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The Integrated Simulator Controls

The first half of this manual offers an introduction to the Integrated Simulator Controls. It will take you through each level of the controls explaining what each button does with screenshots of the Controls to help make it easier to learn. Please be aware that if a stand alone Instructors Operating Station is connected to your Sim through the network you will not have access to the full Simulator Controls. Instead you will have the Pause button, and where applicable the Standby Instruments button.

The First Level

The first level of these Controls will have up to 4 active buttons. The Arm Fail/Fix All, Pause, and More buttons appear in all cockpits.

Arm Fail/Fix All

Arm Fail/Fix All starts in the Arm Fail mode. Hit the Arm Fail button once and it will switch to Fix All and the next instrument you touch will fail. If you hit Fix All before touching an instrument the button will revert back to Arm Fail and the touch-to-fail will be deactivated. If you hit Fix All after touching an instrument then the failure in that instrument will be fixed.

Pause

The Pause button will pause the Sim when hit and switch to a Play button. When the Play button is hit it will resume the Sim.

More

The More button opens the second level when hit and then switches to a Less button. The Less button will close down any open levels above the first.

Stby Inst

Some cockpits have a fourth button, Stby Insts, to turn on and off an extra page of Standby Instruments. When this button is present it goes between the Arm Fail and Pause buttons.



Fig. 5: Standby Instrument (STBY INST) button

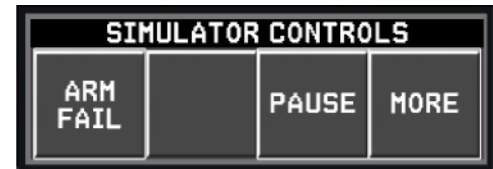


Fig. 1: First Level

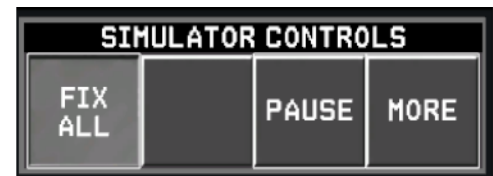


Fig. 2: First Level with Arm Fail activated

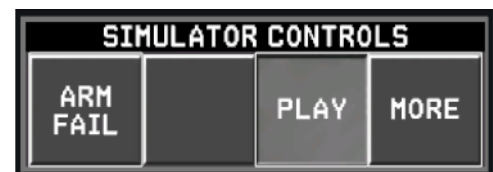


Fig. 3: First Level with Pause activated



Fig. 4: First Level with More activated

The Second Level

The second level of the Simulator Controls consists of three pages, which you can navigate between using the Arrow buttons on either side of the main button set. All pages have the Arrow buttons and the Key button. Aside from those three buttons the first page contains the Scenarios, Map, Reposition, Failures, Fuel and Environment buttons, as you can see in Fig. 6 below and to the right. The Shutdown page, as shown in Fig. 7 has the shutdown button. The second page, as shown in Fig. 8, has the Sim Rate, Load Aircraft and Shutdown buttons alongside the shared buttons.

Figures 9 - 11 show each icon button separately and labeled so you can become more familiar with the icons.



Scenarios

Map

Reposition



Failures



Fuel



Environment

Fig. 9: (above) Second Level Icons for page 1



Fig. 60: (to the right) Shutdown Icon



Ground Speed Rate



Sim Rate



Load Aircraft

Fig. 71: (above) Second Level Icons for page 2



Fig. 6: (above) First page of the Second Level



Fig. 7: (above) Shutdown page on the Second Level

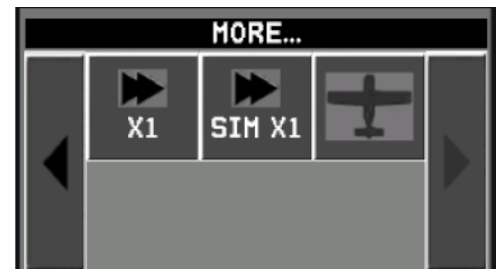


Fig. 8: (above) Second page of the Second Level

Key

If you need a reminder of what the icons represent while the Sim is running you can hold down the Key button. This will open up a transparent layover with labels for the icons in any level you have open. Once you release the button the key overlay will close. Here are Figures showing what each page of the Second level looks like with the key open.

