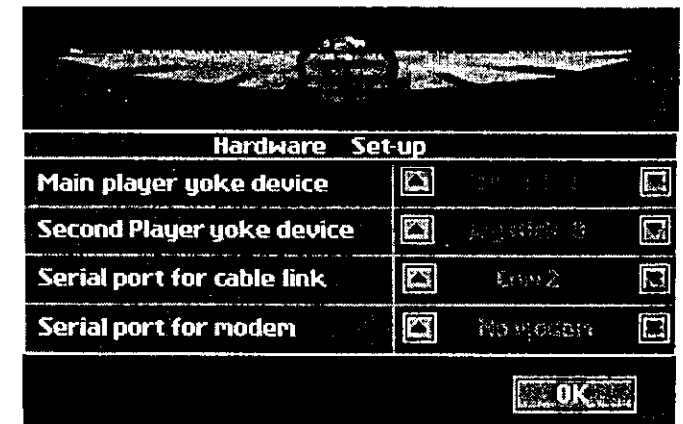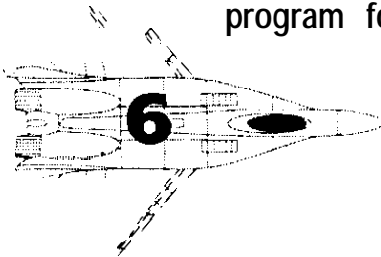
HARDWARE SET-UP SCREEN

Evasive Action needs to know how you have your computer hardware set up. This screen allows you to configure the program for your particular computer; for instance you can tell the game which serial port you will use for linking to another computer. The screen will appear with a list of default

settings. Use the on-screen buttons to alter the settings to match your computers If you make a mistake you can always come back to this screen to change things again.

- Main Player Yoke Device · The type of control you want to use to control the flight of the aircraft in the game
- Second Player Yoke Device · If you plan to use the two player split-screen mode the second player will need a yoke of some kind too.
- Serial Port (for cable-link) · If you plan to link two computers together, use this option to select which serial port you will connect the cable to.
- Modem Port Use this option to tell the game which COM port the modem is using

When you are happy with the list of hardware options press the "ACCEPT" button to get back to the game. If you picked a joystick as a yoke you will be asked to go through a simple calibration procedure before moving on to the game.

SCENARIO (TIME ZONE) SELECTOR

This screen enables you to choose the time zone that you wish to operate within, as well as set up the basic parameters of the game. You will notice that there are four different time zones to choose from: 1917, 1942, 1995 and 2064.
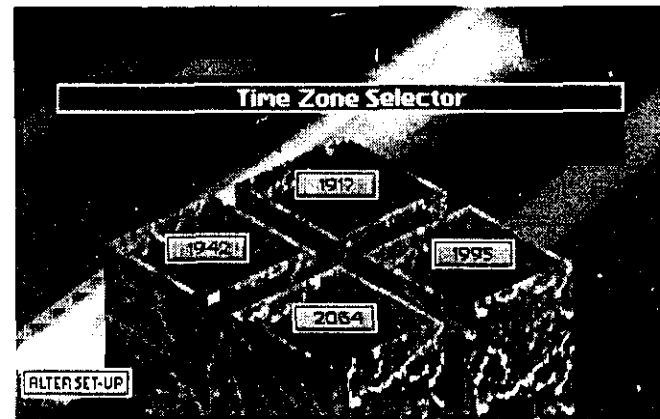
EVASIVE ACTION

SUMMARY SCREEN

The summary screen is the second access panel of the game; you will see that there are 3D representations of the aircraft that are available in the particular Time Zone that you have chosen. From the summary screen you can select the following:

