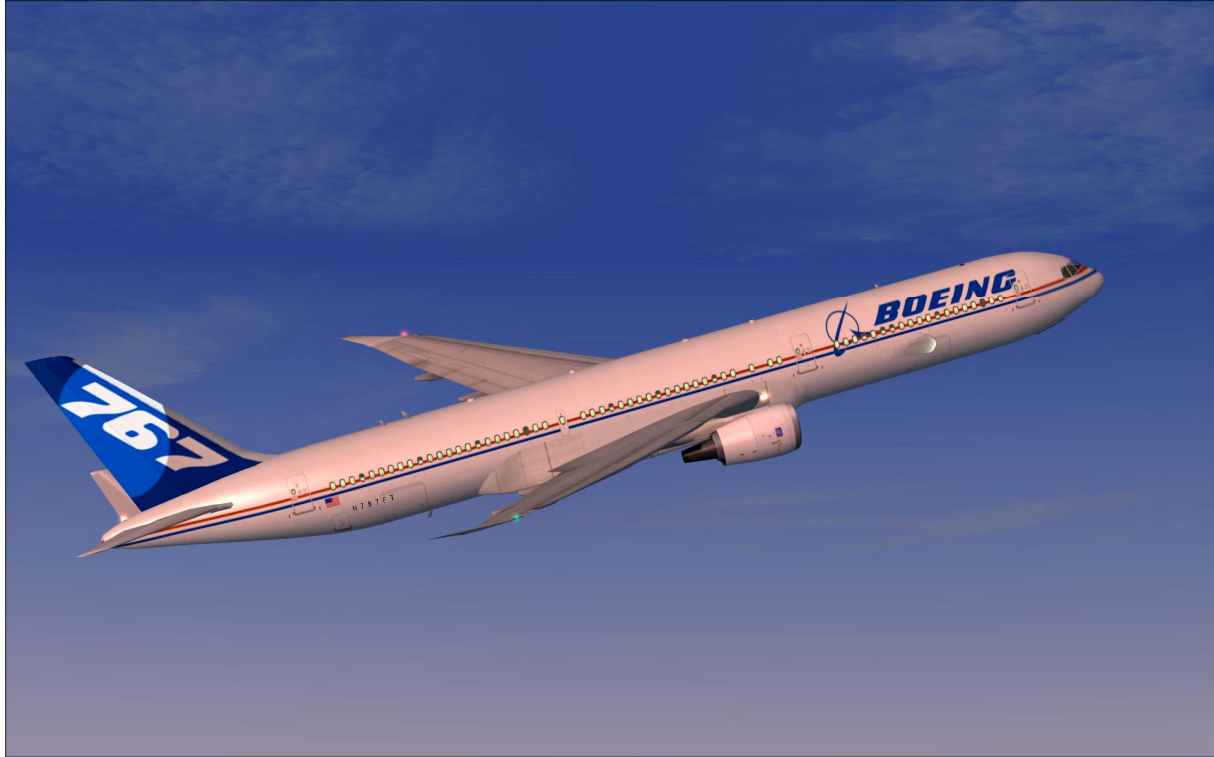


# Boeing 767



AFS-design

Andreas Meyer

The Boeing 767 is a twin-engine aircraft of the U.S. aircraft manufacturer Boeing . The economically very successful low-wing monoplane was the first long-haul Boeing aircraft with only two engines and is produced today. The Boeing 767 has until today more transatlantic flights performed than any other passenger airplane. The development of the Boeing 767 as a widebody aircraft began on 6 July 1979 and was intended as a replacement for the Boeing 707. The first flight took place on 26 Of September 1981.

With the 767-300 followed in 1985 to develop an extended version, which in 1986 was delivered to launch customer Japan Airlines. 1993 yet was followed by a cargo variant with the name Boeing 767 -300F . In early 2009 upgraded American Airlines is the first airline company applies its Boeing 767-300 with winglets after. With the Boeing 767-400 , Boeing introduced a new cockpit in the Boeing 767 series to facilitate retraining and the Boeing 787 for the crews.