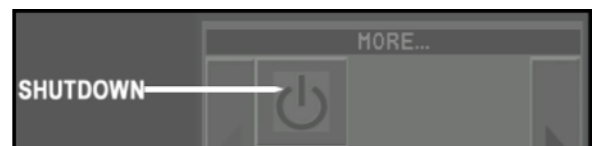


Fig. 82: (above) Shutdown page with Key activated

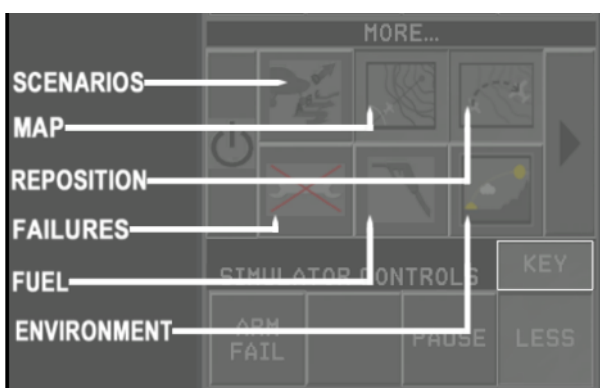


Fig. 13: (above) First Page of the Second Level with the Key activated

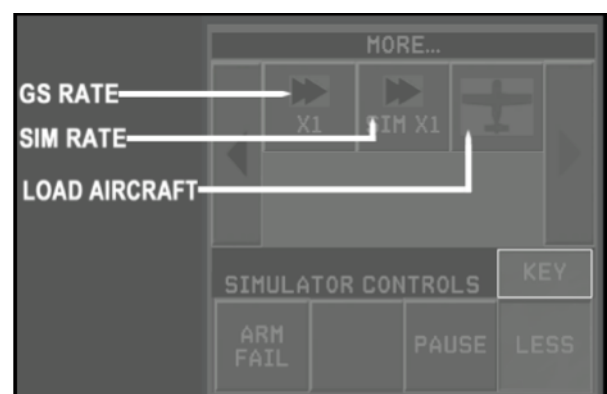


Fig. 94: (above) Second page of the Second Level with the Key activated

Scenarios

The Scenarios button opens up the Scenarios Menu. To close the Scenarios Menu you can either hit the Scenarios button again or hit the Less button to close the Scenarios Menu and the second level. The figures to the right show the top and bottom sections of the Scenarios Menu page.

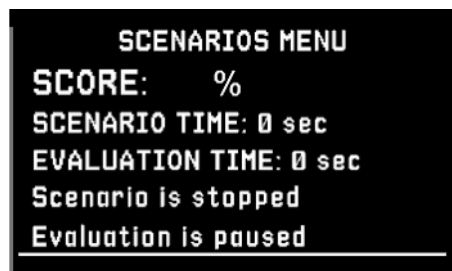


Fig. 15: Top of Scenarios Menu

Below each of the icons in the Menu have been separately labeled for you.



Scenarios Web



Load/Reload



Reset

Fig. 10: Scenarios Menu Icons



Fig. 16: Scenarios Menu

Scenarios Web

By hitting the Scenarios Web button you can access the FlyThisSim Scenarios web page where you can download scenarios and find tutorial videos for a visual tour of what each scenario entails.

Load/Reload

The Load/Reload button allows you to Load a scenario that you have already downloaded. If the Sim is running when you hit the Load button the Sim will be paused and then the window with your downloaded scenarios will open. If the Sim is already paused when you hit the Load button then the window with your downloaded scenarios will open and the sim will not be affected.

Reset

The Reset button pauses the Sim and unloads the scenario you have loaded. It also wipes the Score Section so if you want to keep track of your score you might want to pause the Sim and record your score before you hit Reset.

Score Section

The Score Section is the top half of the Scenarios Menu. It shows your percentage score, Scenario Time, Evaluation Time, Scenario Status and Evaluation Status for whichever scenario you have loaded. Your percentage score starts at 100% and drops if mistakes are made while the evaluation is running. There are also gold stars located below Scenarios Menu icon buttons and the scenario title. These stars give a rough visual representation of your percentage, each gold star is worth 10%. To the right are the Score Section, fig. 18, and the gold stars, fig. 19, when there is no scenario loaded. SimAvio does not keep a record of your scores or evaluation information so if you want to keep track of them make sure to write them down before resetting.

Fig. 11: (below) Score Section

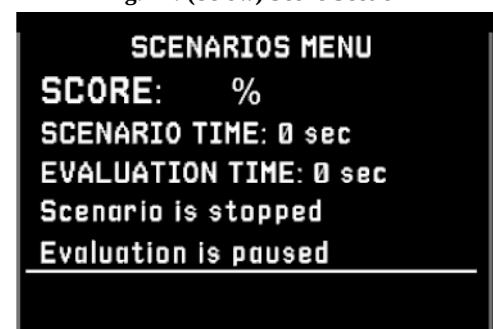


Fig. 12: (below) Gold Stars



Key

With the Scenarios Menu open the Key overlay page extends upwards to cover the Scenarios Menu icons. That section looks like this:



Fig. 20: Scenarios Menu with the Key activated

Map

The Map button opens the Map Page to the left of the two first levels. To close it you can either hit the Map button again or hit the Less button to close the Map page and the second level.



Fig. 21: The Map Page

Within the Map page there is a set of buttons to navigate the Map. They can be found at the bottom of the Map page. There is also a box in the top right corner of the Map page that shows the latitudinal and longitudinal coordinates of your plane.



Fig. 22: Lat-Lon Coordinates Box



Fig. 23: Map Page buttons

Range

The Range text shows you the current range of the map. To adjust the range you can use the up and down arrow buttons below the Range text.

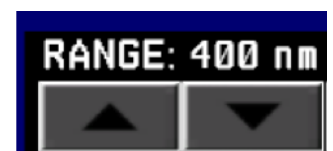


Fig. 24: Range buttons

View

The View button allows you to switch between the Forward (FWD), Center (CNTR), and North Up (N Up) views.



Fig. 25: View button

In the Forward (FWD) view the plane icon will always look like it is heading towards the top of the page and the map will move around underneath it.



Fig. 26: (above) Map in Forward View

The Center (CNTR) view keeps the plane icon always in the center of the map and once again the map will move around underneath it.



Fig. 27: Map in Center View

North Up (N Up) view holds the map still with North being always at the top of the page while the plane icon moves around on top of the map.

