

NORD 262 PANEL

FEATURES

Main view

The panel is initially in the power off mode. The procedure for starting the engines is described in the **Starting engine sequence** section page 6.



You can hide the yoke by clicking on the yoke just above the clock. You will obtain the following view



On the panel board you will find the following icons



From left to right you have

- Change to landing view
- Display/Hide Overhead panel
- Display/Hide Engines and Propellers control panel
- Display/Hide Radio Panel
- Display/Hide GPS
- Display/Hide Kneeboard
- Display/Hide ATC
- Display/Hide Map

Radar Screen

After the starting of the engines we can activate the radar screen by clicking on the upper right button of the radar screen. A view of concentric circles appear on the screen to simulate a radar screen. The radar range can be adjusted by clicking on the others buttons on the right side of the radar screen.

Note The radar screen is not operational with the present version of the panel.

Landing view



When you click on the Artificial Horizon gauge you will obtain the enlarged view of the primary instrument gauges.



Overhead panel



Note: Under the ECLAIRAGE inscription you can find the switches for aircraft lights. From left to right:

- Wings lights
- Navigation lights
- Rotating beacon
- Strobe light

Engines and Propellers control panel



By clicking on the central portion of the Engines and Propellers control panel you will obtain an enlarged view that will be used for engine starting sequence



Radio Panel



STARTING ENGINE SEQUENCE



- [1] Open Overhead panel
- [2] Put the battery switch (1) ON (UP)
The red lights of GENERATOR and CON1 will turn ON. By clicking on the selector (4) verify the voltage on the voltmeter above the selector.
- [3] With the switch (2) put the converters ON to activate the panel gauges.
The corresponding red lights will turn ON
- [4] Do the same procedure for the CONV2 on the right side of the Overhead panel
- [5] Put the alternator switch ALT (3) ON
- [6] Close the Overhead panel



[7] Open the Engines & Propellers panel

[8] Open the engine start-up panel. (see above)

This panel is opened by clicking on the light bulbs found on the center of the engines & propellers panel.

The following steps are for the start-up of one engine. Repeat the steps for the second engine.

[9] Open the red cap (5) and put the switch ON. Then close the red cap

[10] Place the pump switch (6) ON.

[11] Put the selector (7) UP (Démarrage)

The selector (7) has three positions. We must put the selector on the UP position by clicking above the selector

[12] Increase slightly the throttle until the green light is ON.

[13] Depress the start-up button (8)

The red light turn ON

Maintain action on the button until the red light turn OFF

TURNING ON THE RADIOS

The following steps describe the procedure for turning ON the radios and enter frequencies of COMM1, NAV1, COMM2, NAV2 radios

- [1] Open the radio panel
- [2] Put the radio ON (COMM1, NAV1, COMM2, or NAV2) by clicking on POWER of each radio.
- [3] Enter the integer value of the desired frequency by clicking on the left button of each radio.
- [4] Enter the decimal value of the desired frequency by clicking on the right button of each radio.
- [5] Put the ADF radio ON by clicking on the ADF position of the selector
- [6] The numbers of the ADF frequency can be changed by clicking below (+) or above (-) each numbers

HORIZONTAL SITUATION INDICATOR (HSI)

Decrement by units

The right & left knobs can be decremented by one degree by clicking with the mouse left button

Decrement by ten units

The right & left knobs can be decremented by ten degrees by clicking with the mouse right button.

Note: With the HSI knobs, the number can only be decremented. The increment function is not operational.

FLIGHT DIRECTOR & AUTOPILOT

The flight director & autopilot are found at the bottom of the radio panel



First there is the Flight Director switchboard with its different functions

HDG	Heading hold (shown at the bottom of the HSI),
ALT	Altitude hold,
IAS	Airspeed hold
V/L	VOR/ILS course hold (the amber heading light goes off when the LOC/ILS radial is captured and the deviation bug on the domino HSI has then no more effect) ;
APP ARM	Automatic LOC and GLIDE capture (to be selected when the VOR/LOC radial is captured to follow in ILS final ; the amber V/L panel light then goes off) ;
GS	Manual capture of the GLIDE (the amber GS panel light switches on when in APP ARM mode the GLIDE is intercepted at the beginning of the descent) ; - 10 -
REV	Back course ILS ;
GS EXT	The amber GS EXT panel light is lit on at 250' GPWS altitude;
SBY	Disconnection of all A/P-F/D selected modes + lamp test (amber colour for the F/D) ;
GO AROUND	When GO AROUND button is depressed (on the left side of the throttle lever) the amber lamp lights up and the F/D tendency bars position for a climbing angle of 7 to 8 degrees.

All these functions have influence on the tendency bars on the HSI and the pilot has to follow these indications.

Note : On FS2004, the GS (manual capture) and SOFT RIDE are not implemented.

USING THE AUTOPILOT

- [1] Open the **radio panel**
- [2] Verify that the autopilot is disengaged
- [3] Open the **Map** window
- [4] Select aircraft option (if not already selected)
- [5] Enter the chosen altitude and/or heading and/or airspeed in the corresponding boxes.
- [6] After loading of the new parameters, click on **A/P Engage** button;
- [7] Select the function(s) you want by clicking on the corresponding buttons (see figure above) on the Flight Director switchboard
- [8] For Yaw damping function click on the **Y/D Engage** button

MANUAL SETTING OF THE AUTOPILOT



It's possible to couple these functions to the A/P thanks to the box located on the central pedestal next to the F/D switchboard . To do the coupling you have to depress simultaneously both buttons **A/P ENGAGE** and **Y/D ENGAGE** after heaving lift up both plastic protections. All green lamps A/P ENGAGE, Y/D ENGAGE, PITCH COUPLE and ROLL COUPLE light on.

The captain can also use the manual Autopilot controller (the Sperry A/P above the A/P-F/D controller) with

- the PITCH wheel for levelling the aircraft : the green PITCH COUPLE lamp switch then off. It goes on when the PITCH COUPLE button is depressed, or if ALT is selected on the F/D-A/P.
- the turning wheel TURN is used to turn the aircraft : the green ROLL COUPLE lamp switch then off. It goes on when the ROLL COUPLE button is depressed, or if HDG is selected on the F/D-A/P.

The captain disconnects the A/P with the A/P ENGAGE button or Z keystroke for FS2004

The SOFT RIDE button on the A/P box stabilises the plane in case of low turbulences (not implemented in this panel).

The ELEV TRIM indicator allows to visualize the ups or downs pitch before switching on the A/P.



All A/P and F/D selected functions are reported on an annunciator located above the HSI of captain's panel

- A/P : 5 green lights ;
- F/D : 9 amber lights.

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