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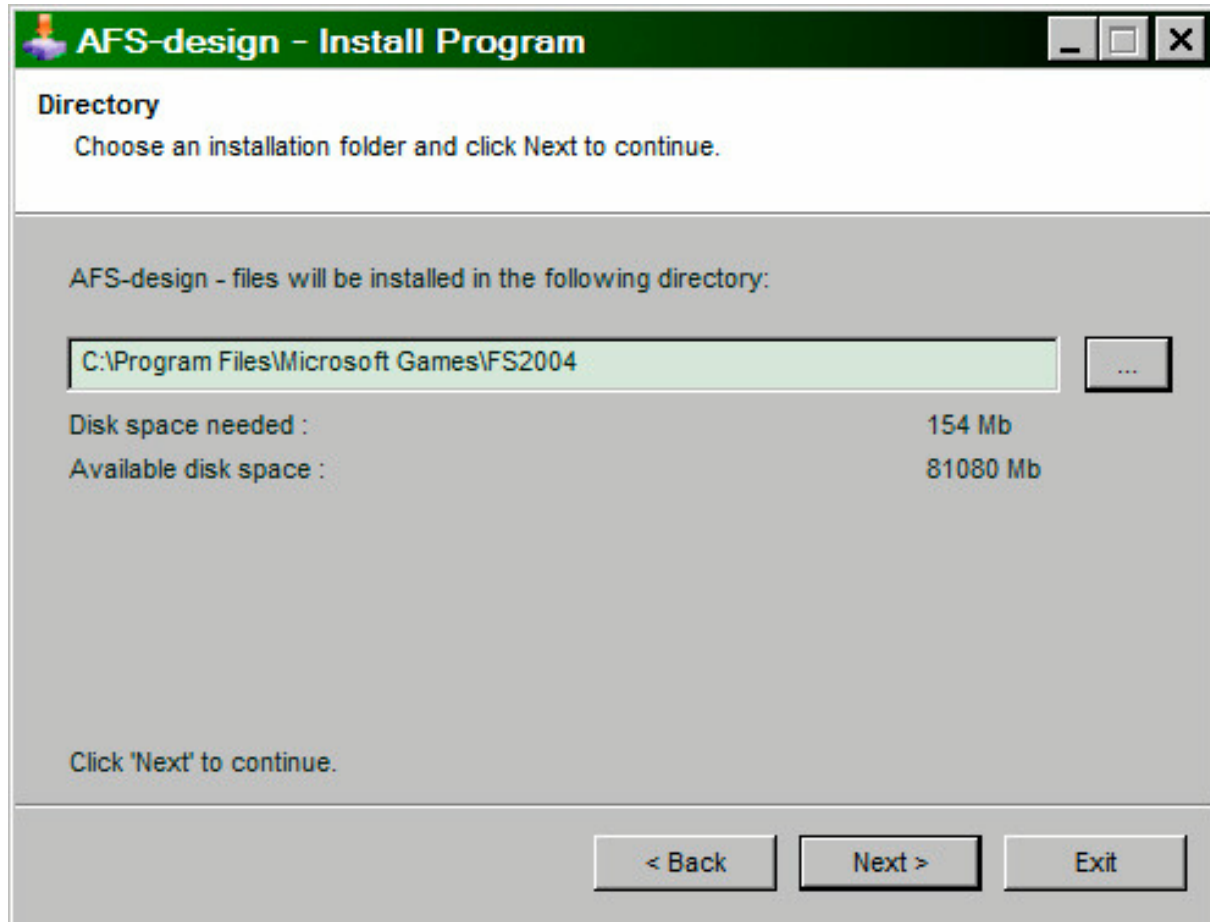
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## System

System:	XP, Vista, Windows 7 (32 or 64), Windows 8 (32 or 64)
FS VERSION:	FSX (assisted SP1, SP2, Acceleration Pack, only DX9) FS2004
Filesize:	36 MB
Filesize hard drive:	1,5 GB
INSTALLATION:	EXE. file
PUBLISHER:	AFS-design
Homepage:	<a href="http://www.afs-design.de">http://www.afs-design.de</a>
SUPPORT mailto:	<a href="mailto:info@afs-design.de">info@afs-design.de</a>