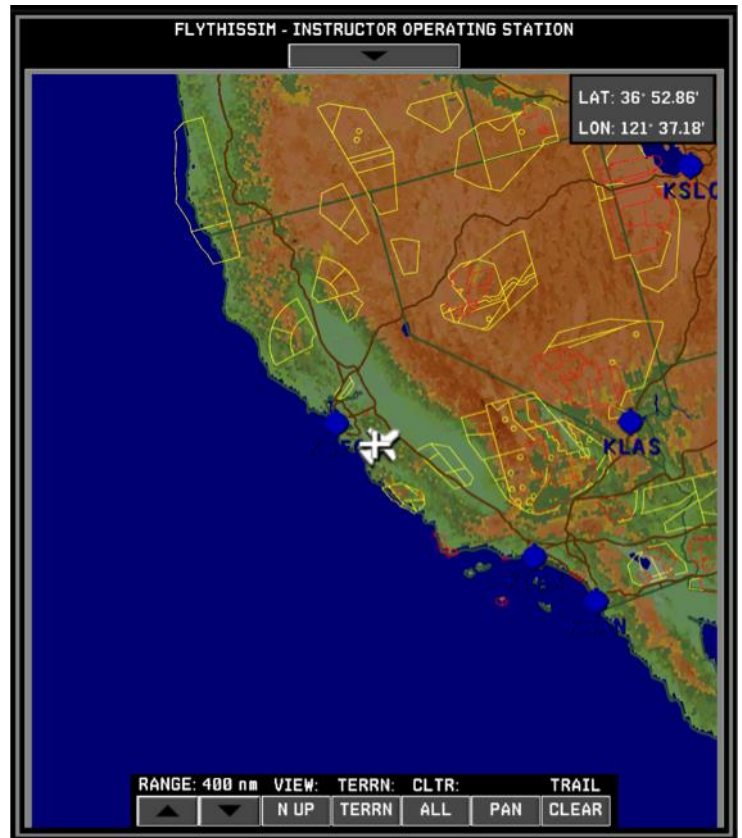


Fig. 13: (above) Map in the North Up View

Terrain (Terrn)

The Terrain button switches between three different terrain modes: Terrain (Terrn), Base, and None.



Fig. 14: (above) Terrain button

In Terrain (Terrn) mode the map is a stylized satellite type image.



Fig. 30: (to the right) Map in Terrain mode

The Base mode map only distinguishes land from water.



Fig. 31: (above) Map in Base mode

In the None mode the map has no distinction between land, water or the various types of terrain.

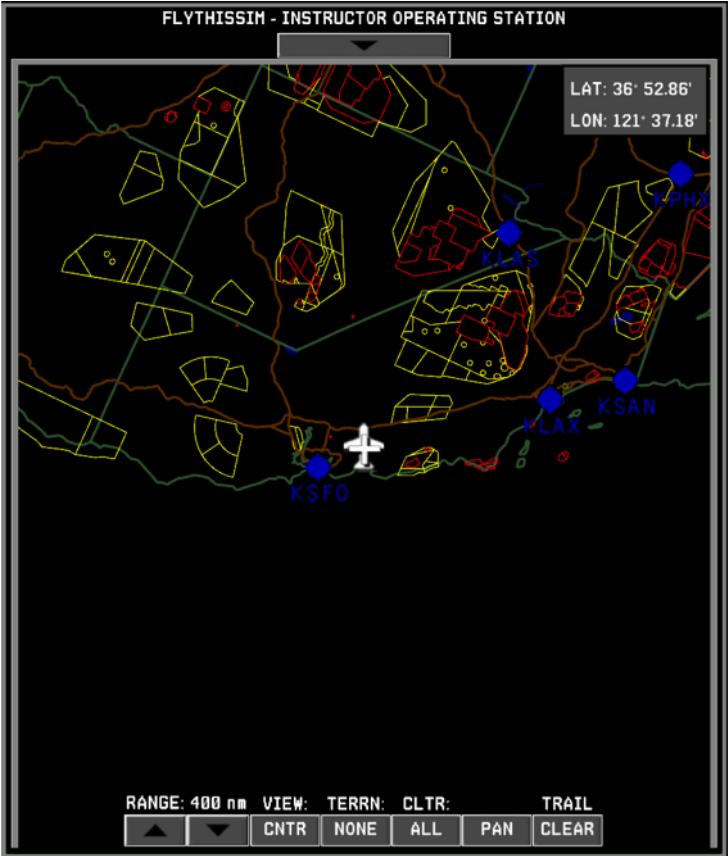


Fig. 32: Map in None mode

Clutter (CLTR)

The Clutter (CLTR) button cycles through four levels of clutter: All, Less, Least, and None.



Fig. 33: (above) Clutter button

In the All and Less levels everything is displayed.

