

DO NOT USE FOR FLIGHT

B-52 Driver



FLIGHT MANUAL

PART II – Aircraft and Systems

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ABOUT THIS MANUAL

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WARNING: THIS MANUAL IS DESIGNED FOR MICROSOFT® FSX USE ONLY. DO NOT USE FOR FLIGHT.

The 'B-52 Driver FLIGHT MANUAL is organized into three Parts.
Each Part is provided as a separate Acrobat® PDF document:

- **Part I – User's Manual**
- **Part II – Aircraft and Systems** - this document.
- **Part III – Normal Procedures.**

FOR GENERAL INFORMATION ON THE 'B-52 DRIVER' PRODUCT PLEASE USE WWW.CAPTAINSIM.COM .
THIS MANUAL PROVIDES ADDITIONAL INFORMATION ONLY, WHICH IS NOT AVAILABLE ON THE WEB SITE.

PART II – AIRCRAFT SYSTEMS

| Page | Contents |
|-------------|---|
| 5 | INTRODUCTION |
| 6 | PANELS LAYOUT |
| 7 | PILOT'S INSTRUMENT PANELS |
| 11 | 1. ANTI-ICE CONTROL PANEL |
| 11 | 2. EVS CONTROL PANEL |
| 12 | 3. CLOCK |
| 12 | 4. FLIGHT COMMAND INDICATOR |
| 12 | 5. ALTIMETER |
| 13 | 8. MARKER BEACON LIGHT TEST SWITCH |
| 13 | 9. INDICATED AIRSPEED INDICATOR |
| 13 | 10. HORIZONTAL SITUATION INDICATOR |
| 14 | 11. MARKER BEACON LIGHT |
| 15 | 12. ATTITUDE-DIRECTOR INDICATOR |
| 16 | <u>TERRAIN AVOIDANCE RADAR SYSTEM</u> |
| 17 | CONTROLS AND INDICATORS |
| 17 | 14. EVS MONITOR |
| 17 | P20. TERRAIN DISPLAY CONTROL PANEL |
| 18 | 15. VERTICAL VELOCITY INDICATOR |
| 18 | 16. MACH INDICATOR |
| 18 | 17. RADAR ALTIMETER |
| 19 | 18. STANDBY HORIZONT INDICATOR |
| 19 | 22. ENGINE PRESSURE RATIO GAGES |
| 19 | 23. WING FLAP POSITION INDICATOR |
| 20 | 24. LANDING GEAR POSITON INDICATORS PANEL |
| 20 | 25. LOW OIL PRESSURE WARNING LIGHTS |
| 20 | 27. ACCELEROMETER |
| 21 | 29. MAGNETIC STANDBY COMPASS |
| 21 | 30. EXHAUST GAS TEMPERATURE GAGE |
| 21 | 31. FUEL FLOWMETERS |
| 21 | 32. DME INDICATOR |
| 22 | 34. OIL PRESSURE GAGES |
| 22 | 35. TACHOMETERS |
| 22 | 36. MASTER CAUTION LIGHT |
| 23 | 38. FUEL SYSTEM MANAGEMENT PANELS |
| 24 | 39. TOTAL FUEL FLOW INDICATOR |
| 24 | 40. LANDING GEAR LEVER |
| 25 | CROSSWIND CRAB SYSTEM |
| 26 | TURNING ANGLES AVAILABLE WITH MAXIMUM CROSSWIND CRAB SETTINGS |
| 27 | CONTROLS AND INDICATORS |
| 27 | P21. CROSSWIND CRAB CONTROL KNOB |
| 27 | P22. CROSSWIND CRAB CONTROL CENTERING BUTION |
| 27 | 41. CROSSWIND CRAB POSITION INDICATOR |
| 28 | 42. TOTAL FUEL QUANTITY INDICATOR |
| 28 | 43. MAIN TANKS LOW WARNING LIGHT |
| 28 | 44. SAS CONTROL PANEL |
| 28 | 49. BOMB DOORS OPEN LIGHT |
| 29 | 50. BOMB DOORS NOT LATCHED LIGHT |
| 29 | 51. ANTISKID SWITCH |
| 29 | 52. OUTSIDE AIR TEMPERATURE GAGE |
| 29 | 53. BOMB DOORS SWITCH |
| 30 | 54. RUDDER TRIM INDICATOR |
| 30 | 55. AUTOPILOT TURN CONTROL SELECTOR SWITCH |
| 30 | 57. WINDSHIELD WIPERS SWITCH |
| 31 | 59. HEADING INDICATOR (GYRO) |
| 31 | 60. TRUE AIRSPEED INDICATOR |
| 31 | 62. MACH INDICATOR SWITCH |
| 31 | 63. FLIGHT DIRECTOR SWITCH |

DO NOT USE FOR FLIGHT

32 OVERHEAD PANEL

- 33 O01. OVERHEAD LIGHTING PANEL
- 33 O03. UHF RADIO CONTROL PANEL
- 34 O04. UHF2 RADIO CONTROL PANEL
- 34 O05. TACAN RADIO CONTROL PANEL
- 34 O06. VOR CONTROL PANEL

35 PILOT'S SIDE PANEL

- 36 A01. HYDRAULIC PANEL
- 37 A04. PILOT'S LIGHT CONTROL PANEL
- 38 A07. ANTISKID MACH

39 COPILOT'S SIDE PANEL

- 40 B01. ELECTRICAL PANEL
- 41 B02. TEMP INDICATOR
- 41 B07. ENG START CONTROL PANEL
- 42 B11. COPILOT'S LIGHT CONTROL PANEL
- 42 B12. HF RADIO PANEL
- 43 B14. BATTERY SWITCH PANEL

44 AISLE STAND

- 45 P02. AIRBRAKE LEVER
- 45 P03. AUTOPILOT TURN AND PITCH CONTROLLER
- 46 P04. AUTOPILOT COMMAND SELECTOR PANEL
- 47 P18. NAVIGATION SYSTEM SELECT PANEL
- 48 P06. LANDING LIGHTS PANEL
- 48 P10. STABILIZER TRIM WHEEL AND INDICATOR
- 49 P11. THROTTLES
- 49 P15. DRAG CHUTE LEVER
- 50 P17. WING FLAP LEVER

51 CUSTOMER CARE

- 51 FORUM
- 51 VIDEO CHANNEL
- 51 TECH SUPPORT

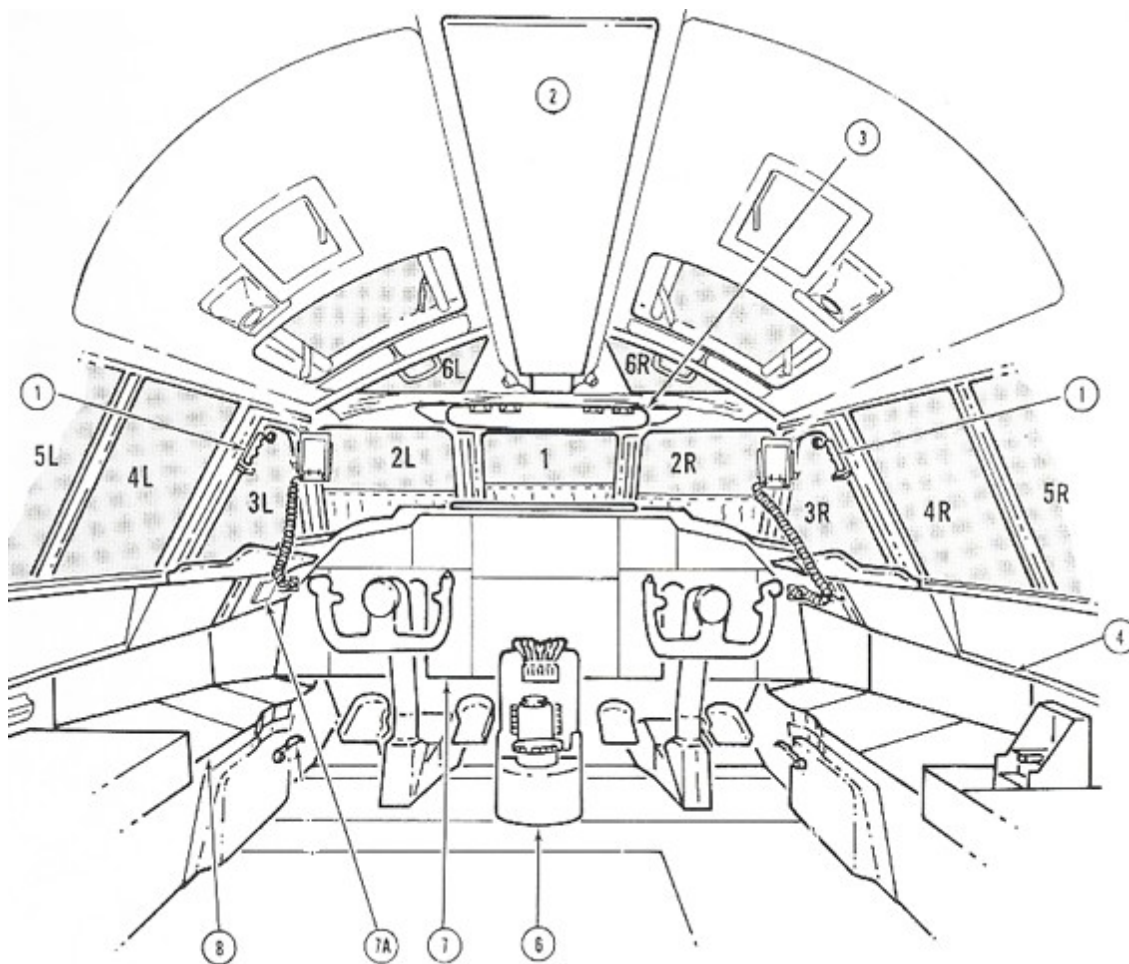
INTRODUCTION

The 'B-52 Driver' is one of the most advanced, complete and accurate digital replicas of the B-52 aircraft ever available for any game platform.

But the 'B-52 Driver' (same as MSFS itself and any MSFS expansion) is a flight simulation software game. Therefore this product should not be used as flight training device (FTD) and/or simulator for flight training purposes.

Moreover the 'B-52 Driver' is [Fun Line](#) product, so it features some of essential systems programming. All items should work as described in this manual. If something is not described as functional (therefore it does not work or does not exist in the model) it is not a system 'bug' but a reasonable simplification.