## Installation for FS2004

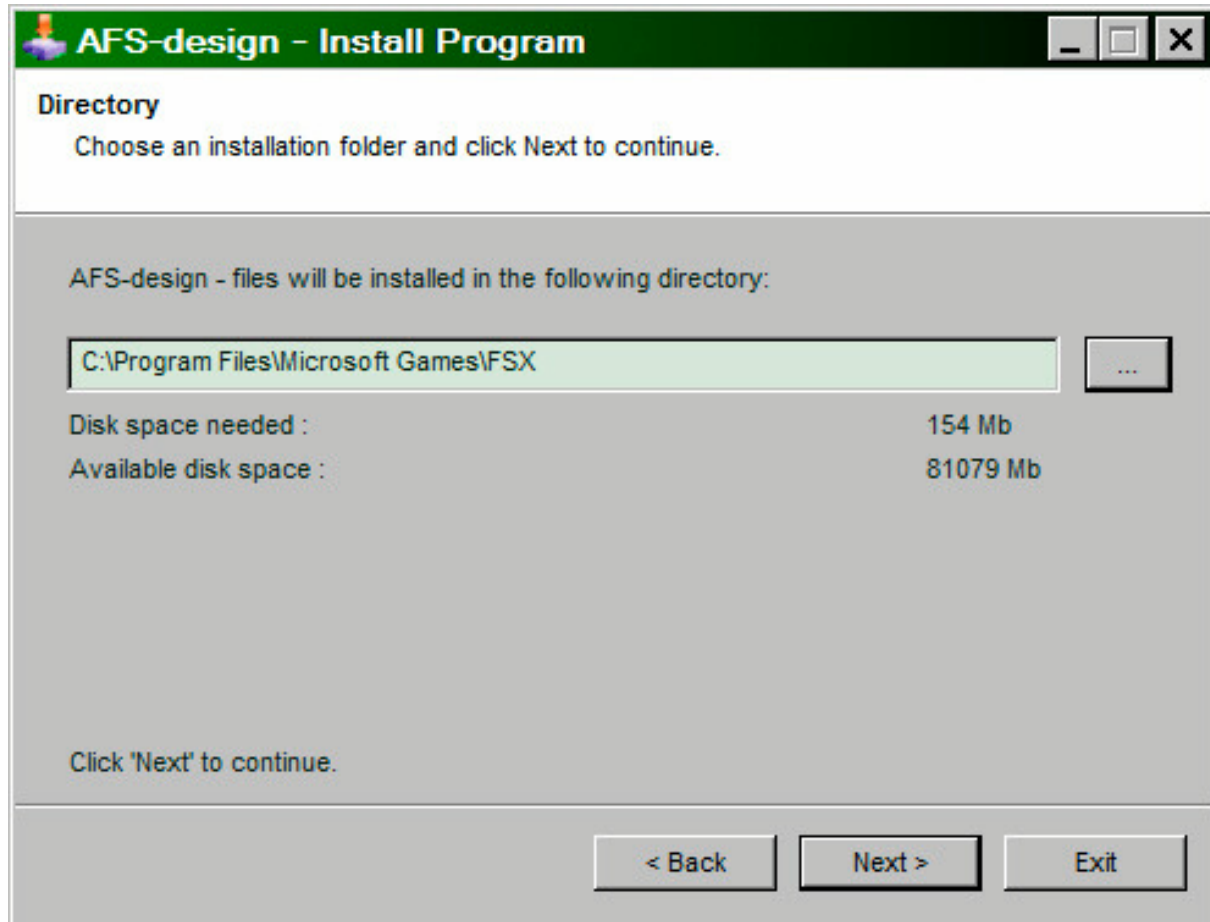
1. For FS2004 download the „AFS-\_\_\_\_-FS9.exe“ to a temporary directory of your choice.
2. Please start the „AFS-\_\_\_\_-FS9.exe“ and install.



3. Set in ... the main directory from FS2004, when not automatic choice.
4. Than start the Flight Simulator with the new sceneries.

## Installation for FSX

1. For FSX download the „AFS-\_\_\_\_-FSX.exe“ to a temporary directory of your choice.
2. Please start the „AFS-\_\_\_\_-FSX.exe“ and install.

