RA-5C VIGILANTE RECON GUIDE

THE GIB

You're not the only guy in this plane; there's a GIB (Guy in Back) normally referred to by pilots as "The Talking Baggage". Officially in the Vigilante, he's The RAN, the reconnaissance/attack navigator. And guess what, he does all the Recon stuff for you. So you don't have an optical scope or a radar up front, they're in the back. You're just reduced to flying the plane and going where the RAN tells you.

But since we're kind people, we're going to give you the Recon views anyway, as a kind of Backseat Repeater.

That way, you can keep an eye on what he's up to.

The Recscope pops up when you select RADAR or Cycle Radar Modes. It's a zoom view that sees the target before you can. If you centre your aircraft on the target waypoint and tilt your nose up a little, you should get the target in the scope. I've given you the centre bottom position of the pop-up, so it aligns with your nose, but you can put it where you want. The position information is in the HUDData.ini which goes in the FLIGHT folder.

The Radar screen alternates with the Recscope when you Cycle Radar Modes.

This is the normal cockpit view, optimised for Recon, and for landing.
If you want to see more instruments, tilt down or zoom out

This is the CAGED HUD
It has a nose cross to help in lining up
the aircraft with targets and waypoints

When you head back towards the boat
and reach the Approach Waypoint,
the Flight Path Marker, (FPM) pops up
to aid in landing

The AG HUD is used without the cockpit
for getting close-up framings of the target

The AA HUD is blank, for purists

THE MISSION
Recon missions are usually flown at between 8,000 and 10,000 feet. The Yap Recon system is optimised for this. The periscope points down -20 degrees, and has a 5 degree field of view.

When you reach the Initial point in your mission, you should have the Nav HUD selected. You now put the nose cross on the Waypoint #5 triangle and head towards it..
[In an SF2 Recon mission, you only have to fly through the Objective point to win the mission, and in most cases Waypoint #5 is the Objective point.]

As you fly towards the objective, open the shutter and hold the aircraft steady until the objective slides through your Recscope. You'll now pass the waypoint, hear the Mission accomplished call, and fly back to your base. Piece of cake, right?

Well, in some missions you have to do a post-strike photo-run. So you have to time yourself to arrive with the target in your Recscope, before the Strike package unleashes its bombs. Then you can nose down a bit and enjoy the splendid sight of everything going up in flames and smoke as the bombs hit. And then you get some more shots of the target lying in ruins. Bridge attacks are excellent ones to record.

ADDITIONAL NOTES

In missions where you are shadowing a Strike Package, it is helpful to know how fast they are travelling and how far away they are, so that you can time your arrival at the target to coincide with their attack.

It is recommended that in your Gameplay settings, you have Visual targeting set to EASY.

Then during flight, you can call up Strike Package Leader, and get his details showing in the bottom right of the screen.

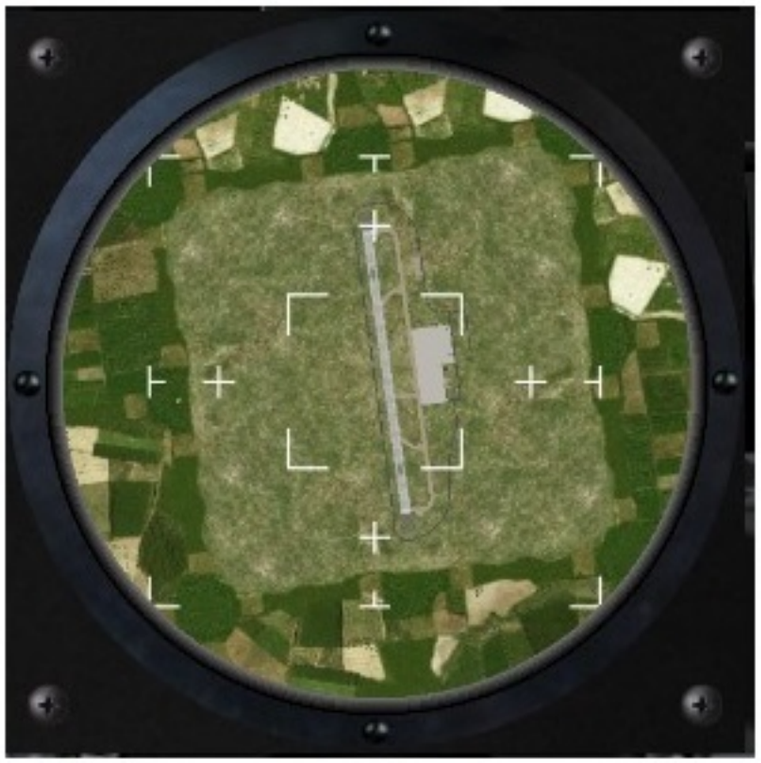
If you are going to get to the target before them, you loiter.

If you are going to be late, take a more direct route and light the burners.

Timing is paramount.

The Recscope view is provided by the MK_RA5C_Recscope, which can be found in the Weapons folder.
The parameters that control the view are found in the MK_RA5C_Recscope_data.ini
The current settings are
CameraFOV=5.000000
CameraPitch=-20.000000

Some missions require Vertical views, taken 90 degrees straight down.



For these missions, the MK_RA5C_Recscope would be automatically replaced by the MK_RA5C_Vertscope, although you can load it yourself, from the Loadout Screen, if you wish.

CameraFOV=80.000000
CameraPitch=-90.000000