1. **Options**
2. **Roster**
3. **Single Player / Split-Screen Mode**
4. **Modem, Link and Unlink**
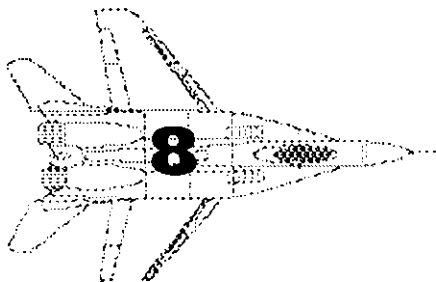5. **Modem Screen**
6. **Play**
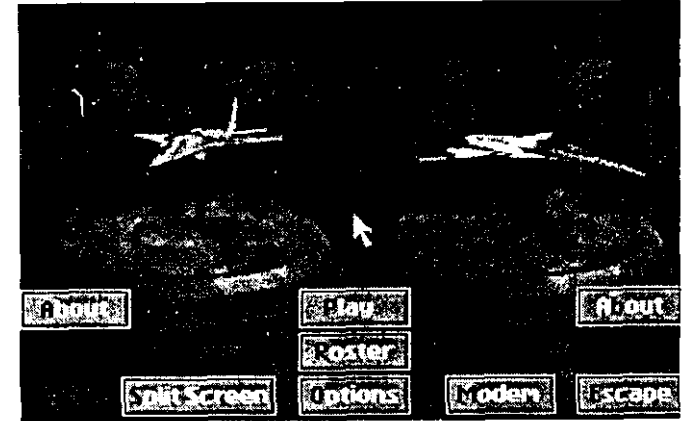
OPTIONS SCREEN
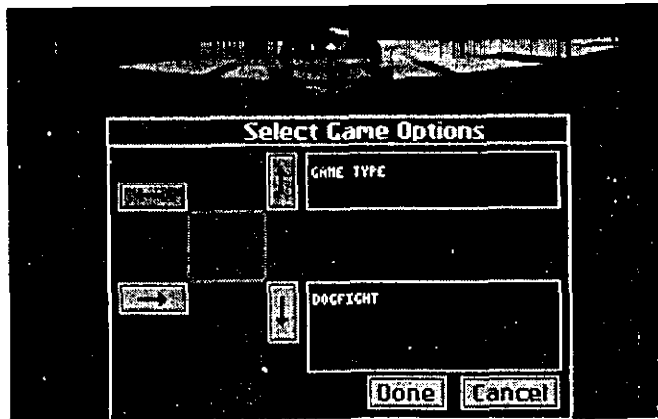
The options screen allows you to choose the game type of your choice. There are five main groups each with individual sub-settings:

➡ **GAME TYPE**
➡ **PLAYER AIRCRAFT**
➡ **OPPONENT AIRCRAFT**
➡ **COMPETITION STRUCTURE**
➡ **CHANGE AIRCRAFT CHARACTERISTICS**
➡ **OTHER OPTIONS**

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Game Type:

There are three choices available here: Dogfight, Air Race and Attacker. In all of these game types there are common features including Friendly Bases, Hostile Bases, Stunts and Ground Targets. These features will work differently according to the game type chosen; you will be briefed prior to actually playing the game what the rules of engagement are. The following is a guideline of the varying parameters these objects employ according to the game type chosen:

Dogfight:

This game is a duel to the end with the option of utilising some of the features we have mentioned above; for example completing a stunt successfully will re-arm your aircraft, touching your undercarriage on a friendly base's runway will partially repair any damage to your aircraft, a complete touchdown will completely repair your plane. If you destroy any of the targets of opportunity you will be rewarded with bonus points.

Air Race:

Air Race is a real challenge of your flying capability as you will have to negotiate various stunts at speed. In this competition shooting your enemy will not kill him, it will only paralyse him momentarily, enabling you to catch up or overtake him. There are also various targets to destroy for bonuses.

Attacker:

Here we have the classic "Cat & Mouse" situation. One player is the aggressor for a period of time, his objective is to tag the other player by scoring a hit with a weapon. The roles are then reversed, with the aggressor becoming the defender and vice-versa. This is a great game with school playground type rules, you are "it" until you are either "tagged" with a weapon or the time runs out and you are forced to change roles.

Player Aircraft:

This allows you to choose which of the available aircraft you wish to fly. The choices will vary according to the time zone selected.

EVASIVE ACTION

Opponent Aircraft:

Choose which aircraft your enemy will be flying. Once again the choice will vary according to the time zone selected.

Competition Structure:

Here you decide whether you want to have a Single Match, Best of 3 or Best of 5

Change Aircraft Characteristics:

The aircraft in Evasive Action are modelled on their real life counterparts. You can, however, customise their performance within certain boundaries. For example, you can choose to make your aircraft faster but the manoeuvrability will suffer. Similarly, if you choose to be more manoeuvrable your speed will suffer. These options make for exciting combat between dissimilar aircraft.

Other Options:

This is where you decide how the game is won, for example either as a result of first blood or when the other pilot is killed.

ROSTER SCREEN

When playing Evasive Action you might want to make a permanent record of your victories. The roster screen lets you do this as well as letting you pick your opponent. You are not forced to use the Roster, but you may find it adds to your enjoyment'of the game. This screen acts like a filing cabinet and shows the list of stored players, each with his own file which holds a set of combat statistics, You can create new files