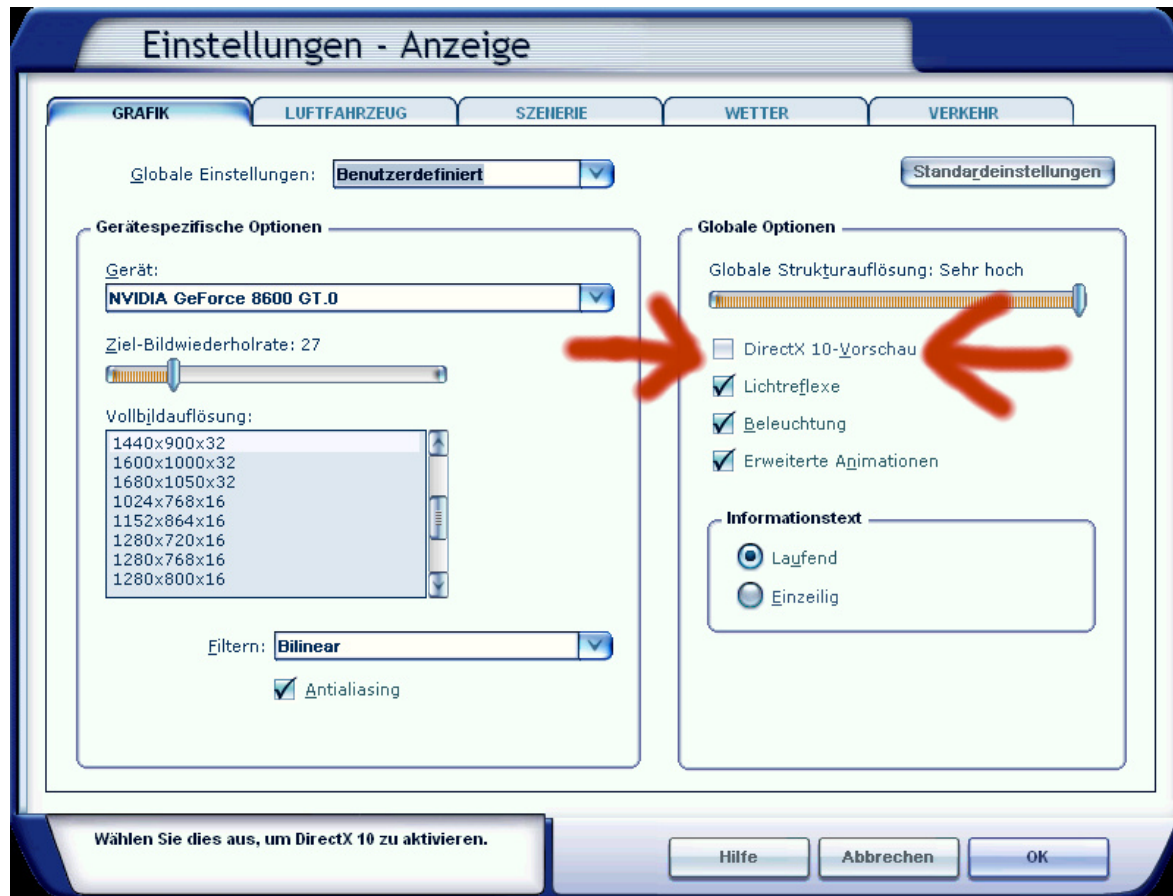


3. Set in ... the main directory from FSX, when not automatic choice.
4. Than start the Flight Simulator

## Problem with DirectX

This program use DirectX9 only. Please switch out DirectX 10 trailer !

1. Install this add-on
2. Start the Microsoft FSX
3. Choose a plane your choice
4. Start the simulation (click start)
5. In the simulation switch button "ALT"
6. Choose options / adjustment / display (graphic settings)
7. In the graphic settings windows choose graphic
8. deactivate "DirectX 10 trailer" in small box ( without camisole )
9. Exit the FSX, and start the FSX new !



## Aircraft selection

After you have started the Microsoft Flight Simulator, you can in Selectname: „Boeing“ select a „Boeing 787-8“ model.

