

# PREMIER AIRCRAFT DESIGN

INSTALLATION AND QUICK START GUIDE

## BAe 146-200 for Microsoft Flight Simulator FS9 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:               | Jean-Pierre Brisard         |
| Panel design and XML gauge programming | Jean-Pierre Brisard         |
| Flight Dynamics and paint              | Bob May                     |
| Pushback/taxi speed gauge              | Rob Barendregt              |
| Navigation Display                     | Ken Mitchell                |
| Various gauges                         | Steve Southey & Doug Dawson |
| File packaging & PAD webmaster         | Bob May                     |

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Piran Smith for technical assistance, encouragement, and extra liveries.

Ed Wells for his excellent panel background paintings.

Members of the CBFS forum who helped with drawings and information.

### Contents:

Page 2 Installation

Page 3 Keyboard commands

Pages 4 & 5 Flying tips

Page 6 Legal stuff

### 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.

Go to Options - Settings - General....Click the "Show Tool Tips" box.)

2. **SHIFT-E** opens/closes the main passenger doors. This will also open the cockpit door ( to view the passenger cabin). The external doors will not open in flight, but the cockpit door will open in flight.

3. To enable docking with the automated jetways in FSX the air stairs deploy separately from the door opening. To deploy the air stairs use the wing fold command. (The default command is **SHIFT-C** but it may be different on some non-USA keyboard layouts)

4. **SHIFT-E2** opens the two cargo doors on the starboard side. At FSX airports with automated cargo handling vehicles the baggage unloader will line up with the rear cargo hold.

5. 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 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

There are 3 ways to start the engines:

1. Use keys Ctrl-E All settings will be made automatically and all 4 engines will start in sequence 1,2,3,4
2. Use the Autostart switch on the panel. This mimics the CTRL-E action exactly.
3. Manually start each engine, in any required sequence, by using the 4 start switches on the panel.

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.

Also, ensure that the 4 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.

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-4

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 !

Cornering during taxi should be very slow, no more than 8 kts. This aircraft has a narrow span undercarriage and a lot of weight on the wings.

### TAKE-OFF

Set 18° (one notch) of flap, depending on take-off weight, and a small amount of nose up trim.

Use no more than 90% power for take-off. At 130kts -150kts ( depending on weight) rotate the nose up gently about 10 degrees

Don't exceed this angle or the tail will strike the ground.

Initial climb rate is 2500 ft/min. The steep initial climb keeps the airspeed within flap and undercarriage limits. Raise the u/c and flaps after take-off, climb to 3,000 ft above ground level, **reduce power**, adjust the trim, or turn on the autopilot, and then climb to cruise altitude at 1800 ft/min.

**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.**

You can use autothrottle to take off:

1. Set the parking brake
2. Set the speed control to 250 kts
3. Arm the Autopilot master switch (but do not have the HDG or ALT switches activated)
4. Arm the Autothrottle
5. Click the 'SPD' button
6. Allow the engine to spool up to 80% power and release the brakes.

### CRUISE

Normal medium range cruise altitude is 22,000 - 31,000 ft. but short haul routes may have a lower cruise altitude.

Normal economical cruise speed is 280 kts IAS (indicated air speed) at 30,000 ft. An indicated air speed of 280 kts at 30,000 ft (Mach 0.75) translates into a ground speed of about 440 kts (500 mph), in zero wind conditions.

## LANDING

Slow down to below 200 kts before lowering flaps. Wheels can be lowered below 200 kts. Use the air brake to slow down if necessary.

Make your approach at 160 kts with 18° (one notch) of flap. Add more flap as required. Before final approach open the air brake and adjust power to keep approach speed at 140-150 kts.

Aim to touch down at 110 kts. The ground spoilers will open when the main wheels touch the ground, provided that the rear air brake is open.

This aircraft does not have reverse thrust on the engines so it is usual to allow a fairly long run out after landing (if the runway length allows) to avoid overheating the brakes.

## LEGAL STUFF

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(We will not give permission to upload modified panels or gauges)

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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