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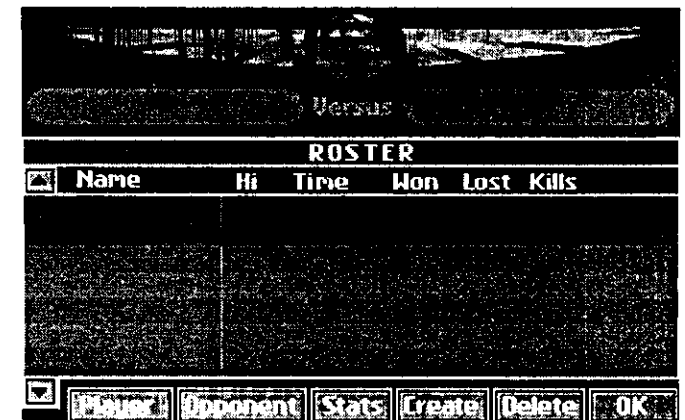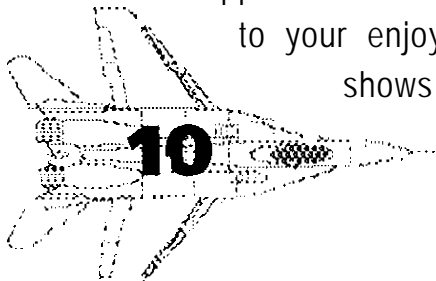
for yourself and your friends to permanently store your Evasive Action performance statistics; you can also delete them if they get too embarrassing! As well as holding the files of the players, the roster screen also shows the files of the opponent pilots; wickedly clever computer programs which actually fly the enemy aircraft in single player mode.

A unique feature of the game is its ability to create an opponent program based on the statistics stored in a human player file. This way you can practice against a friend who doesn't even know he is playing the game!

MODE SELECT

SINGLE PLAYER / SPLIT-SCREEN MODE

By selecting this button you can toggle between the Single Player and Split-Screen mode. You only need to select the Split-Screen mode if there are two players using the same computer.

DATALINK MODE

Modem Link Button

On the main summary screen is a button used for establishing linked play with another computer. If two properly configured machines, both running Evasive Action, are linked together by a null-modem serial cable the button appears marked with the work "LINK". If the link is not set up correctly or if the other computer is not running Evasive Action the button will read "MODEM". If you are using a cable, pressing "LINK" will take you into a version of the summary screen for linked play. If you are using a modem you need to go through the "MODEM" screen to get to linked play. Remember that Evasive Action needs to be told which serial port is being used. Look at the Hardware Set-Up section earlier in this manual for details.

Linked Play

This section applies if you are playing with two computers linked either by a serial cable or a modem. The program should stay in linked mode until you decide to unlink; if there should be some problem with the hardware then the software will break the link automatically (this only happens after the program has repeatedly tried to re-establish contact and still fails). Some computers run faster than others; this is fine as Evasive Action is tolerant of linking computers together which are running at different rates. Every effort has been made to make linked play as seamless as possible and the time lag associated with many linked programs has been eliminated. Information exchanged between the two machines is checked for accuracy · should data be lost or altered by a noisy line you'll see a "bad-packet" on-screen message. This means the connection is having a few problems. If you see this message you might try ending the game and starting again.
N.B. You will also notice that the options screen and the roster screen operate in a slightly different way to take account of linked mode.

PLAY

This button needs no introduction as it speaks for itself · pressing it starts the game!
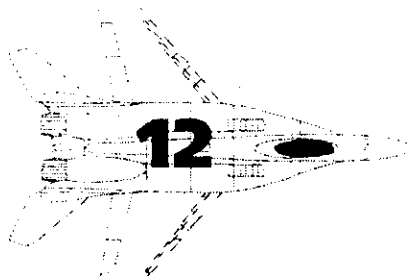
COMBAT SYSTEMS

During this section we will discuss five important features which form a vital part of the control of your aircraft and its on-board systems.

➡ **SYSTEM MONITOR**
➡ **LOCATOR SCREEN**
➡ **NARRATIVE SEQUENCES**
➡ **COCKPIT AND INSTRUMENTS**
➡ **"ACTION" KEY**
● **"SELECTOR" KEY**
➡ **EVASIVE ACTION GAMES**
➡ **USING WEAPONS**

SYSTEM MONITOR

This system enables you to have 2 key control of the game, as opposed to other flight related software where you would need to learn and remember dozens of keystroke sequences. In the cockpit of your aircraft-on your right hand side is the System Monitor, this is where you will be able to view all the on-board systems available to you during your flight (the features that will be displayed will vary according to the aircraft type and the time zone being used). For the benefit of this explanation we will base the examples on the 1995 time zone. The system monitor is there to show the actions that are current, for example Launch, Raise Gear, Pickle Target, Missile, Cannon, Damage and Flare. These examples can be toggled by using the "SELECTOR" key, which we will explain later. To action any of the systems, you simply press the "ACTION" key which will also be explained later. For example in 1995 you begin the mission on the deck of an aircraft carrier and the system monitor will show the "Launch" action flashing on and off - pressing the "ACTION" key will launch your aircraft. Next you will see the "Raise Gear" action flash-ing on and off, once again press the "ACTION" key and the undercarriage of your aircraft will be raised, and so on.
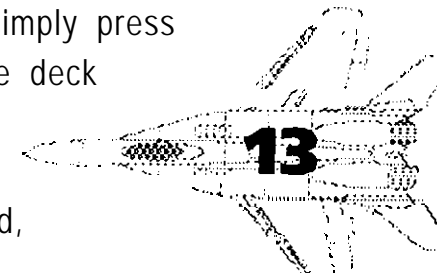
EVASIVE ACTION.