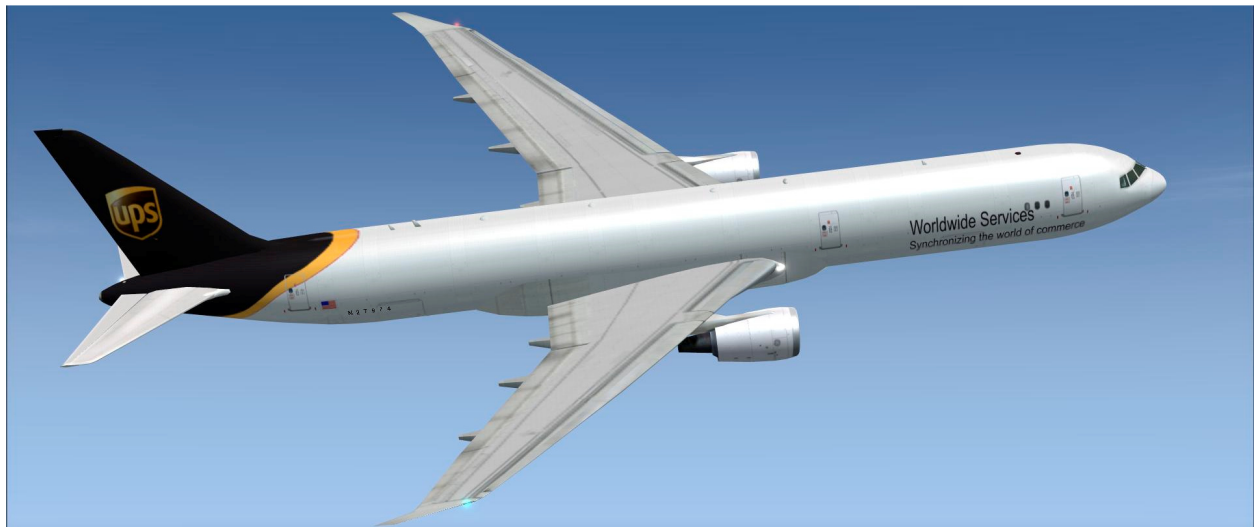
The following models are available:

- Industrie house,
- Condor Flugdienst
- Japan Airlines
- Qantas Airways
- British Airways
- American Airlines
- UPS Airlines

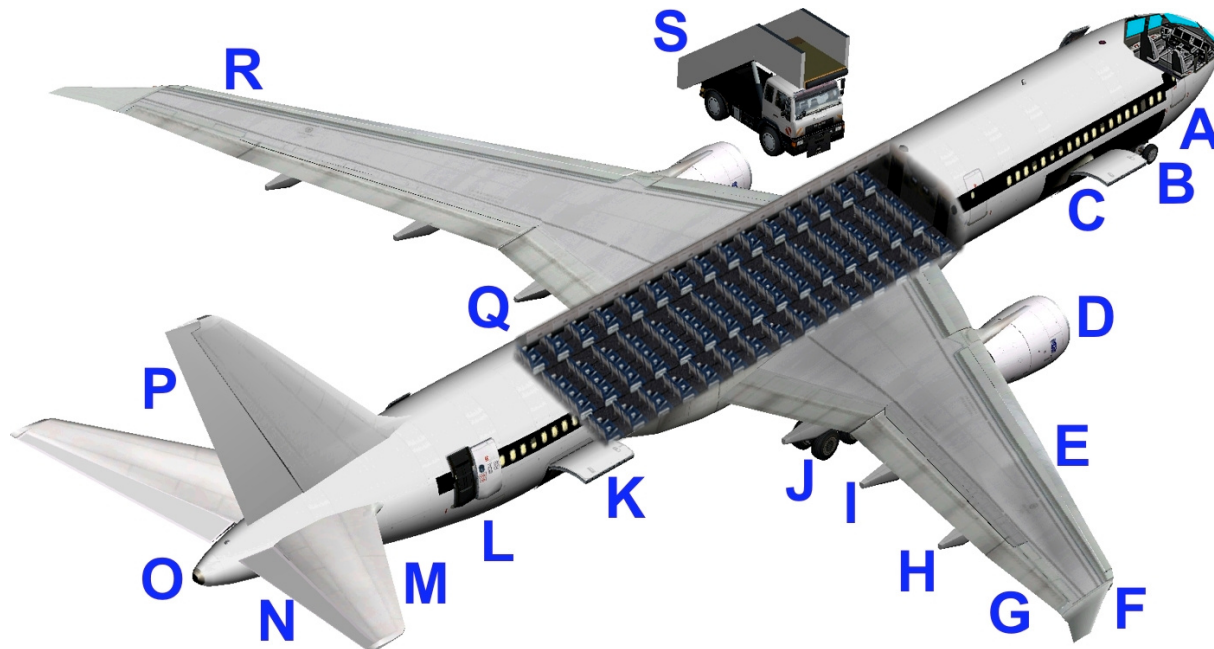
and

Texture for Repainter

To use the Flight Management Computer (FMC), it is important to create a flight plan. Please use the Flight Planner in the Microsoft Flight Simulator.