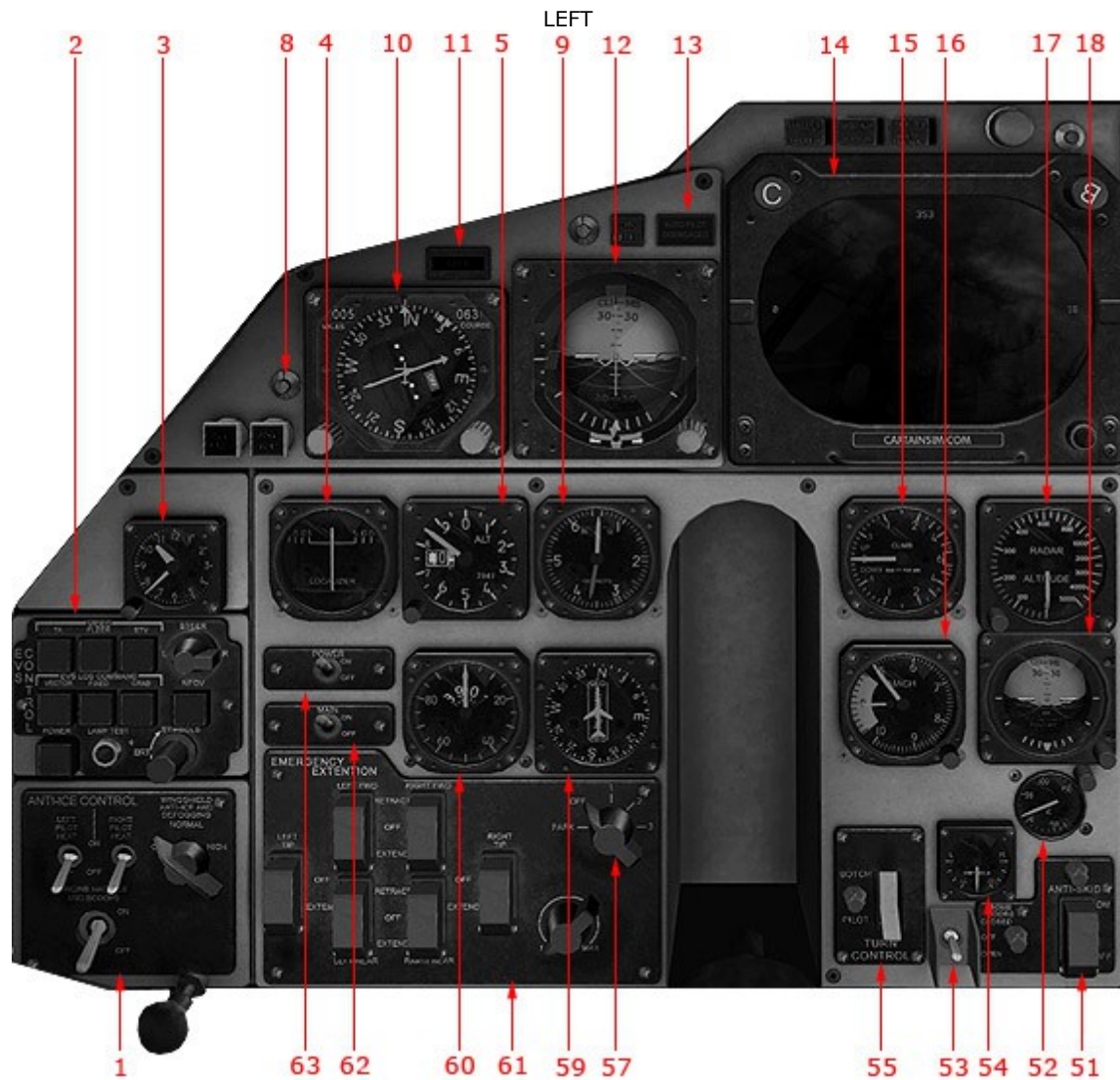
PANELS LAYOUT



1. SLIDING WINDOW HANDLE
2. OVERHEAD PANEL
3. EYEBROW INSTRUMENT PANEL
4. COPILOT'S SIDE PANEL
6. AISLE STAND
7. PILOT'S INSTRUMENT PANEL
- 7A. ALTIMETER CORRECTION CARD AND HOLDER
8. PILOT'S SIDE PANEL

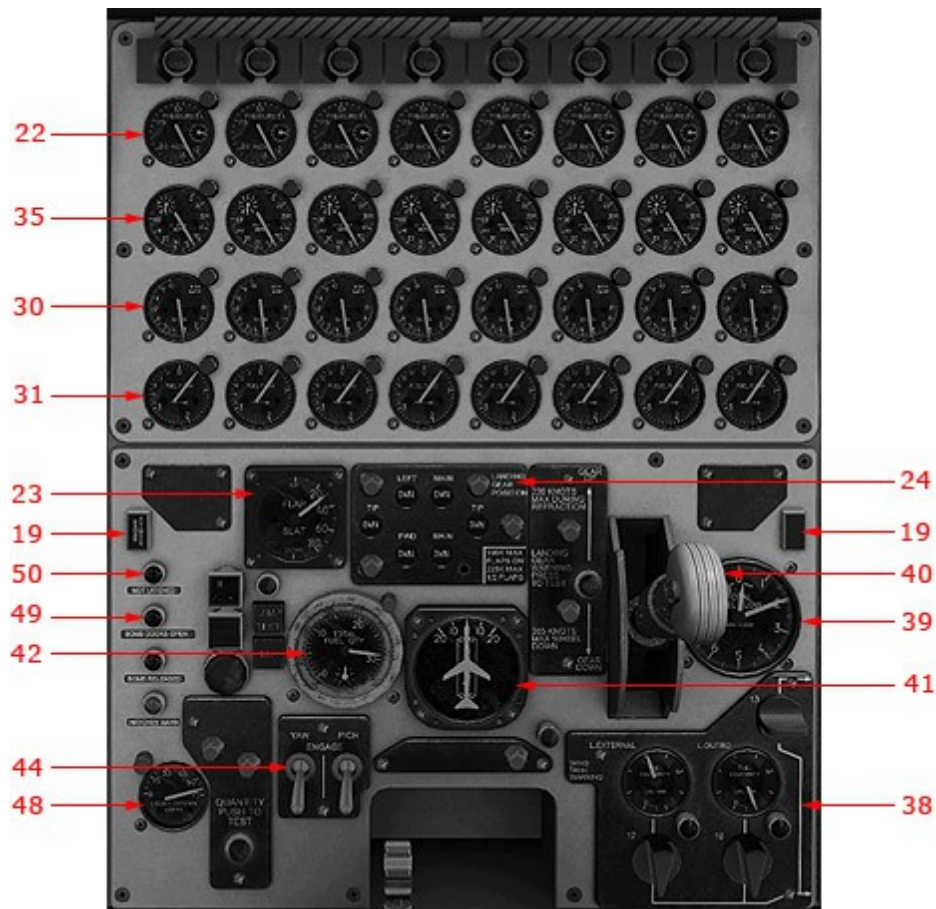
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PILOT'S INSTRUMENT PANELS

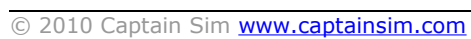


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CENTER



RIGHT



1. ANTI-ICE CONTROL PANEL
2. EVS CONTROL PANEL
3. CLOCK
4. FLIGHT COMMAND INDICATOR
5. ALTIMETER
8. MARKER BEACON LIGHT TEST SWITCH
9. INDICATED AIRSPEED INDICATOR
10. HORIZONTAL SITUATION INDICATOR
11. MARKER BEACON LIGHT
12. ATTITUDE-DIRECTOR INDICATOR
13. AUTOPILOT DISENGAGED LIGHT
14. EVS MONITOR
15. VERTICAL VELOCITY INDICATOR
16. MACH INDICATOR
17. RADAR ALTIMETER
18. STANDBY HORIZONT IND
19. RADAR ALTIMETER CAUTION LIGHT
22. ENGINE PRESSURE RATIO GAGES
23. WING FLAP POSITION INDICATOR
24. LANDING GEAR POSITON INDICATORS PANEL
25. LOW OIL PRESSURE WARNING LIGHTS
27. ACCELEROMETER
29. MAGNETIC STANDBY COMPASS
30. EXHAUST GAS TEMPERATURE GAGE
31. FUEL FLOWMETERS
32. DME INDICATOR
34. OIL PRESSURE GAGES
35. TACHOMETERS
36. MASTER CAUTION LIGHT
38. FUEL SYSTEM MANAGEMENT PANELS
39. TOTAL FUEL FLOW INDICATOR
40. LANDING GEAR LEVER
41. CROSSWIND CRAB POSITION INDICATOR
42. TOTAL FUEL QUANTITY INDICATOR
43. MAIN TANKS LOW WARNING LIGHT
44. SAS CONTROL PANEL
48. TOTAL OXYGEN QUANTITY GAGE
49. BOMB DOORS OPEN LIGHT
50. BOMB DOORS NOT LATCHED LIGHT
51. ANTISKID SWITCH
52. OUTSIDE AIR TEMPERATURE GAGE
53. BOMB DOORS SWITCH
54. LATERAL TRIM INDICATOR
55. AUTOPILOT TURN CONTROL SELECTOR SWITCH
57. WINDSHIELD WIPERS SWITCH
59. HEADING INDICATOR (GYRO)
60. TRUE AIRSPEED INDICATOR
61. LANDING GEAR CONTROLS PANEL
62. MACH INDICATOR SWITCH
63. FLIGHT DIRECTOR SWITCH

DO NOT USE FOR FLIGHT**1. ANTI-ICE CONTROL PANEL**

1,2. Pitot Heat Switches

3. Engine, Nacelle, And Scoops Anti-Icing Switch

1. Pitot Heat Switches

Two ON-OFF pitot heat switches are located on the left side of the pilots' instrument panel. ON position of each switch energizes the I pitot tube heaters on the respective (left or right) side of the aircraft to prevent pitot tube stoppage by icing. The left pitot heat switch also controls the Q-spring ram air inlet heater. OFF position removes power from the heaters.

3. Engine, Nacelle, and Scoops Anti-Icing Switch

The ON--OFF engine, nacelle, and scoops anti-icing switch on the anti-ice control panel controls anti-icing of engine inlet components, nacelle leading edge areas, the ram air scoop lip in the left wing, and the cabin emergency rain air scoop. ON position makes the connections to supply TR power to energize the various solenoids and relays which cause the anti-icing air valves to open and turn on the electrical heater power. OFF position deenergizes the solenoids and relays, causing engine, nacelle, and scoop anti-icing to be shut off.

The emergency ram air scoop is electrically heated and will also cycle approximately 1 minute open and 15 seconds closed to prevent ice formation when the engine, nacelle, and scoops anti-icing switch is ON and the air conditioning master switch is in RAM.

2. EVS CONTROL PANEL

1. Power Switch

The power switch on the pilots' EVS control panel is a push-on/push-off type switch having an ON position (depressed) (switch face flush with switch housing) and an OFF position (extended) (switch face extends approximately 1/8 inch from switch housing) which is mechanically latched in each position. The switch is used to turn on and place the EVS monitor in standby mode.