LOCATOR SCREEN

The locator screen appears on the bottom left hand of your monitor when you are using the in-cockpit view. Its real purpose is to keep an eye on your opponent, although it serves one or two other purposes. Learning to make good use of the locator screen is of major tactical importance because it will help you to find and watch the enemy plane.
The locator has several modes. By default it shows a close-up view of the enemy plane. This is the most useful mode because you can see exactly what the other guy is doing. If you look closely at the locator screen you'll also see a 3D arrow. This arrow points in the direction to your opponent relative to your aircraft, for example if the arrow is pointing to the right then the enemy plane is to your right. The arrow moves as your aircraft turns. If the arrow is pointing backwards, out of the screen, then watch it · your opponent is behind you! If the arrow is pointing forwards into the screen that is where you want him · dead ahead.
If you have a slower computer or if you find it hard to see the arrow, press the V key. This toggles the arrow to fill the locator screen, however we lose the close-up view of the enemy. Each time the other aircraft does anything interesting, like firing off a missile for instance, the locator screen will cut to a close-up view showing you precisely what the other guy is doing. To improve game performance, in split-screen mode the locator screen remains in arrow-mode all the time. If you want to know what your opponent is doing you can always look at his half of the screen! In Datalink mode, either using a cable or a modem the locator screen operates as normal, letting you see your opponents actions instantly even if your opponent is hundreds of miles away.
The locator screen is such a useful feature for finding your enemy that its function has been extended to locate other game features. By pressing the TAB key the locator will help you find nearby targets, stunts and friendly bases.

CONTROLLING VIEWS

Although the locator screen goes some way to viewing potential enemies and targets, other perspectives on the game action are important. We have made a selection of game views available by using just

EVASIVE ACTION

1917 Scenario Instruments

The cockpits of the Sopwith Camel and the Fokker feature a compass, an altimeter and a speed indicator. Using the system screen it is also possible to call up an ammunition indicator and a damage display.

In reality World War 1 aircraft often had little or no instruments at all. They certainly did not have a damage display! We make no apology for adding these instruments. The computer game player has less feedback than his real-life pilot   counterpart.

1942 Scenario Instruments

Both planes feature compass, altimeter speed indicators and a rate-of-climb. Some instruments have been enhanced with digital indicators to make them easier to read.

1995 Scenario Instruments

The main cockpit panel features a radar screen. Flying and combat information is shown via a head-up display. The radar screen uses colour-coded shapes to identify important ground features, and changes its detail level automatically.

2064 Scenario Instruments

The main cockpit area of both spacecraft prominently feature a scanner device which operates in a similar way to a radar, and the same colour conventions are used as in the 1995, Radar device. The entire transparent canopy of the spacecraft acts as one big head-up display, with three-dimensional images projected onto the canopy to assist targeting and   navigation.

THE "ACTION" KEY
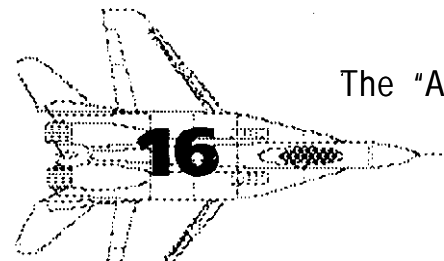
The "ACTION" key as we affectionately refer to it is simply the way in which you engage the systems available to you within the System Monitor. Depending on your choice of Yoke the "ACTION" key will   either be a press of the fire button on your joystick or the Enter key on your keyboard (Yoke keys are defined in full on page 18).

THE "SELECTOR" KEY

The "Selector" key is the way you toggle through the systems available on your System Monitor. Once again this "Selector" key will differ according to the Yoke system employed.

FLIGHT CONTROL

Control of the aircraft in combat is designed to keep keyboard use to a minimum. ideally players should be able to focus on the screen and keep their eyes on the target and their hands on the joystick (if fitted). However Evasive Action does support keyboard play only, even when there are two players sharing the same computer (Split-Screen Mode). In summary, most functions are available through the joystick, however some special controls require the player to use the keys.