## The Boeing 767



- A - Cockpit (view change inside-outside model "S")
- B - Nose wheel (retraction and extension "G" )
- C - Hatch (open with "CTRL + W" (FSX) or "SHIFT W" (FS2004))
- D - Engines with reverse thrust (push "F3" and thrust reverser "F2")
- E - Slats left (control "F5" "F6", "F7", "F8")
- F - Winglets
- G - Right aileron
- H - Flaps right (control "F5" "F6", "F7", "F8")
- I - Airbrake left (moving in and out "#")
- J - Main landing gear (moving in and out "G")
- K - Rear cargo space (open "SHIFT E")
- L - Rear entrance open, panel switches see in Upper console
- M - Tailplane
- N - Elevator
- O - White rückwertige position lights with strobes
- P - Rudder
- Q - Passenger deck with 250 seats
- R - Left Wing
- S - Mobile staircase ("CTRL W" (FSX) or "SHIFT W" (FS2004))



## The virtual cockpit



Zoom in virtual cockpit by pressing the "+" or "-"

A – Canopy ("SHIFT E ")	B – GPS
C – Cup holder	D – Rudder Pedals
E – Yoke with trim and display switches	
F – L – P – Q – MFD (Multi Functions screen) with touchscreen	
G – Simcons ( FMC, GPS, MAP, ATC, Checklist )	
H – HUD ( Head Up Display )	
I – Display Switches ( Nav-GPS, NAV-Display )	
J – QNH (set pressure level)	K – Audio switches
M – Autopilot	R – Co-pilot seat
N – Local clock, world time, stopwatch, gear lever ("G"), autobrake	
O – FMC ( Flight Managment Computer, see „FMC“ )	
S – Wheel brake	T – Trim
U – Engine start	V – Turn off the engine (fuel cut)
W – Radio instruments, aileron and rudder trim	
X – Airbrake (Spoiler) („#“)	
Y – Thrust lever with reverse ("F2")	
Z – Flaps (control „F5“ „F6“ „F7“ „F8“ )	