When depressed in ON position, the word "ON" green is illuminated on the switch face provided power is on in the aircraft. When the switch is pressed again and the switch face extends from its housing, the switch is OFF and the EVS monitor is deactivated and power is removed from the other circuits provided through the switch.

DO NOT USE FOR FLIGHT**3. CLOCK**

1. Winding Knob

2,3. Hands

4. FLIGHT COMMAND INDICATOR

The AN, ASQ-38(V) BNS flight command indicator (FCI) located on the pilots' instrument panel provides localizer information.

5. ALTIMETER

1. 100-Foot Pointer

2. Barometric Scale

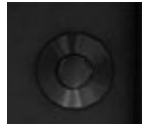
3. 100-Foot Drum

4. Barometric Pressure Set Knob

5. 1000-Foot Counter

6. 10,000-Foot Counter

A type AAU-19/A altimeters on the pilot's and copilot's instrument panels. The altimeter has a counter-drum-pointer display. The counters and drum provide a direct digital readout in hundreds and thousands of feet. The single pointer repeats the 100-foot indications of the drum, serving both as a vernier for the drum and as a quick indication of the rate and direction of altitude change. A barometric pressure set knob and barometric scale are provided for adjusting the altimeter setting.

DO NOT USE FOR FLIGHT**8. MARKER BEACON LIGHT TEST SWITCH**

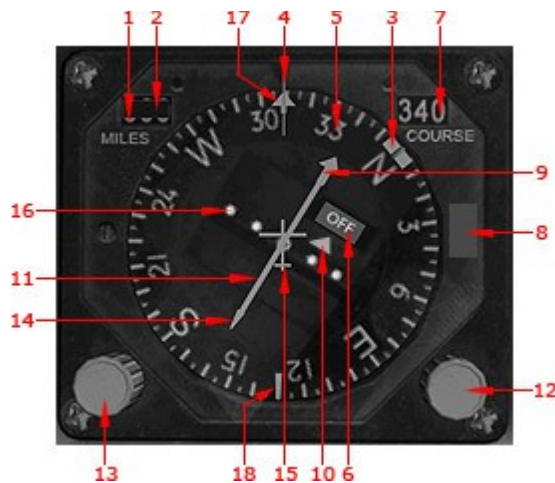
Marker beacon indicator lights are tested by pushing the central caution panel test switch.

9. INDICATED AIRSPEED INDICATOR

1. Maximum Allowable Airspeed Indicator

2. Indicated Airspeed Pointer

Located at both the left and right sides of the pilots' instrument panel. By the use of two pointers, the pilots can observe the airspeed indication and the maximum allowable airspeed indication at the same time. The airspeed dial is graduated from 50 to 650 in 10-knot increments.

10. HORIZONTAL SITUATION INDICATOR

1. Range Indicator
2. Range Indicator Warning Flag
3. Heading Marker
4. Lubber Line
5. Compass Card
6. Course Deviation Indicator Warning Flag
7. Course Selector Window
8. Power Off Flag
9. Course Arrow (Head)
10. To-From Indicator
11. Course Deviation Indicator
12. Course Set Knob
13. Heading Set Knob
14. Course Arrow (Tail)
15. Aircraft Symbol
16. Course Deviation Scale
17. Bearing Pointer (head)
18. Bearing Pointer (tail)

It is an electrically operated instrument and replaces the bearing distance indicator, the radio course indicator, and the directional indicator (heading system). In the event of loss of all ac power, no information will be available from either the pilot's or copilot's horizontal situation indicator.

1. Range Indicator

Will give a digital display of the line-of-sight distance.

2. Range Indicator Warning Flag

The display will be covered by a range indicator warning flag if the NAV1 radio system is not tuned to a surface beacon that is within 300 nautical miles of the aircraft and will also be covered if the NAV1 station is not transmitting a signal of dependable strength

3. Heading Marker

Indicates a desired heading. The heading marker will rotate with the compass card after the desired heading has been selected by the heading set knob.

4. Lubber Line and 5. Compass Card

Provide an indication of aircraft heading.

7. Course Selector Window

Gives a digital display of the desired course selected by the course set knob.

9,14. Course Arrow

Indicates the desired course selected by the course set knob during ILS, ILS APP, VOR, and TACAN modes. The course arrow will rotate (in step) with the compass card.

10. To-From Indicator

Indicates whether the selected course, if intercepted and flown, will take the aircraft to the selected facility, or vice versa.

11. Course Deviation Indicator

referenced to the course arrow that indicates whether the aircraft is left or right of the desired course or perpendicular to the course arrow represent of course deviation and 1/4 of the localizer width. The deviation indicator provides information relative to the localizer beam when the nav mode select switch is in ILS or ILS APP and the NAV1 is on and tuned to an ILS frequency. For all other conditions, the course deviation indicator provides information relative to the desired course provided NAV1 radio is tuned to the respective surface beacon or omni-range station.

12. Course Set Knob

Used to set the course arrow and the digital display in the course selector window to the desired course. When the nav mode select switch is in VOR position and the NAV1 is tuned to an ILS frequency, the course set knob will have no functional effect on the course deviation indicator; however, the course deviation indicator will rotate in conjunction with the course set knob.

13. Heading Set Knob

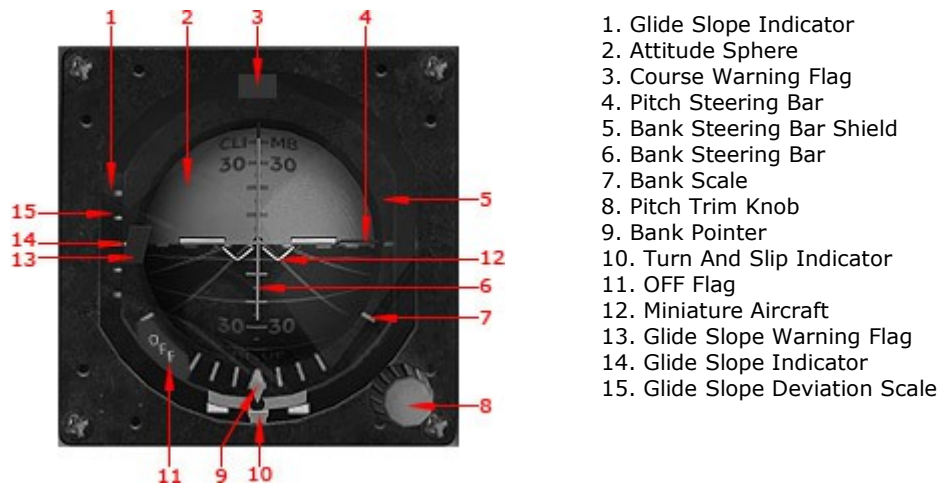
Is used to set the heading marker to the desired heading.

17. Bearing Pointer (head)

A Bearing Pointer indicates the bearing heading to VOR station.

11. MARKER BEACON LIGHT

The marker beacon indicator light is used as a navigational and landing aid. The light is located just above the respective pilot's horizontal situation indicator.

DO NOT USE FOR FLIGHT**12. ATTITUDE-DIRECTOR INDICATOR**

An ARU-49/A attitude director indicator, located on both the pilot's and copilot's instrument panel provides an indication of aircraft pitch and roll attitudes and rate of turn and slip indications. In addition, it provides glide slope and localizer information in that it shows the aircraft position above or below the glide slope and whether the aircraft has the correct bank angle and rate of turn to intercept and maintain a heading or course.

3. Course Warning Flag

A course warning will come into view during TACAN, VOR, ILS, or ILS APP mode of operation when the NAV1 fails or signals from the URN-3 beacon or the VOR or ILS stations are lost or become unreliable.

4. Pitch Steering Bar

A pitch steering bar will indicate whether the aircraft has the proper pitch to intercept the glide slope correctly. The bar will operate in ILS APP mode only. When not in operation and normal power is available, the pitch steering bar will be out of view.

6. Bank Steering Bar

A bank steering bar will indicate whether the aircraft has the correct bank angle and rate of turn to intercept the localizer beam "on course" if the NAV1 is tuned to an ILS frequency.

8. Pitch Trim Knob

A pitch trim knob permits zeroing the horizon line with reference to the miniature aircraft.

10. Turn and Slip Indicator

Indications of aircraft rate of turn and slip are provided by the needle and ball arrangement at the bottom center of the instrument.

11. OFF Flag

An OFF flag will appear upon interruption of power to the attitude indicating system.

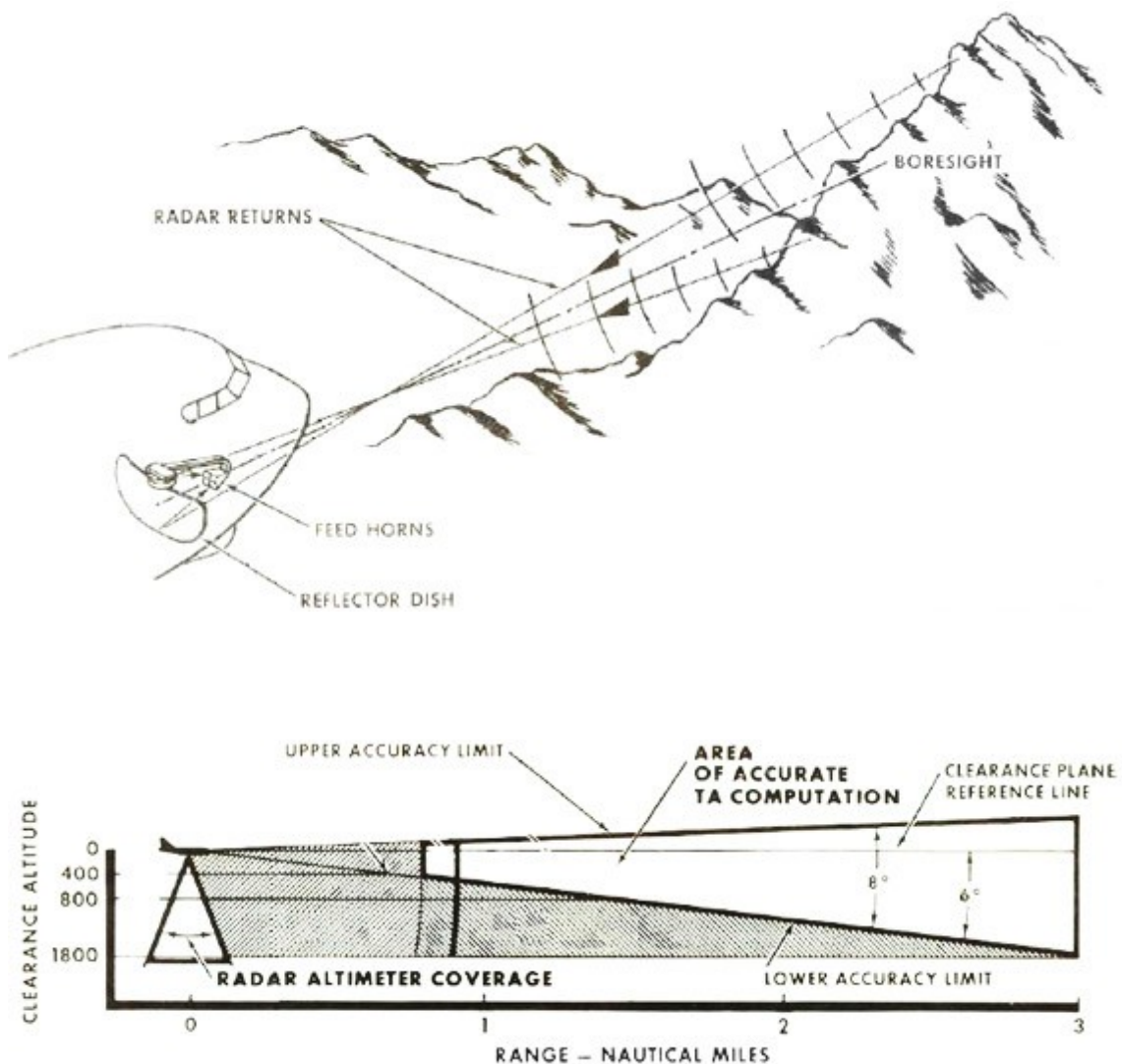
13. Glide Slope Warning Flag

A glide slope warning flag will come into view during ILS or ILS APP mode of operation when the NAV1 fails or a glide slope signal of dependable strength is not being received.