To control the view from the aircraft, the locator screen and the throttle, direct use of the keyboard is required. These keys are defined in the table on the following page.

EVASIVE ACTION

YOKE CONTROL KEYS

Function	Joystick 1 & 2	Main Keyboard	Keypad
"Action" Selected Menu Option	Fire Button 1	Enter	Keypad "0"
"Select" Next Menu Option	Fire Button 2	Space	Keypad "+"
Pitch Forward (Dive)	Stick Forward	@	Keypad 8
Pitch Back (Climb)	Stick Back	/	Keypad 2
Left Turn (Port)	Stick Left	Z	Keypad 4
Right Turn (Starboard)	Stick Right	X	Keypad 6

GAME CONTROL KEYS

Function	Player 1 Joystick & Keyboard	Player 2 Joystick & Keyboard
Forward View	"F1" Function Key	Num Lock
Threat View	"F2" Function Key	Keypad "/"
Throttle Up	"+" Plus Key	Page Up
Throttle Down	"−" Minus Key	Page Down
Toggle Locator Subject	"TAB" Key	Keypad " * "
Close up view of Locator	"V" Key	Keypad "."

## EXIT KEYS

" ESC "	Abort Mission
"F10"	Function KeyFast exit to DOS

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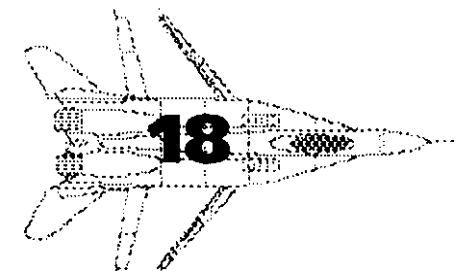
SCENARIOS

1917 Scenario · World War One
Sopwith Camel versus Fokker Dr.1 Triplane

The Camel was the first British type to carry twin Vickers guns; their breeches were enclosed in a hump which gave the Camel its name. In the hands of an experienced pilot the Camel could outmanoeuvre any contemporary airplane, with the possible exception of the Fokker Triplane. From July 1917, when it reached the Front, until Armistice, the Camel accounted for no less than 1,294 enemy machines. To the beginner the Camel too often displayed the unpleasant side of its character. Its amazing agility was partly due to the torque effect of its rotary engine, on right-hand turns the nose tended to drop; on left-hand turns to rise. A tight turn, uncorrected, was liable to finish in a fatal spin. The Clerget rotary would choke if the mixture were not weakened just after take-off; the machine would then stall and spin into the ground. The casualty rates among Camel pupils was very high.
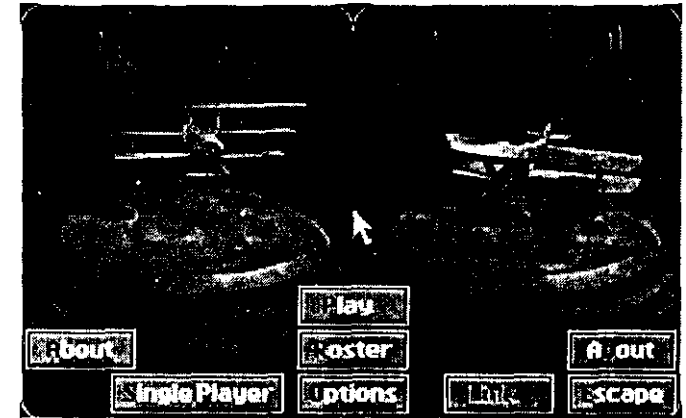
The Fokker Triplane, designed as a response to the Sopwith Triplane, carried twin Spandau guns which could be fired independently or simultaneously, and were synchronised to fire through the airscrew. The Triplane had an excellent rate of climb and could match the Camel for manoeuvrability, merits which outweighed its lack of speed at combat height. The Dr.1 had a large rudder and no vertical stabiliser which enabled it to make tight turns without banking the wings. In late October 1917, however, Lieutenants Gontermann and Pastor were killed when their Dr. 1 S broke up in the air and the Triplane was withdrawn from operations. It was re-issued later with strengthened wings but the Triplane never fully recovered from this setback. These problems did mean, though, that the Fokker Dr. 1 could not out-dive or out-run its opponent.