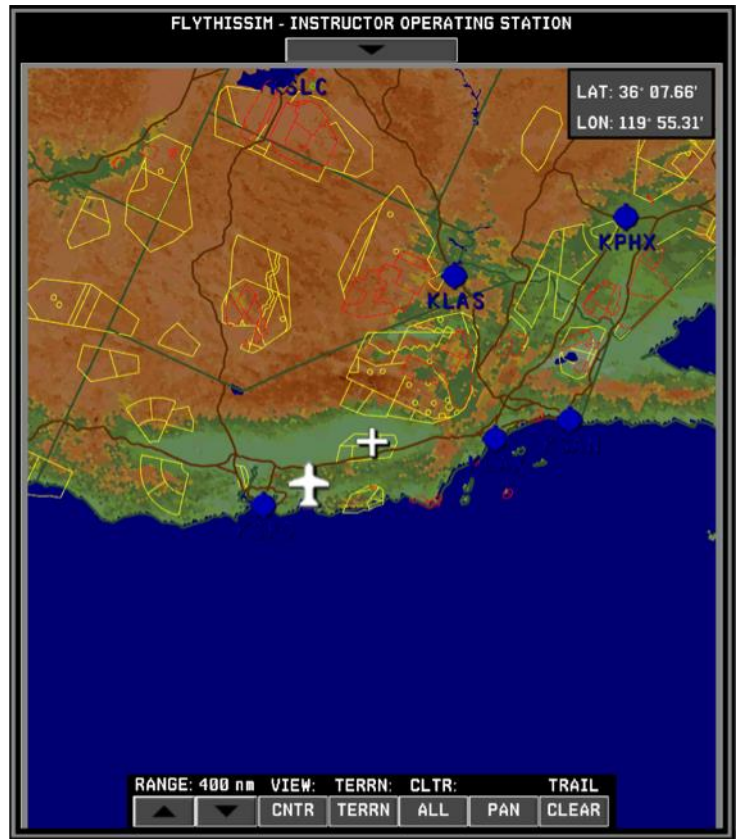


Fig. 34: (to the right) Map with All and Less levels of Clutter

In the Least and None levels none of the navigational indicators are displayed.



Fig. 35: (to the right) Map with Least and None levels of Clutter

Pan

The Pan button goes between Pan and Center (CNTR) modes.



Fig. 36: (above) Pan button

In the Pan mode you can freely grab the map and move it around.



Fig. 15: (to the right) Map in Pan mode

The Center (CNTR) mode will move the map so the plane icon is in the center.



Fig. 16: (to the right) Map in Center mode

Trail

The Trail button clears your trail.



Fig. 17: (above) Trail button

Reposition

The Reposition button opens up the Reposition Menu and the Map Page. You can close the Reposition Menu by hitting the Reposition button again but to close the Map Page you need to hit the Map button.

Alternatively you can close the Reposition Menu and the Map Page as well as the second level by hitting the Less button.



Fig. 40: (above) Map Page and Reposition Menu

From the Reposition Menu you can adjust your Heading (HDG), Altitude (ALT) and True Air Speed (TAS).

To do this, hit the dial you want to adjust and an enlarged dial will overlay the screen, see Fig. 42. Adjust this dial to the desired setting and hit enter to accept the setting you are on. If you change your mind or hit the dial button accidentally you can hit the cancel button at any time and the dial will revert to its previous setting. Once you have adjusted those dials as you want

you can hit the Reposition (REPOS) button. This will reposition your aircraft to the heading, altitude and true airspeed specified on these dials.

You can also sync the dials to your planes current settings by hitting the Sync button. Please note that the Reposition button should only be used when your engines and avionics are on. If your engines and avionics are off please use the Reposition to Airport buttons as described below, as the reposition button does not activate either of these systems.

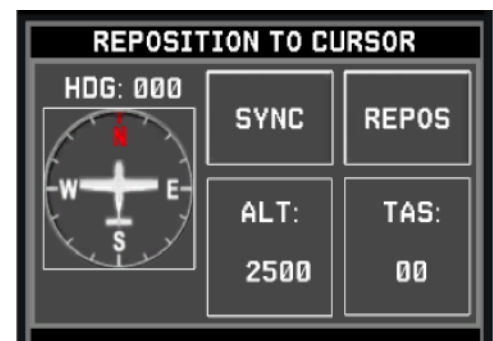


Fig. 41: (above) Reposition to Cursor Section



Fig. 42: (to the right) Enlarged Dial

Another way to reposition your aircraft is to use the Reposition to Airport buttons. These buttons allow you to reposition your aircraft to any of the seven registered airports closest to your cursors current location. Just hit the code for the airport you want and your craft will be repositioned to the end of the runway at your selected airport. You can also hit the more button, this brings up the keypad and allows you to type in a specific airport code.

In Fig. 44 you can see the keypad. Just type in the airport code, it will be shown on the keypad screen, and hit find. When the airport you searched for is found the keypad will close, the seven airport code buttons will have changed and the map will relocate to the code you searched. The first button will show the code you searched and the six other buttons will show the codes for the six airports closest to the code you searched. To travel to any of these airports hit the button with the code you want to go to.

You can also use the keypad to search for waypoints to reposition to. Just type in the waypoint code you want and hit find. Again, when the code you searched for is found the keypad will close, the seven airport code buttons will have changed and the map will relocate to the code you searched. To travel to the waypoint you searched make sure your engines and avionics are on, alter the Hdg, TAS and Alt settings on the reposition dials if needed and then hit the reposition (REPOS) button.

If we cannot find the code you searched for, a message will appear in the keypad screen indicating that we couldn't find it. If you open the keypad then decide you do not want to use it, or if you accidentally catch the more button, you can close out the keypad by hitting the red X button. Until you hit find nothing you enter into the keypad will be registered by the system.