DO NOT USE FOR FLIGHT**TERRAIN AVOIDANCE RADAR SYSTEM**

The terrain avoidance (TA) system comprises a special mode of radar, an electronic terrain computer, radar scan converter, video distribution unit, and the pilot's and copilot's terrain display indicators (EVS monitors) and their associated electronic components.

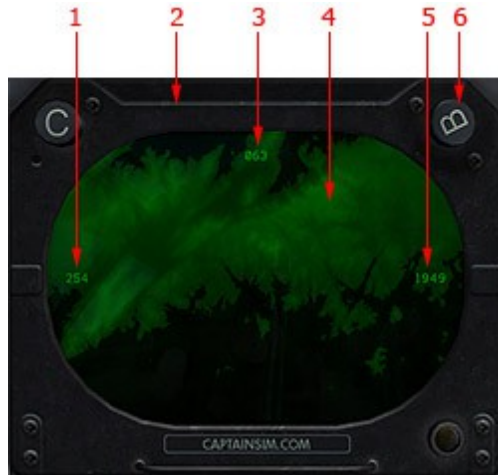
The TA system provides a monochromatic radar display of *actual FSX terrain relief* along the flight path of the aircraft. By interpreting the display and manoeuvring the aircraft accordingly, the pilot is able to fly the aircraft at low absolute altitudes (aircraft to terrain separation distance).



DO NOT USE FOR FLIGHT

DO NOT USE FOR FLIGHT**CONTROLS AND INDICATORS****14. EVS MONITOR**

EVS monitor is located at both pilots' stations.



1. Indicated Airspeed Indicator
2. EVS monitor
3. Magnetic Course Indicator
4. TA return
5. Radar Altitude Indicator (up 5000 feet)
6. Brightness Knob

P20. TERRAIN DISPLAY CONTROL PANEL

1. Mode Selector Switch (MAP-PEAK)
2. Range Selector Knob

Note:

The higher an aircraft above the terrain is the more difference between MAP and PEAK mode returns.

MAP Mode



PEAK Mode



DO NOT USE FOR FLIGHT**15. VERTICAL VELOCITY INDICATOR**

An MS28049 vertical velocity indicator is located at both the right and left sides of the pilots' instrument panel. The pointer shows aircraft vertical speed.

16. MACH INDICATOR

1. M-Pointer
2. Rotating Subdial

Indicates the ratio of aircraft speed to the speed of sound at the particular pressure altitude at any time during flight. The instrument has a range of 0.5 to 1.0 which is indicated on a stationary dial by a rotating pointer.

Note:

Mach Indicator Switch must be in ON position.

17. RADAR ALTIMETER

1. Radar Altimeter Caution Light
2. Altitude Indicator Needle

The instrument provides for measuring absolute altitude from 0 to 5000 feet.

An altitude indicator needle indicates altitude from 0 to 1000 feet in 20- foot increments and from 1000 to 5000 feet in 100- foot increments.

Radar Altimeter Caution Light is ON if aircraft is lower than 150 feet above ground.

DO NOT USE FOR FLIGHT**18. STANDBY HORIZONT INDICATOR**

1. Attitude Sphere
2. Miniature Aircraft
3. Pitch Trim Knob
4. Bank Scale
5. Bank Pointer

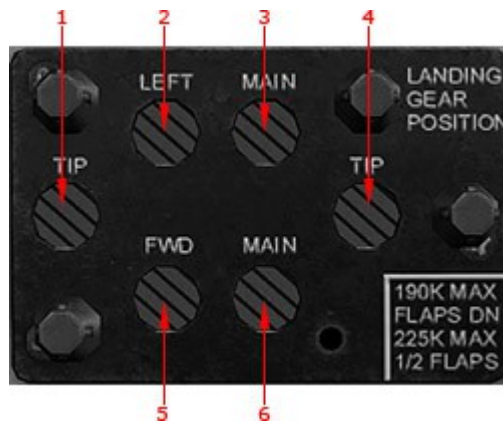
Pitch Trim Knob permits zeroing the horizon line with reference to the miniature aircraft.

22. ENGINE PRESSURE RATIO GAGES

An engine pressure ratio (EPR) gage for each engine is located on the pilots' instrument panel. These gages indicate the ratio of engine inlet to exhaust pressures which is used as a measure of engine thrust. The engine inlet and exhaust indications are compared by a computer-transmitter which electrically transmits an indication to the engine pressure ratio gage.

23. WING FLAP POSITION INDICATOR

A wing flap position indicator is provided on the pilots' instrument panel. This indicator reads from 0% to 100% of wing flap travel.

DO NOT USE FOR FLIGHT**24. LANDING GEAR POSITION INDICATORS PANEL****1-6. Landing Gear Position Indicators**

Six tab-window type landing gear position indicators in the lower center of the pilots' instrument panel indicate landing gear position. Each tab indicator has three visual indicators to register landing gear position. When the landing gear is up and locked, the word UP appears in the tab window. A gear in an intermediate position is indicated by slanting alternate black and ivory stripes. The appearance of DWN indicates a gear down and locked.

25. LOW OIL PRESSURE WARNING LIGHTS

Low engine oil pressure is indicated by eight amber low oil pressure warning lights located over each oil pressure gage on the eyebrow instrument panel. A pressure switch is installed on each engine that will illuminate the light when a decreasing oil pressure reaches 37 (+2) psi and extinguish the light when an increasing oil pressure reaches 37 (+2) psi. These lights will complement the oil pressure indicating system to provide a cross-check to establish if a malfunction is occurring in the oil pressure indicating system or in the engine.

27. ACCELEROMETER

An accelerometer is located on the pilots' eyebrow panel. The accelerometer is a self-contained unit requiring no external connections. The dial is calibrated in "g" units from -2 to +4 "g's."

DO NOT USE FOR FLIGHT**29. MAGNETIC STANDBY COMPASS**

A pilot's magnetic standby compass is located on the eyebrow instrument panel between the oil pressure gages.

30. EXHAUST GAS TEMPERATURE GAGE

Exhaust gas temperature of each engine is indicated by eight gages on the pilots' instrument panel. These gages are calibrated in degrees centigrade and indicate the temperature of the exhaust gases of each engine. Engine thermocouples supply power to operate the gages which are independent of the aircraft electrical power system.

31. FUEL FLOWMETERS

Fuel flow to the engine is shown by eight fuel flowmeters on the pilots' instrument panel. These indicators read in pounds per hour and operate on TR power.

32. DME INDICATOR

Indicates the line-of-sight distance to DME station.

DO NOT USE FOR FLIGHT**34. OIL PRESSURE GAGES**

Engine oil pressure is indicated by eight oil pressure gages located on the eyebrow instrument panel.

35. TACHOMETERS

1. Larger Pointer

2. Small Pointer

Speed of the high pressure compressor rotor in percent rpm is indicated by eight tachometers on the pilot's instrument panel. Engine - driven tachometer generators supply power to operate the indicators which are independent of the aircraft electrical system. Each instrument has two pointers.

1. Larger Pointer

Is read on a dial calibrated from 0 to 100 rpm.

2. Small Pointer

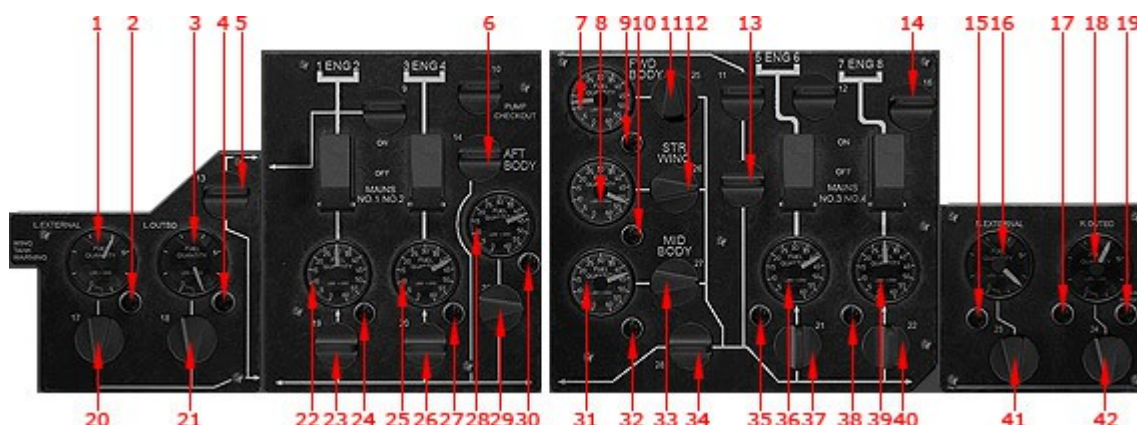
Indication is read on a dial calibrated from 0% to 10% rpm.

36. MASTER CAUTION LIGHT

Is ON if any of the following occurs:

1. In the fuel tank there is less than 10% of fuel.
2. Vertical speed is more than 7000 ft per minute.
3. Altitude is less than 200 ft and speed is more than 250 Knots.