EVASIVE ACTION

World War 1, more than any other conflict, relied on pilot skill and endeavour. Major James T. B. McCudden described his procedure:

> *"My system was always to attack the enemy* at *his disadvantage if possible, and if I were attacked at my disadvantage I usually broke off combat, for in my opinion the Germans in the air must be beaten at their own game, which is cunning. I think that the correct way to wage war is to down as many as possible of the enemy at the least risk, expense and casualties to one's own side. "*

and Baron Manfred von Richthofen:

> *"Everything in the air that is beneath me, especially if it is a one seater.. .is lost, for it cannot shoot to the rear. "*

1942 Scenario · World War Two
Mitsubishi A6M2 Zero versus Grumman F6F-5 Hellcat

The Hellcat was much faster than the Zero at all altitudes. Up to around 10,000 the Hellcat was around 40mph faster than the Zero. From there on up to around 30,000 the Hellcat was faster than the Zero by as much as 66mph. Top speeds attained were 409 mph at 21,600 feet for the Hellcat and 335 mph at 18,000 for the Zero. In a climb the Zero climbed about 600ft/min better than the Hellcat up to 9,000. After that the advantage fell off gradually until the two aircraft were about equal at 14,000 feet. Above that figure the Hellcat had the advantage, varying from 500ft/min upwards at 22,000 feet to about 250ft/min better at 30,000ft. The best climbing speeds of the Hellcat and the Zero were found to be 152 and 123mph respectively. In an initial dive, the accelerations of the Zero and the Hellcat were about equal, after which the Hellcat was far superior. The Hellcat was slightly superior in zooms and after dives.
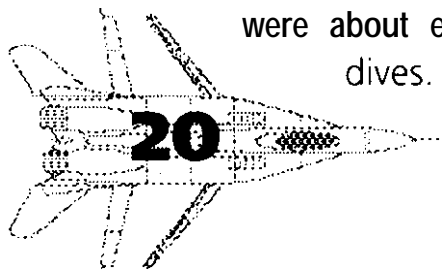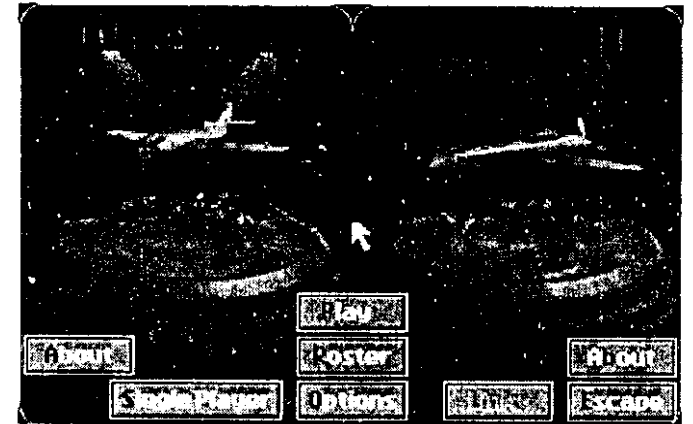
The Zero was greatly superior in a turn to the Hellcat, especially in slow speed turns at low and medium altitudes. Its advantage decreased to about parity at 30,000 feet. In a slow speed turn the Zero could gain one turn in three and one-half at 10,000 feet. The rate of roll of the Zero was about equal to the Hellcat under 235mph and inferior above that speed, due to the high control forces. The manoeuvrability of the Zero was remarkable at speeds below about 205mph, being far superior to that of the Hellcat. Its superiority, however, diminishes with increased speed, due to its high control forces and the Hellcat has the advantage at speeds above 235 mph. Pilot visibility was considered better in the Zero than the Hellcat in all respects the rear vision being good due to the bubble canopy and the complete absence of armour behind the pilot's head. There was no rear vision mirror installed in the Zero. The small gunsight did not interfere with forward vision.

The facts show, therefore, that Hellcat pilots should NOT dog-fight with a Zero. Hellcats should not try to follow a loop or half-roll with a pull-through. Hellcat pilots should follow this dictum from Luftwaffe ace, Lt. Gen. Adolf Galland:

"The best approach to a battle...is surprise, make your attack and disappear and start a new attack. Don't get engaged and make it a dogfight. "

When attacking with a Hellcat you should use your superior power and high speed performance you may have and attempt to use that altitude and speed to stage attacks on the Zero. However, once the Hellcat has committed itself to the attack it shouldn't hang around to admire the view! Get the hell out of there and grab that altitude again ready for the next attack. To evade a Zero on your tail, roll and dive away into a high speed turn. As the Zero pilot? The advice is simple, try to coax the Hellcat into a slow turn, get him down to your altitude and then out-manoeuvre him.
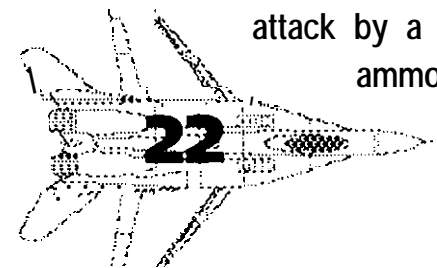
EVASIVE ACTION