Fail

The Failures Menu is opened by hitting the Failures button. You may notice that this Menu replaces the second level. So to close the Failures Menu and go back to the second level you hit the Exit button within the Failures Menu. You can also hit the Less button and close the Controls down to the first level.

The icon buttons for the Failures Menu are labeled separately below.



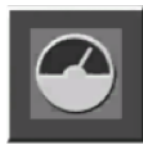
Engine



Electrical



Avionics



Instrument



Systems



Exit

Fig. 46: Failures Menu Icons



Fig. 43: (above) Reposition to Airport Section

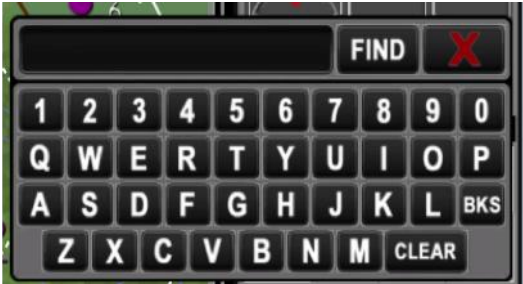


Fig. 44: (above) Keypad



Fig. 45: (above) Failures Menu

Each of the buttons opens up their own specific Failures section. For example, Fig. 47, to the right, shows the Engine Failures Section. Hitting any of the buttons within this section will fail that thing and the button will be highlighted. Hitting the button again clears the failure and the button will return to normal. So if you wanted to fail the Engine you would hit the Engine button, the button would be highlighted and the gauge(s) would be failed. From the Failures Menu you can fail as many or as few things as you would like, in as many or as few sections as you would like.



Fig. 48: Fail buttons highlighted

On some of the specific Failures sections you will see arrow buttons flanking the section title and a page specified underneath the title. These sections have multiple pages and the arrow buttons allow you to navigate between these pages. When the arrow button is grayed out, like the right arrow button in Fig. 49, that means there are no more pages in that direction and the button is not active.

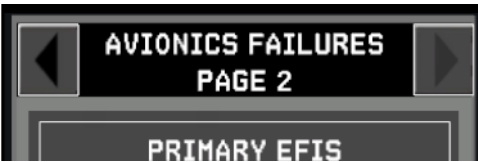


Fig. 49: (above) Failures section with arrow buttons

Key

The Key overlay for the Failures Menu is shown to the right, Fig. 50. You may also notice in Fig. 47 and Fig. 49 that the name is at the top of each specific Failures section.

Fig. 50: (to the right) Failures Menu with the Key activated

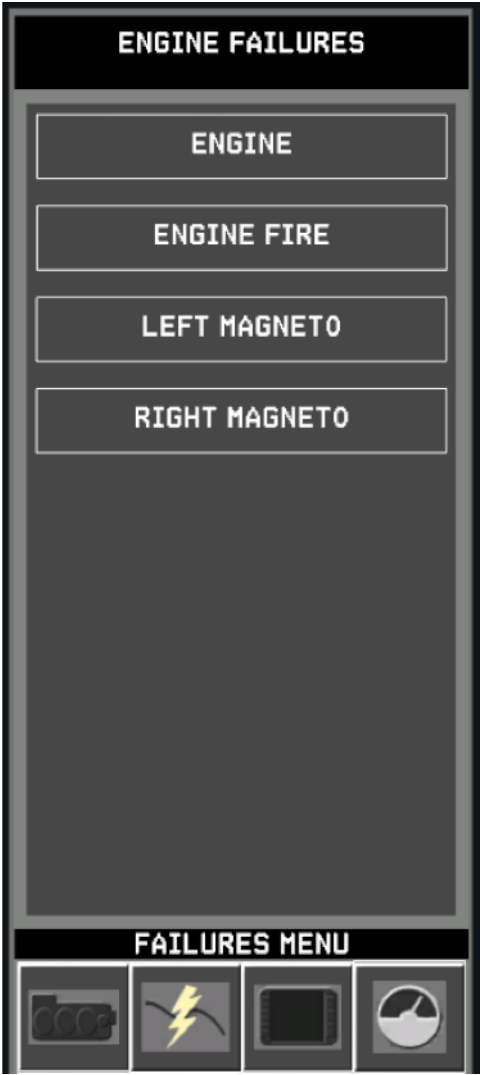
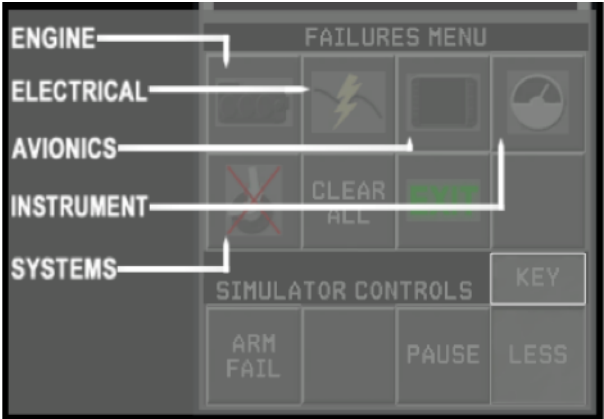


Fig. 47: (above) Failures Menu with Engine Failures Section Open



Fuel

The Fuel Menu is opened by hitting the Fuel button and is closed by hitting the Fuel button again. As before you can also close the Fuel Menu and the second level by hitting the Less button down on the first level.