38. FUEL SYSTEM MANAGEMENT PANELS



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DO NOT USE FOR FLIGHT**39. TOTAL FUEL FLOW INDICATOR**

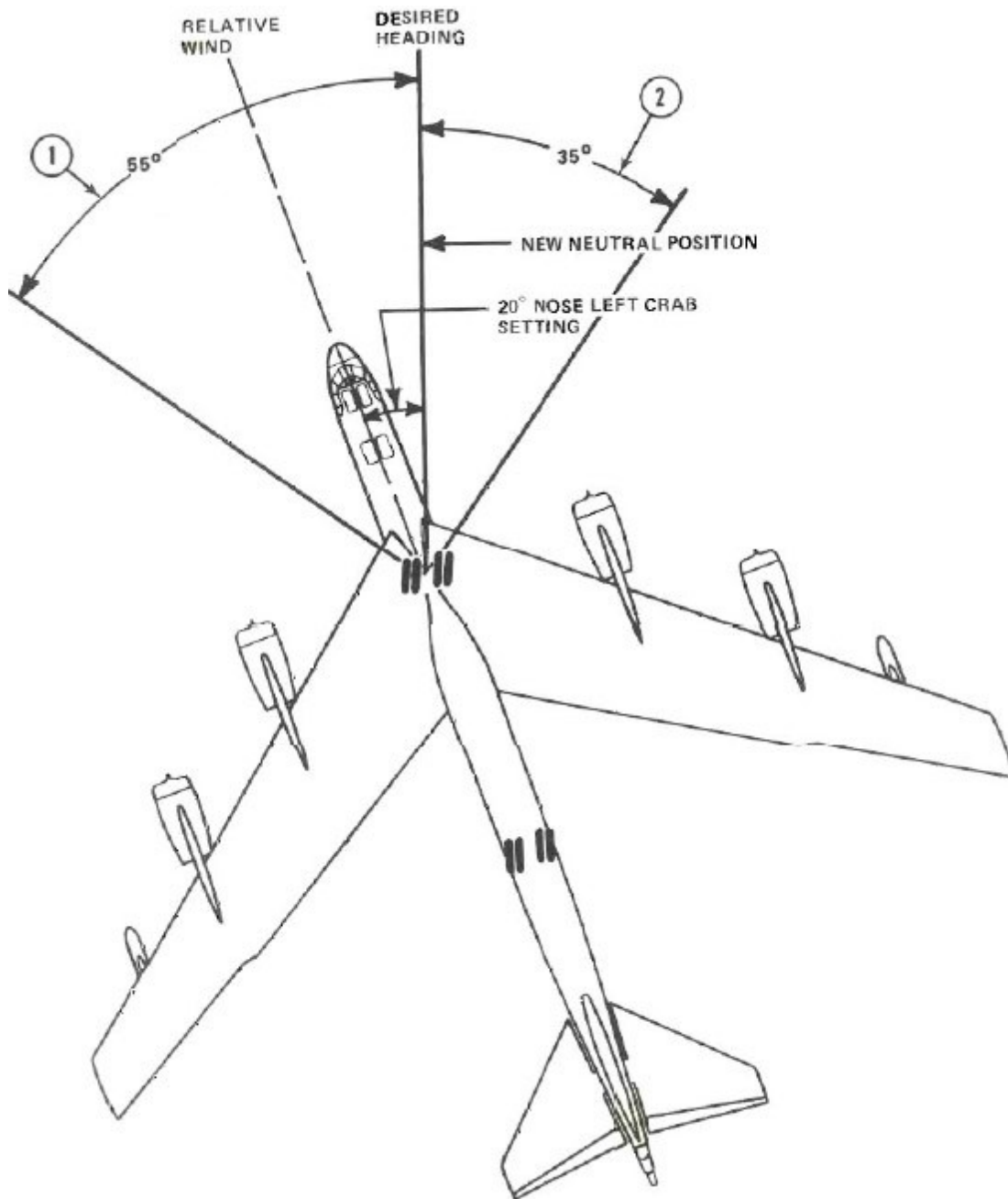
This instrument uses 115-volt ac power to electrically add the flow rates indicated on the eight individual fuel flowmeters. The totalizer indication is accurate within $\pm 3\%$. When all engines are operating.

40. LANDING GEAR LEVER

A landing gear lever is located on the pilots' instrument panel ahead of the aisle stand. Positions of the lever are GEAR UP-GEAR DOWN.

DO NOT USE FOR FLIGHT**CROSSWIND CRAB SYSTEM**

A crosswind crab system is provided on this aircraft to facilitate making crosswind landings and takeoffs and to reduce the hazards of crosswind conditions. The crosswind crab system provides a means of turning all four main gear to align with the runway while the aircraft is flown in a wings-level attitude compensating for drift. This system utilizes the steering actuators on the front main gear and a similar set on the rear main gear. The landing gear can be preset and turned up to 20° left or right of center during the approach. The maximum of 20° crab will accommodate landings in crosswinds up to and including 43 knots blowing 90° to the runway at a landing weight of 270, 000 pounds. The direction of the landing gear is preset by a crosswind crab control knob which mechanically operates the steering metering valves on each main gear. These valves meter hydraulic pressure to the actuating cylinders to position the gear as desired. The crosswind crab system is automatically centered when the landing gear lever is moved to the GEAR UP position. On the ground after landing, the gear is quickly centered by a pilot - operated centering button or by turning the crosswind crab control knob to center.

DO NOT USE FOR FLIGHT**TURNING ANGLES AVAILABLE WITH MAXIMUM CROSSWIND CRAB SETTINGS****REMARKS:**

Crab setting refers to direction of the nose of the aircraft relative to desired heading.

CONDITIONS:

- Aircraft taxiing with 20° nose left crosswind crab setting.
 - Steering ratio lever in TAXI.
1. Turning angle available in direction of crab setting is 55° from new neutral position.
 2. Turning angle available in direction opposite crab setting is 35° (55° minus 20°) from new neutral position.

DO NOT USE FOR FLIGHT**CONTROLS AND INDICATORS****P21. CROSSWIND CRAB CONTROL KNOB**

The crosswind crab control knob is recessed in the rudder trim control knob on the aft end of the aisle stand. The control sets the amount of nose left or right trim selected. When the crosswind crab control knob is turned for trim, cable linkage moves the jackscrew at the differential coordinating unit. The jackscrew positions the rear drum of the coordinating unit to move cable and mechanical linkage to operate the forward gear steering metering valves.

The jackscrew also moves cable and mechanical linkage to operate the rear gear steering metering valves. It is to be noted that the rear main gear can be steered only through movement of the jackscrew of the coordinating unit while the forward main gear are steered by movement of the rear drum of the coordinating unit. The rear drum can be moved both by the jackscrew for crosswind crab and by the forward drum of the coordinating unit for steering by the rudder pedals. This action allows steering of the forward gear even when the forward gear are preset for crosswind crab.

P22. CROSSWIND CRAB CONTROL CENTERING BUTTON

A crosswind crab centering button located to the right of the crosswind crab control knob on the aisle stand is used to center all four main landing gear from a turned position to neutral. The crosswind crab centering button controls an electric motor which turns the jackscrew in the coordinating unit in the desired direction to center all four gear. When the left rear gear is centered, power to the motor is interrupted causing all centering action to stop. The centering button, a push-type switch that is spring-loaded to OFF position, is supplied TR power. It is covered with a moisture- and dust-proof rubber cap which must be pressed to actuate the centering button.

41. CROSSWIND CRAB POSITION INDICATOR

The indicator is centrally located on the lower part of the pilots' instrument panel and shows in a relative plan view presentation the amount in degrees that the landing gear is turned to compensate for aircraft crab during crosswind conditions. The indicator has a diagram marked with a miniature runway and a scale calibrated from 0° to 20° both right and left.

DO NOT USE FOR FLIGHT**42. TOTAL FUEL QUANTITY INDICATOR**

Indicates total quantity of fuel in the aircraft.

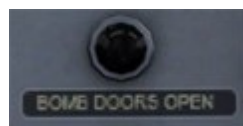
43. MAIN TANKS LOW WARNING LIGHT

Illuminates when there is low fuel in main tanks.

44. SAS CONTROL PANEL**1. Yaw SAS Switch**

The pitch and yaw SAS provides increased aircraft stability and structural life with improved handling qualities over non-SAS operation

The yaw SAS commands the rudder to dampen aircraft oscillations in yaw as measured by triply redundant yaw rate and lateral acceleration sensors located in the fuselage. Electrical signals from these sensors are fed to the rudder hydraulic actuator. The yaw SAS can command maximum rudder deflections of 10°.

49. BOMB DOORS OPEN LIGHT

A green caution light marked "Bomb-Doors-Open. When illuminated, they indicate that the bomb doors are fully open, that the bomb doors will be held open until the bomb doors close circuit is energized, and that the bomb door safety switches are positioned so bomb release may be made by either the normal or the jettison system. The lights will remain illuminated as long as the bomb doors are fully open.

DO NOT USE FOR FLIGHT**50. BOMB DOORS NOT LATCHED LIGHT**

An amber caution light marked "Bomb-Doors-Not-Latched". Will illuminate when the forward bomb door latch is unlatched. These lights will remain on until the bomb doors are closed and the forward bomb door is latched.

51. ANTISKID SWITCH

The switch has two positions, ON--OFF, and is guarded to the ON position. When the switch is ON, the antiskid system is in operation.

52. OUTSIDE AIR TEMPERATURE GAGE

A Type G-10 outside air temperature gage is located on the left side of the pilot's instrument panel. The air temperature gage is operated by an electrical resistance thermometer bulb located flush with the body skin on the lower left side of the forward pressurized section of the radar navigator's escape hatch. The temperature range of the gage is -70° to +50°C. The pointer should rest off the scale with power off, and should register outside air temperature with power on.

53. BOMB DOORS SWITCH

A pilot's bomb door on the pilots' instrument panel provides a means of controlling the bomb doors. The switch has OPEN-OFF-CLOSED positions and is spring-loaded to OFF position. Actuating this switch to OPEN or CLOSED position will energize the bomb doors open circuit or the bomb doors close circuit which positions the bomb door control valves which in turn directs hydraulic pressure to the bomb door actuators.

DO NOT USE FOR FLIGHT**54. RUDDER TRIM INDICATOR**

The indicator provides an indication of rudder trim input.

55. AUTOPILOT TURN CONTROL SELECTOR SWITCH

This switch is of the solenoid locking type and has PILOT-BOMB positions for selecting either the autopilot flight controller (PILOT) or the BNS (BOMB) respectively for turn command of the autopilot.

Interlocks will return the turn control selector switch from BOMB to PILOT position without disengaging the autopilot when the pilots' turn knob is rotated out of center detent.

BOMB position is INOP.

57. WINDSHIELD WIPERS SWITCH

Electrically operated windshield wipers clear the windows in front of the pilot and copilot. A separate motor drives each of the two blades. Both wipers are controlled by a single rotary-type switch on the pilots' Instrument panel. The switch has PARK-OFF-1-2-3 positions, giving a choice of wiper speeds. The switch is spring-loaded from PARK to OFF position. After use, the switch is held in PARK position until the blades move to the stowed position and stop. The switch is then placed to OFF position.