1995 Scenario
F-18 Hornet versus MiG-29 Fulcrum

The MiG-29 Fulcrum is an intriguing aircraft as.it has some unique abilities regarding its aerodynamic spectrum and the weapons it carries. For example, the Fulcrum is able to sustain a high angle of attack whilst in flight. Tests upon the aircraft show that angles up to 80 degrees are possible. This manoeuvre does allow the aircraft to quickly point at an opposing aircraft to attain a gun strafe, for example, before resuming its standard course. The most famous manoeuvre that the MiG-29 can offer is the 'Pugachev's Cobra' in which the nose is pulled back and up to such an extent that the aircraft's nose can even cross the perpendicular. The MiG's forward motion quickly comes to a halt, too. This manoeuvre, although not used in combat (no-one's heard of it, at any rate) might lead to an opponent over-shooting. The Fulcrum would then simply drop the nose back down and open up the throttle to prevent a stall. In fact, most other aircraft would struggle to maintain flight from this precarious position. The MiG-29 doesn't have too much of a problem, though. Regarding weapons, the MiG uses infra-red tracking to lock onto a target without using a radar. Hence the opponent has no warning that the MiG has achieved lock-on The gun suffers from only carrying 150 rounds, however it is very accurate. Five rounds are fired in one burst.
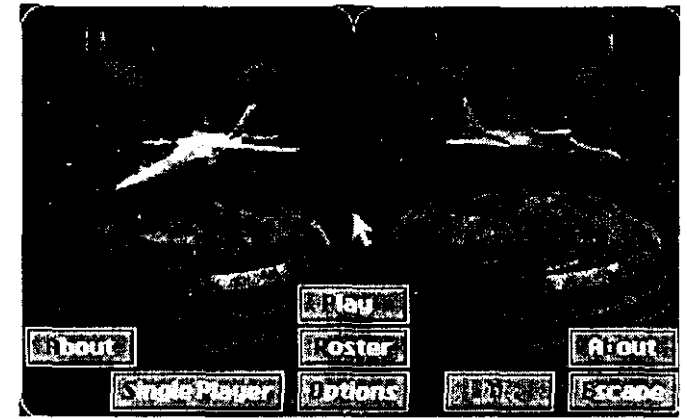
The F-18's best chance of killing a Fulcrum at close quarters is a sneak attack from behind which gives either the F-18's guns a chance to smear the rear fuselage or missiles a chance to grip onto the hot engines. Traditionally, an attack from height was favoured. With missile attacks secrecy and stealth are more favoured and height advantage less so. Gaining height makes you more visible to the enemy's radar. A low and from behind attack is more preferable. A head-on attack by a Fulcrum is best met by an anti-radar missile. A gun hit in this posture is very unlikely, so save your ammo. Remember, too, that the Infra-red (IR) signature of the F-18's engines is like a beacon to the Fulcrum's heat-seeking missiles. The more throttle you apply, the better the IR target you become,

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So, flying as the F-I 8, you must learn to make the most of the speed that is available. Thus, if speed is required then avoid high-g turns. Due to the lack of warning in Fulcrum IR attacks the greatest defence a F-I 8 has on these occasions is the Eyeball Mk.I. As IR missiles are short range the Fulcrum will attempt to sneak up behind you without you gaining a radar signature. Of course, once the IR attack is spotted you are able to hit the Electronic Counter-Measures button or drop flares. However, spotting the MiG is the first task.