Using the Full and Tab buttons you can fill both tanks completely or to Tabs, respectively. You can also use the arrow buttons under the wings to fill each tank separately to a more specific amount.

If you are flying a Helicopter the fuel tank counts and arrow buttons are either side of the graphic.



Fig. 51: Fuel Menu

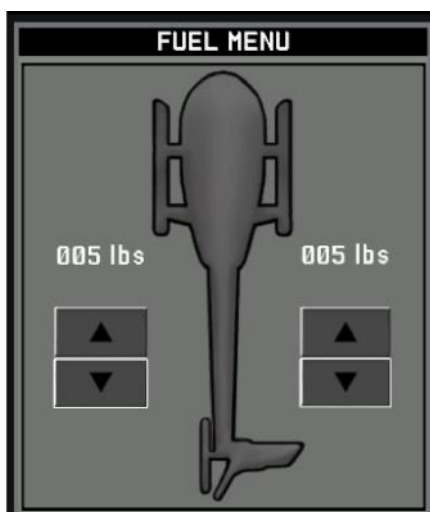


Fig. 52: Helicopter Fuel tank counts

Environment

When you hit the Environment button the Environment Menu opens. As per usual, you can close just the Environment Menu by hitting the Environment button a second time or you can close the Environment Menu and the second level by hitting the Less button.

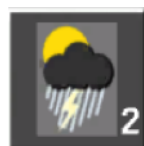
The icons are labeled separately below.



Time of Day



Weather Page 1



Weather Page 2

Fig. 54: Environment Menu Icons

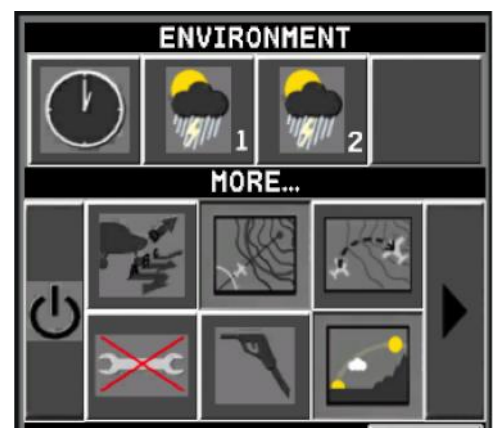


Fig. 53: (above) Environment Menu

Key

To the right, fig. 55, is the Key overlay when the Environment Menu is open. Any time you need a little help with the icons hold the Key button and the Key overlay will open. Release the Key button the overlay will close.



Fig. 55: (above) Environment Menu with the Key activated

Time of Day

Hitting the Time of Day button opens the Time of Day Menu. In this menu you can use the slider arrow to set the time of day within the Sim.



Fig. 56: Time of Day Menu

Weather Page 1

Hitting the Weather Page 1 button opens up Weather Page 1. Using the slider arrow or the buttons at the top of the page you can set the visibility.

Below that are the Cloud Cover buttons, using these you can set the amount of cloud cover in the Sim. The Cloud Cover Icons are separately labeled below



No Clouds



High Cirrus



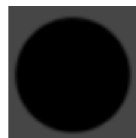
Scattered Clouds



Broken Clouds



Overcast



Stratus

Fig. 58: Cloud Cover Icons

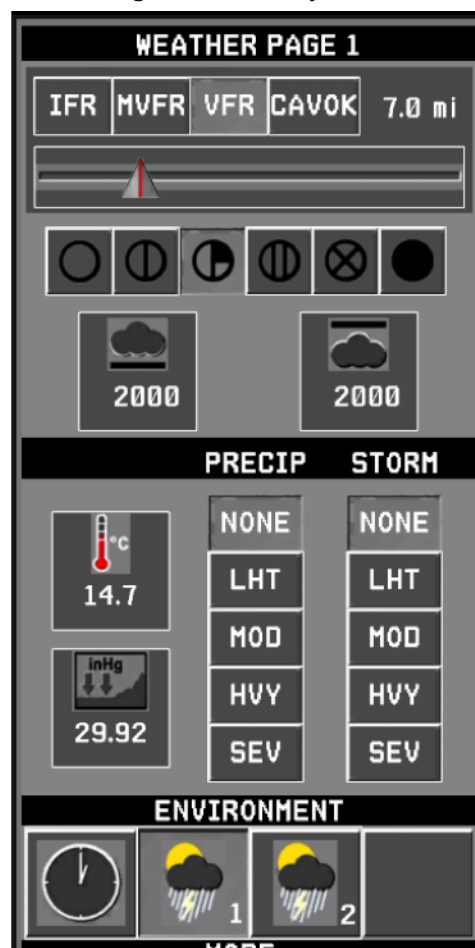


Fig. 57: (above) Weather Page 1

Below the Cloud Cover buttons are the Cloud Base and Cloud Tops dials. Like the dials on the Reposition page these dials bring up an enlarged dial that you can use to accurately set the dials to where you want. Using these you can adjust the altitude of the Cloud Bases and the Cloud Tops in the Sim. When the Sim is running these two will sometimes affect each other as the Clouds have to maintain a thickness of 2000 ft from Base to Top.



Cloud Base Cloud Tops

Fig. 18: Cloud Base and Tops dials

Below the Visibility and Clouds section you have the Temperature and Pressure dials as well as the Precipitation and Storm buttons. The Temperature and Pressure dials work in the same way as the Cloud Base and Cloud Tops dials. Temperature is shown in degrees Celsius and the Pressure shown is the Pressure at Sea Level in inches Mercury (inHG).



