

# PREMIER AIRCRAFT DESIGN

INSTALLATION AND QUICK START GUIDE

## Embraer 120ER for Microsoft Flight Simulator FS2004 and FSX

Aircraft, panel and sound package

including dynamic VC with custom gauges.

For more detailed information look inside the MANUALS folder.

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### MAIN CREDITS

Model & Master Textures:

Panel design and XML gauge programming

Flight Dynamics and paint

Custom sound package

Pushback/taxi speed gauge

Navigation panel

Various gauges

File packaging & PAD webmaster

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### PACKAGE INSTALLATION:

Extract ALL (Repeat ...**\*ALL\***) the files within the zip file into the FS9 or FSX **MAIN** folder using

**WINZIP\*** in Classic Mode. Do not use the Wizard.

Make sure the "Use Folder names" BOX is checked in WINZIP.

**Do NOT install files to the aircraft folder, airplanes folder, simobjects folder or any other folder !**

New sub-folders will be created and all files automatically installed.

*\* Other unzip utilities may work as well, we have only tested WinZip.*

**Vista & Win7 users may need to temporarily disable the **UAC** (User Account Control) to enable automatic creation of new folders.**

Here's how to install by the numbers...

1. Navigate to where you downloaded the zip file
2. Double click with your mouse on the zip file.
3. The zip file will open and show all the files inside the zip.
4. Use keyboard shortcut 'CTRL-A' , this will select ALL the files.
5. Click on upper 'Extract' button in the main tool bar above.
6. Browse to your FS9 or FSX Location ...Open the main folder.
7. Now click on the 'Extract' button in the upper right.....you're done ...go flying.

## OPERATING TIPS & KEYBOARD COMMANDS

\* **Gauge compatibility.** This model contains many custom ( i.e. non MS default) gauges. These gauges are calibrated in the U.S. measurement system ( non-metric) If you have your Flight Sim program set up for metric measurements these gauges may cause FS to crash. If you get crashes of FS after starting one of our models go to the 'Settings-International' screen and ensure that 'U.S.measurements' is set.

\* **Compatibilité des Gauges.** Ce modèle contient des instruments de vol ajoutés (gauges). Ces gauges sont étalonnées dans le système de mesure des États-Unis (non métriques) Si vous avez votre Flight Sim programme mis en place pour les mesures métriques ces gauges peuvent causer FS 'crash'. Si vous rencontrez des 'crashes' de FS avec l'un de nos modèles aller à l'écran 'Paramètres-international' et veiller à ce que 'US measurements' est sélectionné.

\*Check list and reference list available from the cockpit kneeboard command.

\*Essential reading ... **"Flying Tips" on page 4 of this document.**

1. Turn on' Tool Tips', lots of panel information available by hovering your mouse over the panels.

FS2004 - Go to Settings >>> General....Click the "Show Cockpit Tool Tips" box.

FSX - Go to Settings >>> Aircraft ....Click the "Show Cockpit Tool Tips" box.

2. **SHIFT-E** opens/closes the main passenger door. The door will not open in flight.

3. **SHIFT-E2** opens the cargo door .

4. To raise your seat higher press **SHIFT-ENTER** ( In FSX this only works for the VC)

6. In the VC, **Shift-W (FS9)** and **Ctrl-W (FSX)** key toggles yoke on/off. There is also a yoke icon on the VC panel

7. Some gauges have magnified pop-ups, see panel map in manuals folder.

LAST, AND MOST IMPORTANT ... TO GET THE BEST FROM THE AVIONICS AND THE PANEL **READ THE DOCS IN THE MANUALS FOLDER**

### MOVING AROUND IN THE COCKPIT :

Quick Reference - VC EYEPOINT KEY COMMANDS

Move Eyepoint back: **CTRL+ENTER** (press and hold)

Move Eypoint up: **SHIFT + ENTER**

Move Eyepoint Down: **SHIFT+BACKSPACE**

Move Eyepoint Forward:**CTRL+BACKSPACE**

Move Eyepoint Left:**CTRL+SHIFT+BACKSPACE**

Move Eyepoint Right:**CTRL+SHIFT+ENTER**

## FLYING TIPS

### ENGINE START

(1) Use the Autostart switch on the panel. Or (2) Start engines individually with Start 1 and Start 2 buttons

NOTE If you previously stopped the engines using the fuel cut-off switches and then attempt a manual start you must ensure that the battery switch and fuel switches are in the **ON** position and the fuel condition levers are set at low idle.

Also, ensure that the 2 generator switches are switched **ON** after a manual start.

### ENGINE SHUT DOWN

Before stopping the engines set the parking brake and switch off all lights and beacons.

Pull down the fuel condition levers on the throttle pop-up panel and then use the fuel cut-off switches on the panel. When the engines have stopped switch off avionics, generators and battery.

**TAXIING** There is a taxi speed/pushback gauge on the panel, read the instructions in the manuals folder for full operation details.

The taxi speed gauge controls speed by using throttle and brakes. You can use the taxi speed gauge in spot view by pressing keys Shift-5

Use of the parking brake ( Ctrl + . ) will cancel the taxi speed operation.

If taxiing without use of the gauge be very gentle with the power !

### TAKE-OFF

Set one or two notches of flap, depending on take-off weight and runway length.

Set elevator trim to nose up ....about 6°. There is a trim indicator gauge on the panel.



Use full power for take-off. At 85kts -95kts (depending on weight and flap setting) rotate the nose up gently about 10 degrees

Initial climb rate is 1,800 ft/min. Raise the u/c and flaps after take-off, climb to cruise altitude, **reduce power**, adjust the trim, or turn on the autopilot.

**FUEL NOTE:** By default this model initializes with a heavy fuel load. To reduce take off run and improve performance, you can reduce the fuel load in the 'aircraft' menu.

### CRUISE

Normal economical cruise altitude is 8,000 - 25,000 ft.

Normal economical cruise speed is 250 - 270 kts IAS (indicated air speed)

### LANDING

Make final approach at 120 -130 kts with 2 or 3 notches of flap.

Touch down at 110 kts

Use reverse thrust and wheel brakes as necessary.

## LEGAL STUFF

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We recommend 'Textures Only' uploads due to the file size. We do not normally withhold permission for repaints but we reserve the right to check the files and documentation before publication.

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