Operating the Hovercraft

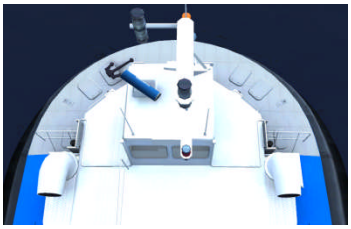
On the top row are the engine switches for, from the left: The skirt fan, and the port and starboard stern fans.
Click the button under a green light to shut that fan down.
Click the key under a red light to start that fan.
The red lights go on if a fan is damaged by a **DamageEngine** trigger.

The leftmost throttle controls the skirt fan. Move it all the way up to raise the hovercraft so that it can move over water or land.
Move that throttle all the way down to sit down and stop the hovercraft from sliding around.
Set the throttle at HIGH IDLE to keep the craft up, but reduce the thrust from the forward ducts.

The rightmost pair of throttles is for the Port (left) and Starboard (right) stern propulsion fans. Usually they are raised and lowered together. At the IDLE position, you can maneuver with the vanes without too much skidding. You can also steer by increasing or decreasing one throttle relative to the other, but that's not the best way to steer. It does, however show why you should raise and lower the throttles together. This is best done with the Up & Down arrow keys (see next page).

Next to the throttles is the steering wheel that controls the vanes aft of the fans. This will turn the craft quickly, but with considerable skidding at high speeds. The vanes are effective only if the fans are running.

The rightmost Knob rotates the forward thrust ducts. This is the preferred method of steering under most conditions. The ducts are supplied by the skirt fan; they are not effective if the fan is not running.



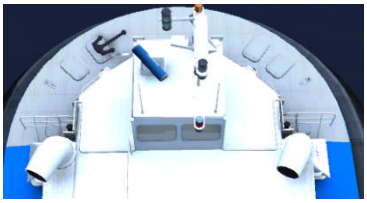
This view shows the two ducts in the lower corners facing aft. This is their normal facing, and they produce thrust that is capable of getting the craft to over five knots over water without the stern fans.
That is why you should reduce the skirt fan to HIGH IDLE when hove to over water.

The following discussion of steering with the thrust ducts assumes that **Precision Steering is disabled.** The knob will rotate the ducts for steering and braking, but is slow and awkward with the mouse. It is easily done by using the **<** and **>** keys along with the **Right-Shift** key.

Braking and Backing is done by rotating the ducts to face forward. This is easily done by holding either the < or > key down. If your finger gets tired, hold the right-shift key down while you release the other key. Then release the shift key. Pianists can do it with just two fingers on the right hand.
Do this to **slow down** or **push off of the beach**.

To return the ducts to their normal aft-facing, just tap either the < or > key.

To steer with the thrust ducts:
Rotate the ducts to face right to turn to port. (> key)
Rotate the ducts to face left to turn to starboard. (< key)
Hold the right-shift key down while you tap the < or > key.
Use **very short taps** to move the duct in small increments.
You can continue to rotate the duct back and forth to control the ROT.



To stop turning and return the ducts to their normal aft-facing position, **release** the shift key and then tap either the < or > key.

To raise/lower the aft fan throttles together: Hold the right Shift key down while tapping the Up or Down arrows. Then release the Shift key.
To stop the aft fans: Tap the Down arrow key,
To go to full throttle on the aft fans: Hold the Up arrow key down, hold the right Shift key down, release the Up arrow key, and then release the Shift key.

NOTE: If, when you hold the shift key down too long, you get a message offering to enable Filter Keys, you need to disable that pesky feature:

1. If necessary, quit SS.
2. Click Start > All Programs > Accessories > Ease of Access > Ease of Access Center.
3. Click Make this keyboard easier to use.
4. Click Set up Filter Keys.
5. Uncheck the “Turn on Filter Keys” box, if necessary.
6. Uncheck the “Turn on Filter Keys when right SHIFT is pressed for 8 seconds” box.
7. Click the Apply button.

Golly, Uncle Billy must really, really want you to use Filter Keys!