2064 Scenario
Sonishi Laserman versus Aoun Leatherback

As both craft use atmosphere and outer space as their envelopes of flight there are different types of tactics that can and should be used by both types. For example, the Sonishi Laserman is rather more manoeuvrable in outer space where it. can operate with freedom. Within an atmosphere, however, the manoeuvrability of the Laserman drops dramatically. In fact, the steering proves to be difficult and, thus, the Laserman fails to react quickly to the changing situation of a dogfight.
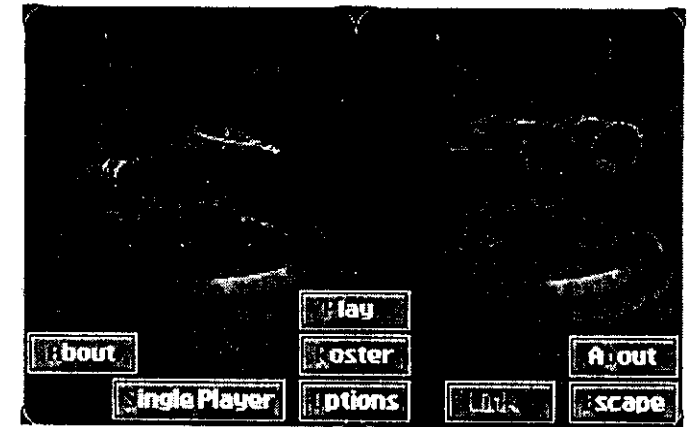
The Aoun Leatherback, on the other hand, has a different set of pros and cons. For example, the Leatherback has a greater degree of acceleration due to its twin Gravity Distortion Fusion Converters which produce a massive 158.8 tonnes of thrust compared to the Laserman's 72 tonnes of thrust. Hence the speed can be racked up very quickly. However, because the Leatherback has a mass of 55 tonnes it does tend to go ballistic during high speeds. The Laserman only has 31.2 tonnes of mass to control. Hence the Laserman is rather more manoeuvrable at low speeds than the Leatherback.
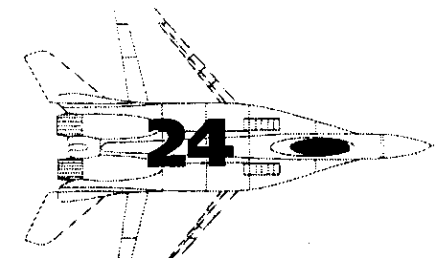
The Leatherback is best advised to adopt hit and run tactics striking the Laserman on the zoom. During atmospheric flight, the Aoun Leatherback displays very good manoeuvrability - similar, in

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EVASIVE ACTION

fact, to a dedicated atmosphere craft. It is in the interest of the Leatherback to coax or trap the Laserman into the atmosphere. Here, the Leatherback can utilise its greater degree of atmospheric manoeuvrability to down the Laserman. The Leatherback's high rotation rate during high speeds can be of use in gaining minor positional advantages for the guns during a strafing pass. This extra rotation speed is handy because the forward laser cannons have a smaller degree kill-zone (around 24 degrees), unlike the Laserman which auto-steers to the target in the forward hemisphere. The Leatherback should also avoid getting caught in tight corners. Entering into an attack should only be undertaken if the pilot knows what escape route he is going to follow at the other side.

Energy management is paramount is combat for both aircraft. If speed is lost do to excessive manoeuvring then it is most likely that you will decide to use the thrusters to increase your speed. This is fine if the need is great. However, beware that using the thrusters makes your craft highly visible to any opponent some distance away. Hence, nurture you energy and try not to betray your position.

USING WEAPONS

This section deals with the characteristics of the technical weaponry found on aircraft from 1995 to 2064, offering tips on use and tactics on avoidance.

F18 Hornet

AIM 9J Sidewinder rear aspect missile: This weapon can only be used whilst you are behind the enemy, as it gains its signature from the heat of the enemy planes exhaust port. If you find yourself being chased by the AIM 9J use infra-red decoys in an attempt to fool the Sidewinder away from yourself, and keep the enemy in front of you.

Hughes AGM-65 Maverick IIR Guided Missile: Mavericks are simple to use Air-to-Ground, fire and forget missiles. All you need to do to use this weapon effectively is to get a target lock and fire, the missile itself will ensure that the target is hit.

MiG-29 Fulcrum

AA-2 ATOLL rear aspect missile: This weapon works on the same principal as the AIM 9J, it seeks from the rear.

AS-7 KERRY Radio controlled air to surface guided missile: This weapon needs to be constantly directed right up to the point of impact by means of keeping the target in your crosshairs. The Kerry is not as easy to use as the Maverick but it has a longer range. For the purpose of simplifying this weapons use the computer will guide this weapon home.
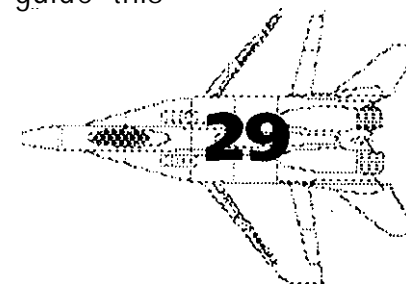
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Sonishi Laserman

1.3 GW Steerable CO2 Laser: This laser has a 65" forward kill zone, you only need to lock and fire and the laser will track the target within its zone.

Guppie Cluster Missile Pod: The Guppie is a fire and forget weapon that only requires you to nominate your target and press the fire button.

Anti Pursuit Mines: This weapon requires you to nominate your target and then fire, but the Anti Pursuit mine works in mysterious ways. It will be projected forward, then it will break to the rear of your ship, stop and arm itself. As it is a proximity mine, it will destroy anything - including your own ship - that gets too close.

Aoun Leatherback

UVA Laser: The UVA laser, although similar to the Sonishi's CO2 Laser, only has 24" kill zone.

Teaser Missile: Unfortunately we are unable to give any details on this weapons characteristics as we have no intelligence on the Teaser at all.