DO NOT USE FOR FLIGHT**59. HEADING INDICATOR (GYRO)**

A Type C-2A heading indicator (gyro) is located on the left side of the pilots' instrument panel.

The heading indicator is an unslaved-gyro which provides auxiliary headings for navigational purposes and is also used to provide headings in the event of failure of the main compass system.

60. TRUE AIRSPEED INDICATOR

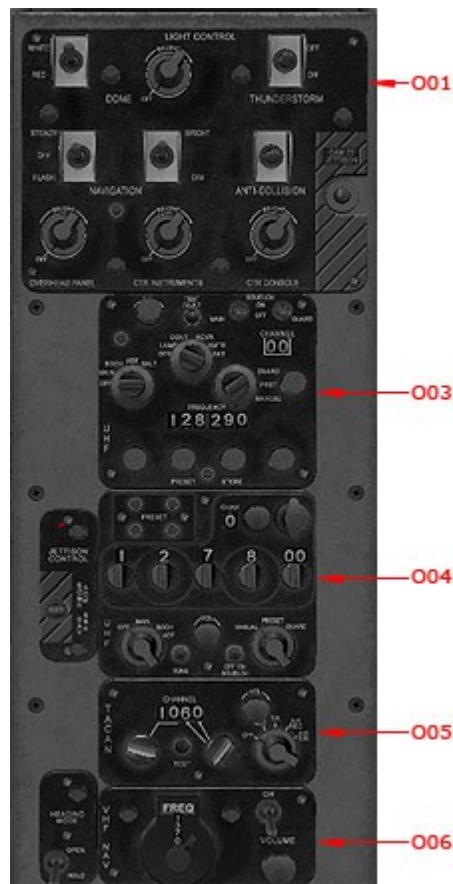
A true airspeed indicator is a remote indicating unit. A main dial and subdial in the true airspeed indicator repeat airspeed information transmitted from the true airspeed computer. A cutout and reference mark on the main dial permit reading of the subdial. The power to operate this indicator is supplied by the true airspeed computer. The true airspeed computer uses static pressure, pitot pressure, and temperature to compute true airspeed and Mach information.

62. MACH INDICATOR SWITCH

Mach Indicator power switch on the pilot's panel has ON-OFF positions. In ON position, the switch supplies power to the pilot's Mach Indicator.

63. FLIGHT DIRECTOR SWITCH

Flight Director switch on the pilot's panel has ON-OFF positions. In ON position, the switch supplies power to the Flight Director indicators.

DO NOT USE FOR FLIGHT**OVERHEAD PANEL**

- O01. OVERHEAD LIGHTING PANEL
- O03. UHF RADIO CONTROL PANEL
- O04. UHF2 RADIO CONTROL PANEL
- O05. TACAN RADIO CONTROL PANEL
- O06. VOR CONTROL PANEL

DO NOT USE FOR FLIGHT**O01. OVERHEAD LIGHTING PANEL**

The following lights can be controlled independently from the overhead light control panel:



1. Dome Flood Light Switch
2. Navigational Lights Switches
3. Anti-collision Lights Switch (*Strobe Lights FSX key*)
4. Overhead Instruments Lights Switch

1. Dome Flood Light Switch

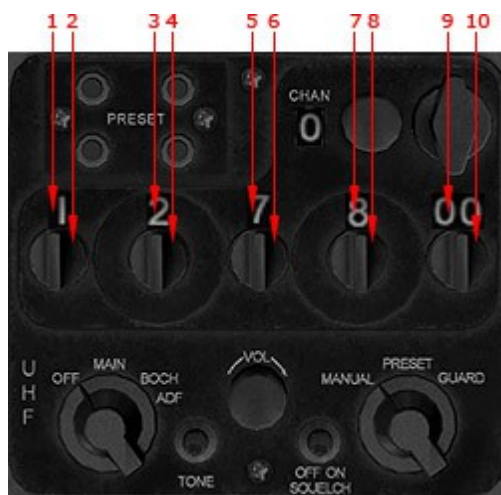
Red and white lights are controlled by a RED-OFF-WHITE toggle switch.

2. Navigational Lights Switches

ON position selects illumination of all navigational lights, while OFF position turns the lights out.

O03. UHF RADIO CONTROL PANEL

1. COMM 1 Frequency Indicator
- 2-5. COMM 1 Frequency Selector Knobs

DO NOT USE FOR FLIGHT**O04. UHF2 RADIO CONTROL PANEL**

1,3,5,7,9. COMM 2 Frequency Indicator

2,4,6,8,10. COMM 2 Frequency Selector Knobs

O05. TACAN RADIO CONTROL PANEL

1. NAV2 Frequency Indicator Window

2. NAV2 Frequency tens and units Selector Knob

3. NAV2 Frequency tenth and hundredth Selector Knob

1. NAV2 Frequency Indicator Window

Indicates selected NAV2 frequency.

Note: As the first digit of the frequency is always 1 so it is not shown on the indicator.**O06. VOR CONTROL PANEL**

1. NAV1 Frequency Indicator

2. NAV1 Frequency Selector Switch

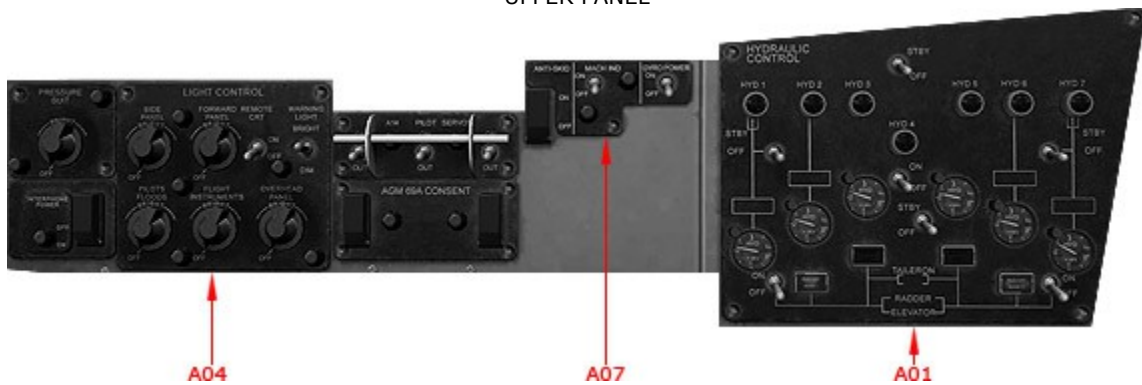
Note:

As the first digit of the frequency is always 1 so it is not shown on the indicator.

DO NOT USE FOR FLIGHT

PILOT'S SIDE PANELS

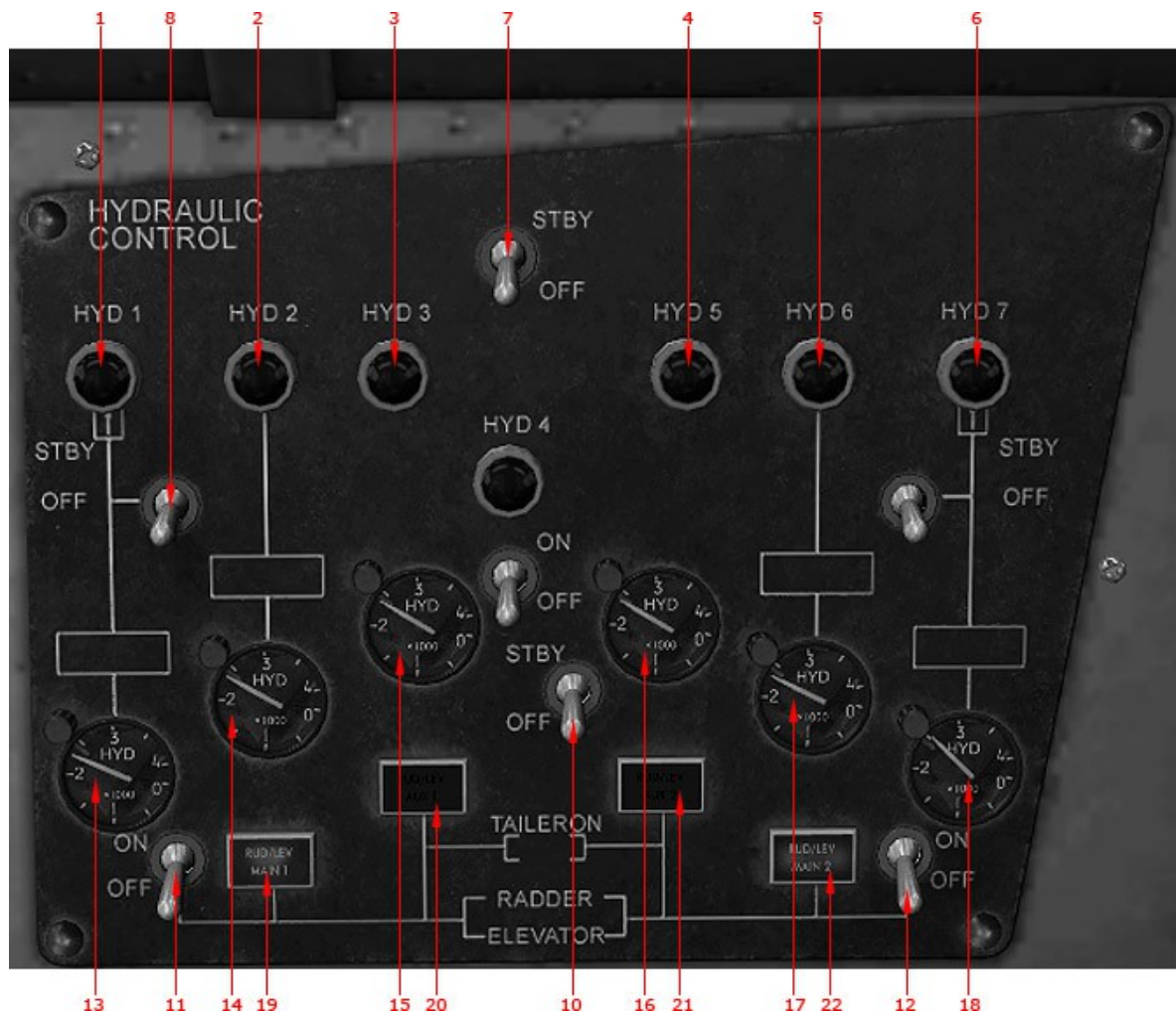
UPPER PANEL



LOWER PANEL



- A01. HYDRAULIC PANEL
- A04. LIGHT CONTROL
- A07. ANTISKID MACH GYRO
- A08. OXYGEN QUANTITY
- A14. OXYGEN REGULATOR PANEL

DO NOT USE FOR FLIGHT**A01. HYDRAULIC PANEL**

- 1-6. Engine-Driven Hydraulic Pump Out Lights
- 7-10. Standby Pump Switches
- 11,12. RUD/ELEV Hydraulic System Switches
- 13-18. Hydraulic System Pressure Gages
- 19-22. RUD/ELEV Hydraulic System Lights

1-6. Engine-Driven Hydraulic Pump Out Lights

Each of the six individual hydraulic systems has an red pump out indicating light located on the hydraulic control panel at the pilots' station. Since the lights indicate engine-driven pump pressure only, a light will remain on after failure of a main pump even though (for those systems which have a standby pump) system pressure is restored to normal by the standby pump. Only a return of the affected main pump to proper operation will extinguish the light.