Temperature Pressure

Fig. 60: Temperature and Pressure dials

The Precipitation (Precip) and Storm buttons shown to the right, Fig. 61, control the level of precipitation and storm. They both start at None then move through Light (LHT), Moderate (MOD), and Heavy (HVY) before ending at Severe (SEV). It should be noted that if you set the Precipitation level anywhere above None and the Cloud Cover is at Clear the Cloud Cover will automatically be reset to High Cirrus with no option to switch it back to Clear until the Precipitation level is once again set to None.

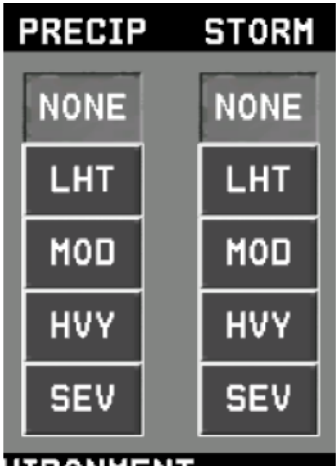


Fig. 61: (to the right) Precipitation and Storm button

Key
When Weather Page 1 is open the Key overlay extends to cover it. The Weather Page 1 section of the Key overlay is shown to the right, Fig. 62.

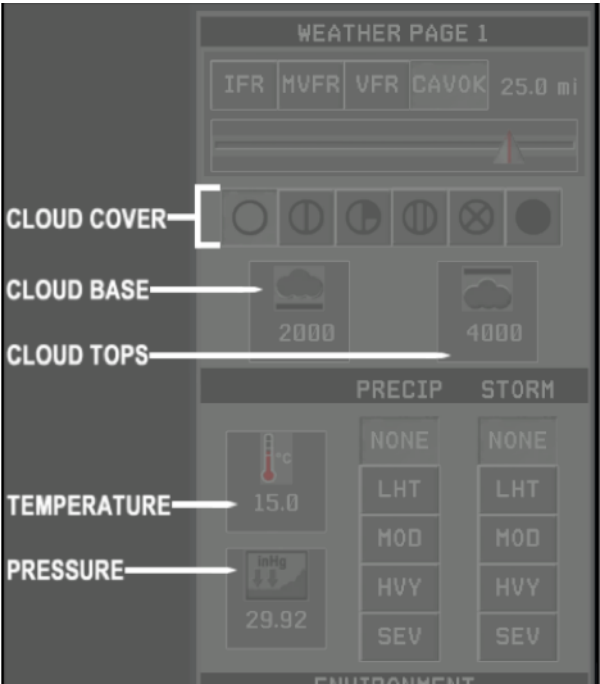


Fig. 62: (to the right) Weather Page 1 with the Key activated

Weather Page 2

Hitting the Weather Page 2 button opens Weather Page 2. On this page you can use the dials to adjust Wind Direction, Turbulence and Wind Speed.

Fig. 64, below, shows the Wind Direction dial. Using the active area over the compass you can adjust the wind direction in the Sim.

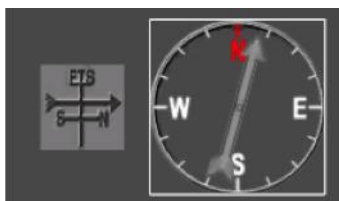


Fig. 64: Wind Direction dial



Fig. 63: Weather Page 2

The Turbulence and Wind Speed dials separately labeled in Fig. 65, to the right, are used to adjust the turbulence and wind speed in the Sim.



Turbulence



Wind Speed

Fig. 65: (above) Turbulence and Wind Speed dials

Key

With Weather Page 2 open the Key overlay again extends. To the right, Fig. 66, the Weather Page 2 section of the Key overlay is shown.

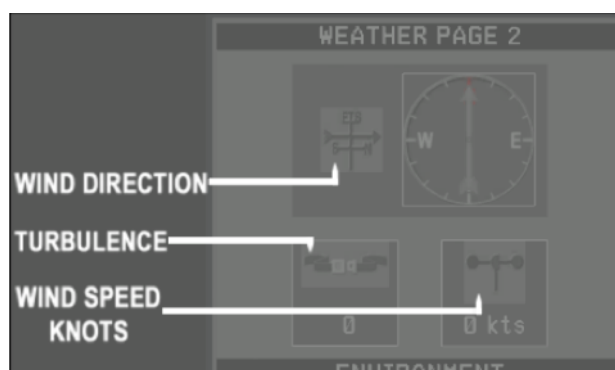


Fig. 66: Weather Page 2 with Key activated

Second Level- Page 2

Ground Speed Rate

The Ground Speed Rate button multiplies the ground speed of your aircraft. In the default state your ground speed is multiplied by 1, (X1), this is reflected in the text on the button. When you hit the button in this initial state it will go up to X2, or ground speed times 2, as indicated by the text in the second button state. From there if you hit it again it goes up to times 4 and after that, up to times 6. Both times the rate will be shown in the button. Once the button has reached times 6 the next time you hit it the button will return to the initial times 1 state.