## Upper console

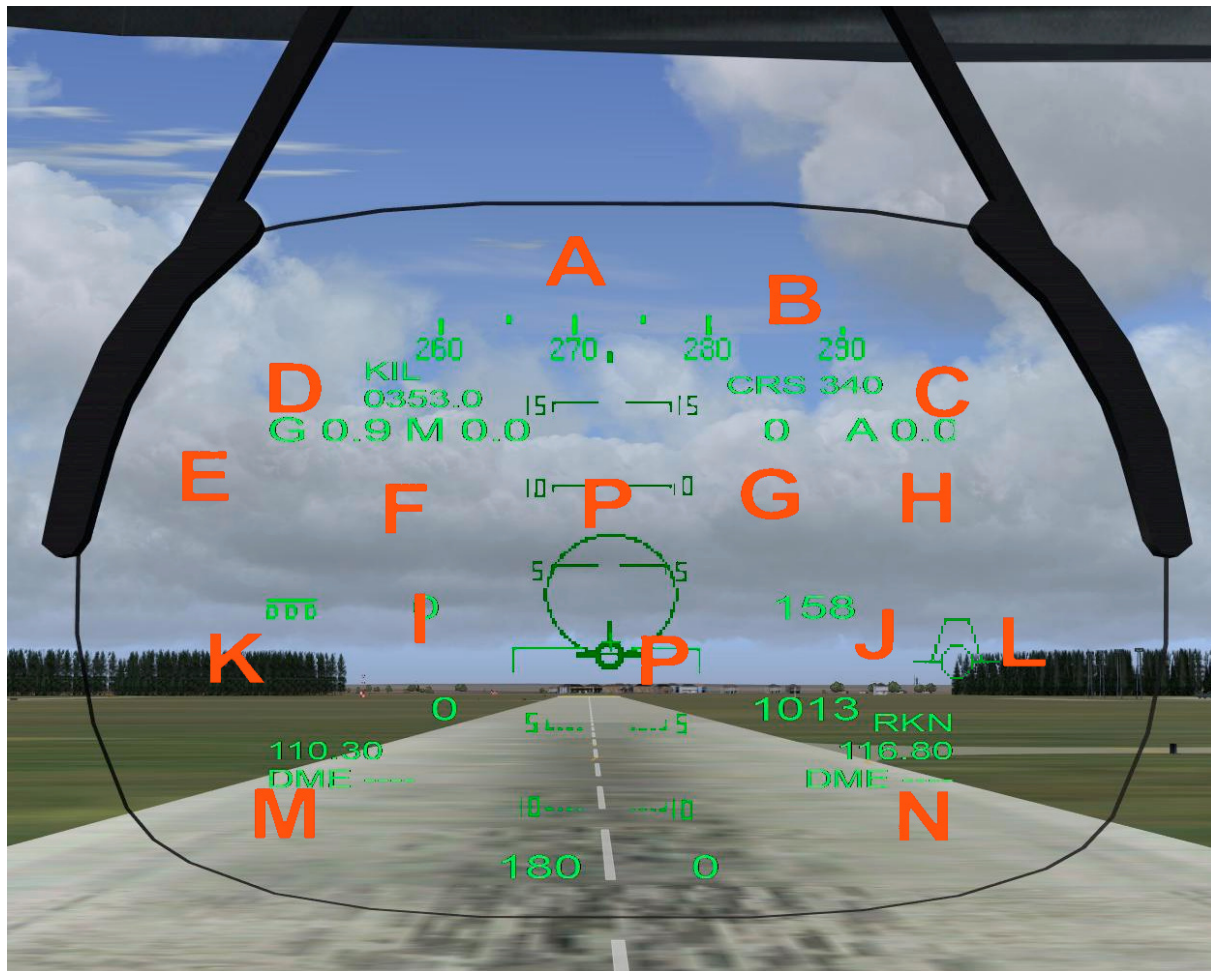


- A - Switch for Beacon-, Strobes-, Nav-, Landing- and Taxi- lights
- B - Master master switch with indicator light
- C - Higher: Switch for internal illumination, Panel lights
- C - Below: "Seatbelt" and "No Smoking" switch
- D - Exit switch
- E – Anti ice switch
- F – Pitoheat switch
- G - Call signs like transponder ID and emergency code
- H - Elektrik - main switch
- I - Cut Off the engines
- J - Upper Navsetting
- K - Open cargo doors / close



## B767 HUD Display

The head-up display, or HUD display (in spirit translated: Front-view display - display in the viewing direction) is a cockpit display to be projected in the flight-relevant data in the field of view of the pilot. This requires the pilot not look more to lower the cockpit, but can view outside all important data as ie height or artificial horizon. Introduced the HUD was for target acquisition in a fighter aircraft, but this practical system has increasingly become part of civil aviation.



A – True Nord	E – G-force meter	J – Altitude / QNH	N – NAV / DME 2
B – compass	F – Mach number	K – GEAR down	P – Artificial h.
C – MB	H – Slope angle	L – Airbrake open	G – Vertical speed
D – ADF frequency	I – TAS / IAS	M – NAV / DME 1	

## Flight Management Computer (FMC)

A Flight Management Computer (FMC) is a fundamental part of a modern aircraft's avionics. A FMC is a specialized computer system that automates a wide variety of in-flight tasks, reducing the workload on the flight crew to the point that modern aircraft no longer carry flight engineers or navigators. A primary function is in-flight management of the flight plan. Using various sensors (such as GPS and INS) to determine the aircraft's position, the FMC can guide the aircraft's autopilot along the flight plan. From the cockpit, the FMC is normally controlled through a Control Display Unit (CDU) which incorporates a small screen and keyboard. The FMC sends the flight plan for display on the ECAM, autopilot or Multi Function Display



- A - Left selection keys L1 to L6
- B - Right selection keys R1 to R6
- C - Data output display of the Flight Management Computers
- D - Menu button or menu L6
- E - Direct various function pages
- F - Number pad (Alternatively, use the keyboard)
- G - Keypad (Alternatively, use the keyboard)
- H - Arrow keys to scroll function within a page

The following feature pages can either be selected through the direct selection ( E ) or be accessed through the menu.