11,12. RUD/ELEV Hydraulic System Switches

Two rudder/elevator hydraulic system switches are located on the lower portion of the hydraulic control panel. These switches have ON— OFF positions and in the ON position they energize ac motor-driven pumps that operate the rudder/elevator main No. 1 and 2 hydraulic systems. In the OFF position, power is removed from the hydraulic pumps.

DO NOT USE FOR FLIGHT**13-18. Hydraulic System Pressure Gages**

Six gages on the hydraulic control panel indicate pressure of the hydraulic systems. The location of each gage on the control panel corresponds to the respective hydraulic system which it serves and which is shown by outline on the control panel.

A04. PILOT'S LIGHT CONTROL PANEL

The following lights can be controlled independently from the pilot's light control panel:



1. Pilot's Side Panel Instruments Lights Switch

2. Forward Center Panel Instruments Lights Switch

3. Panels Backlights Switch (*Shift+L*)

4. Pilot's Panel Instruments Lights Switch

5. Eyebrow Panel Instruments Lights Switch

1. Pilot's Side Panel Instruments Lights Switch

Turns pilot's side panel instrument lights on/off.

2. Forward Center Panel Instruments Lights Switch

Turns forward center panel instruments lights on/off.

3. Panels Backlights Switch (*Shift+L*)

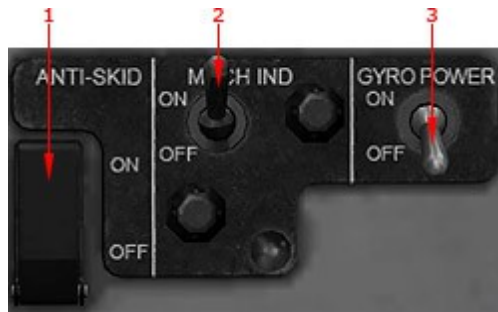
Turns panels backlights on/off.

4. Pilot's Panel Instruments Lights Switch

Turns pilot's panel instruments lights on/off.

5. Eyebrow Panel Instruments Lights Switch

Turns eyebrow panel instruments lights on/off.

DO NOT USE FOR FLIGHT**A07. ANTISKID MACH**

1. Antiskid Switch
2. MACH Switch
3. Gyro Power Switch

1. Antiskid Switch

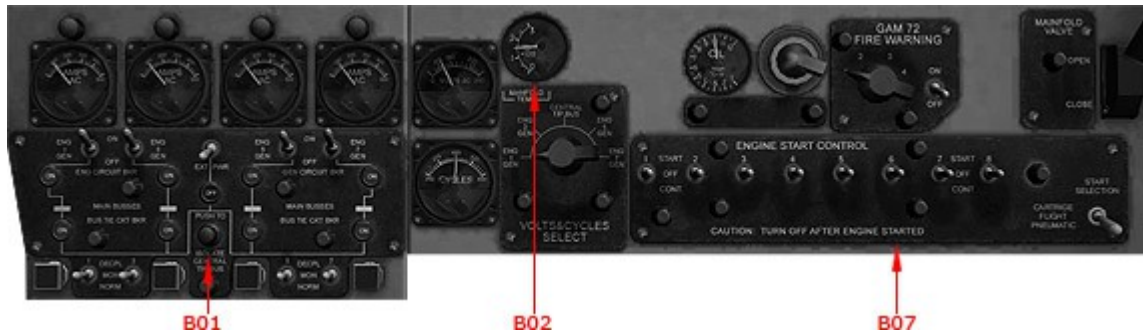
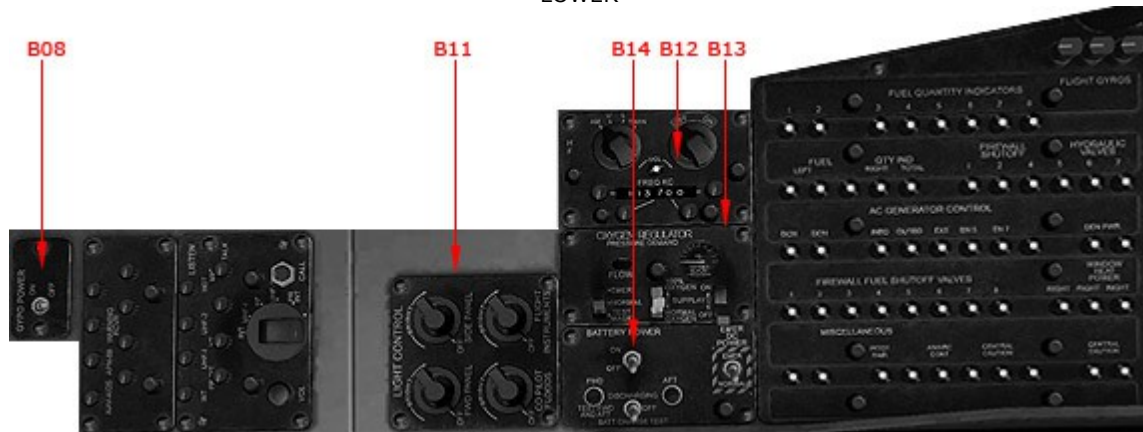
The switch has two positions, ON--OFF, and is guarded to the ON position. When the switch is ON, the antiskid system is in operation.

2. MACH Switch

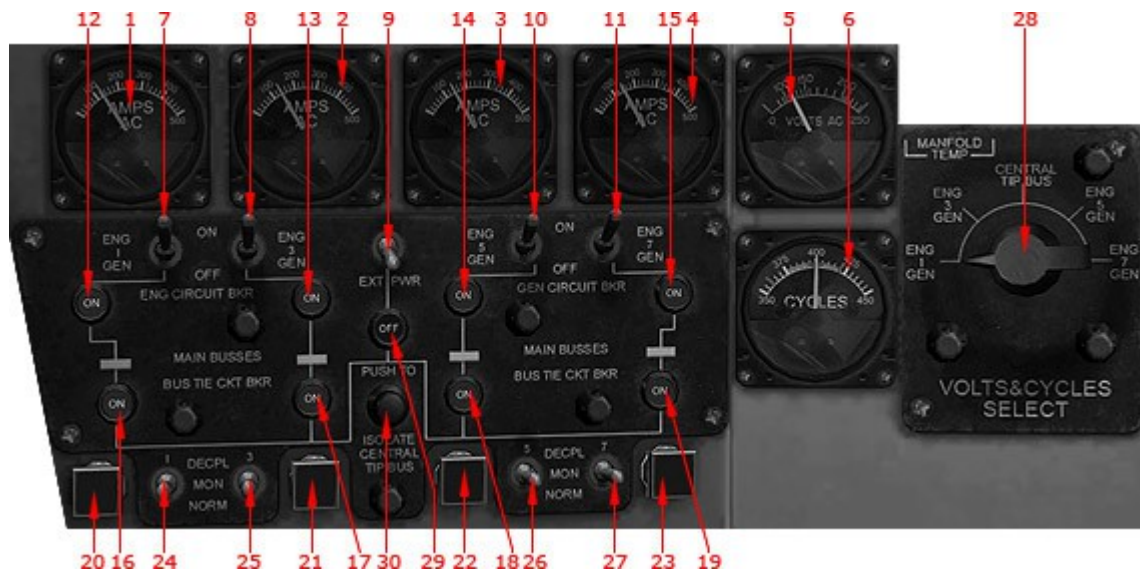
Mach Indicator is a servo-type indicator, receiving power from the true airspeed computer through a Mach indicator switch on the pilot's side panel.

3. Gyro Power Switch

Two gyro power switches on the pilot's panel and pilot's side panel have ON--OFF positions. In ON position, the pilot's gyro power switch supplies power to the pilot's attitude indicating system and the heading indicator.

DO NOT USE FOR FLIGHT**COPILT'S SIDE PANELS****UPPER****LOWER**

- B01. ELECTRICAL PANEL
- B02. TEMP INDICATOR
- B03. OIL TEMP INDICATOR
- B07. ENG START CONTROL PANEL
- B08. GYRO POWER SWITCH
- B11. LIGHT CONTROL
- B12. HF RADIO PANEL
- B13. OXYGEN REGULATOR PANEL
- B14. BATTERY SWITCH PANEL

DO NOT USE FOR FLIGHT**B01. ELECTRICAL PANEL**

- 1-4. Ammeter
- 5. Voltmeter
- 6. Frequency Meter
- 7,8,10,11. Generator Switch
- 9. Main External Power Switch
- 12-15. Generator Circuit Breaker Position Indicator
- 16-19. Bus Tie Circuit Breaker Position Indicator
- 20-23. Generator Drive Overheat Light
- 24-27. Generator Drive Decoupler Switch
- 28. Frequency And Voltmeter Selector Switch
- 29. External Power Circuit Breaker Position Indicator
- 30. Master Isolate Switch

1-4. Ammeter

Provides indication of output in amperes supplied by each individual generator. The ammeters indicate from 0 to 500 amperes.

6. Frequency Meter

A frequency meter provides a means of reading individual frequencies of the generators and central bus tie.

7,8,10,11. Generator Switch

Generator switches on the copilot's ac control panel are marked ON and OFF. When the switch is held momentarily in ON position, 28-volt nominal dc essential power closes the generator control relay and the generator circuit breaker and energizes the generator field.

9. Main External Power Switch

Main external power switch on the ac control panel is marked ON and OFF. The switch is provided for controlling the main external power system.

DO NOT USE FOR FLIGHT**12-15. Generator Circuit Breaker Position Indicator and 16-19. Bus Tie Circuit Breaker Position Indicator**

Eight tab indicators, one for each generator circuit breaker and one for each bus tie circuit breaker are located on the ac control panel and provide a means of indicating the position of the respective circuit breakers.

24-27. Generator Drive Decoupler Switch

The switches are marked NORM and i ECPI at the extreme positions and MON at the center position.

28. Frequency And Voltmeter Selector Switch

A five-position frequency and voltage selector switch has ENG GEN -ENG 3 GEN--CENTRAL TIE BUS—ENG 5 EN- ENG 7 GEN positions. The switch provides a means of selecting and reading frequency and voltage >i the central bus tie and of each generator. In ENG 1 GEN position, the frequency and voltage of the No. 1 generator may be read on the frequency meter and voltmeter provided the generators are isolated. The remaining positions will perform the above operation for their respective generators as marked. When the generators are in parallel, all generator switch positions will be read the same as the CENTRAL TIE BUS position.