Fig. 67: Ground Speed Rate button states

Sim Rate

The Sim Rate button controls the speed of the Sim relative to real time. In the default state the Sim goes at real time, or at real time times 1(X1). This is reflected in the initial button state of the Sim Rate button. When you hit the Sim Rate button in this initial state it will go up to X2, or real time times 2, this is indicated in the second button state. Hit the button again and it will return to the initial times 1 state.



Fig. 68: Sim Rate button states

Load Aircraft

When you hit this button it will go into the highlighted state and it will bring up a dialog box. From this dialog box you can select an aircraft to load. Once you have selected and opened an aircraft, or canceled the dialog box, the button will return to its' initial state. If you opened an aircraft it will be opened at this point.



Fig. 69: Load Aircraft button states

Second Level- Shutdown Page

Shutdown

The Shutdown button shuts down the Sim. When you hit the button it will flash between the second and third states shown in Fig. 70 for five seconds. If you do not hit it again within those five seconds the button will return to the first state. If you do hit the button again within those five seconds the Sim will shut down.



Fig. 70: Shutdown button states

Stand Alone IOS

This second half of the manual will cover the Stand Alone Instructors Operating Station, or Stand Alone IOS. This IOS is displayed separately from the main Sim on a tablet device or laptop that connects to the main Sim computer through your wireless network. Fig. 71, below, shows a screenshot of the Stand Alone IOS, the map page is always open in this IOS.

It should be noted that dials, like those in the reposition and weather pages, do not call up the enlarged dial overlay in this IOS. Instead the dials work the same way knobs and dimmers do in the rest of your cockpit. Simply touch the active area and use circular motion to increase or decrease the value on the dial.

To the left of the Map page are two sections, the Aircraft section and the Destination section, that cannot be accessed by the Integrated Simulator Controls. The features of these sections are explained in the following pages.



Fig. 71: Full Stand Alone IOS

Aircraft

The purpose of the Aircraft section is to display, in one place, important information about the state of your aircraft in real time. While pilots may find some of the information duplicative this section frees instructors to check the information they need to know without potentially disturbing their student. This section features two gauges, three to four information pages and three indicators.



Fig. 72: Aircraft Section

Gauges

The two gauges, seen to the right in Fig. 73, are an artificial horizon gauge and an HIS gauge. They operate in the same fashion as the gauges found in the cockpit.



Fig. 73: Gauges

General

The General page is accessed by hitting the button labeled General at the bottom of the page. As Fig. 74 shows this page lists basic aircraft information. The aircraft type, call sign or tail number, which mode the autopilot is set on, the Altimeter pressure setting and the transponder setting.



Fig. 74: General Page

Speed Altitude (Spd/Alt)

The Speed-Altitude page is accessed by hitting the button labeled Spd/Alt at the bottom of the page. At the top of the page the aircrafts Indicated Air Speed, Ground Speed, and Vertical Speed are listed along with the units of each measurement. In the next row down the Altitude measurements are listed. These measurements are Altitude Indicated, Altitude above Sea Level and Altitude above Ground Level.



Fig. 75: Speed Altitude (SPD/ALT) Page

Engines

The Engine page or pages are accessed by hitting the Engine button at the bottom of the page. When a single engine aircraft is being flown this button says Engine as in figures 74 and 75 above and there is only one Engine page. However, if a twin engine plane is being flown this button says Engine 1 when either the General, Spd/Alt or Engine 1 pages are up and when hit a second time says Engine 2 and brings up the Engine 2 page. The information listed on the Engine pages is the RPM, Fuel Flow, Percent Power, Oil Temperature and Pressure, Cylinder Head Temperature, Exhaust Gas Temperature and the status of up to two alternators per engine.

The units for the measurements, where applicable, are found in the label above each measurement.

Indicators

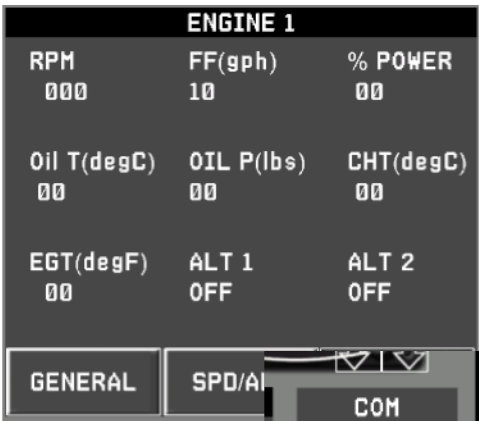


Fig. 76: Engine 1 Page



Fig. 77: Indicators

The Indicators in the Aircraft section are shown to the right in Fig. 77. Listed at the top are the frequencies at which Com 1 and Com 2 are set, the numbers to the left of the frequencies light up when their respective press-to-talk buttons are pressed. Below the Com indicators are the three landing gear indicators; these indicators light up green when the gear is down and red when the gear is unsafe. Underneath the landing gear indicators is a flap indicator, this indicator gives a graphic representation of the current flap position as the simplified graphic flap moves into each flap position.

Destination

The main function of the Destination section is to show information about your set Destination. It does, however, include two extra frequencies found at the top of the left column. These frequencies are the Departure and UNICOM frequencies. Below those two the list of frequencies continues with Approach, Ground, CTAF, Clearance and Tower frequencies, all of which are specific to the set destination. To the right of the frequencies column there are two rows of information. The top row lists the set destination airport and the bottom row lists the Altimeter pressure setting for that set destination airport.



Fig. 198: Destination Section