<b>INIT REF</b>  <i>INIT REF-key</i>	<p>You can change the ALT CRZ (cruise altitude) to tender to carry out an automatic radio navigation VNAV calculation. Use the keypad to enter data and R1. To calculate VNAV press R6 (CALC VNAV), and then EXEC. You get a precise VNAV calculation to arrive at your destination airport. Also here is a perfect cruising altitude is displayed, and suggested a better altitude. Also displays information about weight and balance of the aircraft.</p>
<b>FMC – ROUTE</b>  <i>Flight Planner</i> <i>RTE -Key</i> <i>Arrow keys</i>	<p>To create a flight plan, please use the Microsoft Flight Simulator. Press "ALT". This appears above the menu bar. Click on "Flights" and choose the "flight planner" and create a flight plan. When you press the RTE button then in the FMC, your main route, as specified in the flight plan are displayed. You can use the arrow keys up / down access to other information sites.</p>
<b>DEPARTURE / ARRIVAL</b>  <i>DEP/ARR -Key</i>	<p>Here you have options for the destination airport. Click on R2, then you can select the desired number. Confirm with L4 or L5 and the press EXEC button to complete the selection. The aircraft will fly with the autopilot the desired WPT.</p>
<b>ATC</b> <i>ATC- Key</i>	<p>It displays the current frequency in COM1, 2, Nav 1 and 2, and the current transponder code.</p>
<b>Vnav</b>  <i>VNAV - Key</i>	<p>Press the VNAV button to go to this site. Use the number keys to IAS and altitude data for any Wegpoint (WPT) Enter. IAS and ALT can also be automatically calculated by the FMC. When you press the EXEC button or R6, VNAV is activated. The data is then transmitted to the autopilot and adjusted the flight path to schedule, including the vertical navigation with the desired heights and speeds. With R6 VNAV can be deactivated again. The data in VNAV can change at any time easily.</p>
<b>FIX</b> <i>Fix Key</i>	<p>If you click on Fix button, you can select all waypoints and fly it directly.</p>
<b>LEGS</b> <i>LEGS - Key</i>	<p>Here, all waypoints (WPTS be), courses, distances and IAS / height of your flight plan or displayed on the VNAV page</p>
<b>Hold</b>	<p>To circumvent individual waypoints from the flight plan</p>
<b>Comm</b>  <i>COMM- Key</i>	<p>Here are screen idents, frequencies, and radials, and indicated distances for the two closest VORs and identified, and determines the nearest NDB. By the L1 - L5 and R1 - R5, you can send radio frequencies to NAV1, NAV2 and ADF.</p>

<b>Progress</b> <i>PROG- Key</i>	Here are the waypoints WPT value name, height, Time and fuel charge. It is further estimated the fuel to the next WPT WPT based on wind data, length and height variances true airspeed, SAT, and the remaining fuel.
<b>IDENT</b>	It shows some data about the aircraft
<b>POSITION</b> <i>MENU, L1 Arrow keys</i>	Use the arrow keys to scroll through the page. The POS INIT page shows different positions. If you load a flight plan, the reference airport and the nearest airport in width, length, and GPS-POS is displayed. POS REF page displays your current position and speed over ground.
<b>APPROACH</b> <i>MENU L5</i>	Weight, wind data, Flapsposition and speeds are considered for the approach
<b>NAV DATA</b> <i>MENU, R1</i>	From this page, airports and Nav aids, data and access to airports, intersections, and NDBs VORs are displayed.
<b>AIRPORT IDENT</b> <i>MENU L1 Arrow keys</i>	To scroll through the Airport ID page, please use the arrow keys. Use the alphanumeric buttons to enter the ICAO airport and press L1. Now you can select with the arrow keys to various parameters. You can select the appropriate frequency, with appropriate radio equipment R1 - R6. The procedures are similar for INT, or VORs NDBs. On another page, you can set the navigation aid.
<b>NEAREST</b>	Display the next five airports, intersections, VORs or NDBs





## Technical Data Boeing 767

Length	54,9 m
Span	47,6 m
Fuselage width	5,41 m
Tail height	15,8 m
Wing sweep	32,2°
Maximum takeoff weight	186.880 kg
Empty weight	117.707 kg
Cruising speed	Mach 0,85 bzw. 903 km/h
Passengers	250 ( 3 Klassen )
Flight range	11.306 km
Engine	2 Rolls-Royce RB211-524H



## Right

This product is an add-on for Microsoft Flight Simulator. Please only use a licensed version of Flight Simulator. You may only use these additives private. **Any disclosure, publication or any form of commercial use of this add-ons or parts there is illegal.** All textures are from her own photographs. The entire model was developed entirely by the author. The product only accesses files from the default Microsoft Flight Simulator. Because it is download files, a return is impossible. Translation help in these manual with the google translator.

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