30. Master Isolate Switch

An isolate switch is marked "Push to Isolate Central Tie Bus" Pressing the switch energizes the master isolate relay, which In turn trips the bus tie circuit breakers, isolating all generators from the central bus tie.

B02. TEMP INDICATOR

Shows static air temperature.

B07. ENG START CONTROL PANEL

1-8. Starter Switches

1-8. Starter Switches

These switches select the engines pair for which a starting function is desired. When the starter switch is in START, the starter air valve is opened and ignition power is directed to that engines pair.

DO NOT USE FOR FLIGHT**B11. COPILOT'S LIGHT CONTROL PANEL**

The following lights can be controlled independently from the copilot's light control panel:

**1. Copilot's Side Panel Instruments Lights Switch**

Turns copilot's side panel instruments lights on/off.

2. Panels Backlights Switch (Shift+L)

Turns panels backlights on/off.

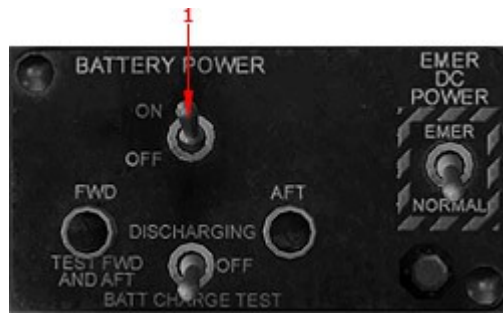
3. Copilot's Panel Instruments Lights Switch

Turns copilot's panel instruments lights on/off.

B12. HF RADIO PANEL

1,3,4,5. NAV1 Frequency Selection Knobs

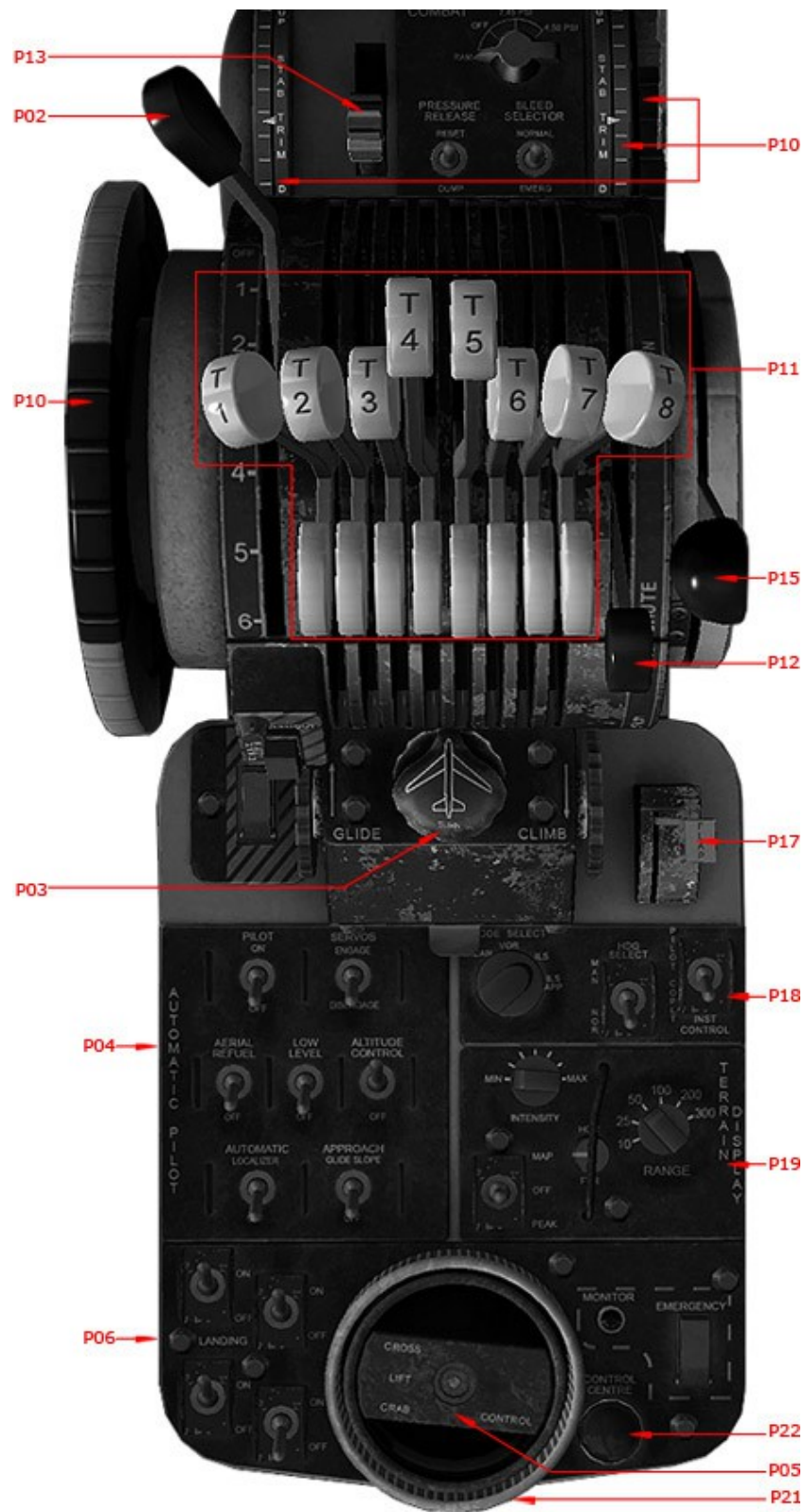
2. NAV1 Frequency Selection Indicator

DO NOT USE FOR FLIGHT**B14. BATTERY SWITCH PANEL****1. Battery Switch (*Shift+M*)**

An ON-OFF battery switch on the copilot's side panel routes battery power to the essential battery buses. When the battery switch is placed in ON position, battery power is directed to the essential buses through the essential dc battery relays and, when TR power is available, relays are energized to transfer essential buses to TR power. When the battery switch is in OFF position, no battery power is available to the essential battery buses. Battery power is supplied directly from each battery to individual (direct) battery buses at all times, regardless of the position of the battery switch.

DO NOT USE FOR FLIGHT

AIISLE STAND



DO NOT USE FOR FLIGHT

P02. AIRBRAKE LEVER
 P03. AUTOPILOT TURN AND PITCH CONTROLLER
 P04. AUTOPILOT COMMAND SELECTOR PANEL
 P05. CROSSWIND CRAB CONTROL KNOB нет номера на скрине
 P06. LANDING LIGHTS PANEL
 P10. STABILIZER TRIM WHEEL AND INDICATOR
 P11. THROTTLES
 P12. THROTTLE BRAKE LEVER
 P13. PARKING BRAKE LEVER (*Ctrl+.*)
 P15. DRAG CHUTE LEVER
 P17. WING FLAP LEVER
 P18. NAVIGATION SYSTEM SELECT PANEL
 P19. TERRAIN DISPLAY CONTROL PANEL
 P21. RUDDER TRIM KNOB
 P22. CROSSWIND CRAB CONTROL CENTERING BUTION

P02. AIRBRAKE LEVER

The airbrake lever on the pilot's side of the aisle stand operates airbrakes.

P03. AUTOPILOT TURN AND PITCH CONTROLLER

1. Pitch Controllers
2. Turn Controller

1. Pitch Controllers

2 controllers mechanically joined to one another. Free to rotate without limit in either direction. Activated when autopilot engaged so that when rotated, new attitude reference is set and airplane pitches to maintain it. Deactivated when Altitude Hold is selected or when glideslope is captured.

2. Turn Controller

- Detented at center position
- May be rotated at 130 degrees in either direction.
- When rotated, causes airplane to turn. Rate and amount of rotation determines rate and amount of airplane roll.
- Will remain in any position
- Can effect a maximum bank angle of 50°

DO NOT USE FOR FLIGHT**P04. AUTOPILOT COMMAND SELECTOR PANEL**

1. Autopilot Master Pilot Switch
2. Servos Engage Switch
3. Altitude Control Switch
4. Automatic Approach Localizer Switch
5. Automatic Approach Glide Slope Switch

1. Autopilot Master (Pilot) Switch (Z key)

An autopilot master (pilot) switch on the autopilot selector panel has ON-OFF positions. ON position puts power to the servo control drive motor and permits ready engagement of the servos. OFF position cuts off power to the servo control drive motor and also disengages the autopilot

3. Altitude Control Switch (Ctrl+Z)

An altitude control switch has ON-OFF positions. In ON position, the elevator servo is controlled by a barometric pressure control unit. Rotating the pitch knob drops the altitude control switch to OFF and deactivates altitude control operation. Moving the glide slope switch to ON will drop the altitude control switch to OFF position. The altitude control switch will remain locked in OFF as long as the glide slope switch is in ON position.

4. Automatic Approach Localizer Switch

Dummy on this panel. See description of ILS position of Nav Mode Select Switch for details.

5. Automatic Approach Glide Slope Switch

Dummy on this panel. See description ILS APP positions Nav Mode Select Switch for details.

P18. NAVIGATION SYSTEM SELECT PANEL

1. Nav Mode Select Switch

2. Heading Selector Switch

1. Nav Mode Selector Switch

Nav mode select switch marked "Mode Select" is located on the navigation system select panel. The rotary switch has TACAN-VOR-ILS-ILS APP positions.

- In TACAN position, the bank steering bar will respond to the MSFS flight plan (if loaded). (*Ctrl+Shift+N should be assigned*)
- In VOR position, the omnirange radio navigation system is selected and NAV1 may be placed in operation. The bank steering bar will respond to NAV1. (*Ctrl+N*)
- In ILS positions, the instrument landing system mode of navigation is selected. The bank steering bar will respond to ILS localizer. If Autopilot is engaged, ILS position allows the lateral controls of the autopilot to be controlled by the localizer beam after it has been intercepted. (*Ctrl+O*)
- In ILS APP positions, the instrument landing system mode of navigation is selected. The bank steering bar will respond to ILS localizer. The pitch steering bar will respond to ILS glideslope. If Autopilot is engaged, ILS APP position allows the lateral and pitch controls of the autopilot to be controlled by the localizer and glide slope beams after they have been intercepted. (*Ctrl+A*)

Note: Nav Mode Selector Switch is active only if Heading Selector Switch in NOR position.

2. Heading Selector Switch (*Ctrl+H*)

A heading selector switch located on the navigation system select panel on the aisle stand is marked "HDG Select." The switch has MAN-NOR positions and controls the input source for signals to the bank steering bar on the attitude-director indicator. In NOR (normal) position, the information displayed on the flight director indicator will be determined by the position of the mode select switch. In MAN (manual) position, the flight director system will override Nav Mode Selector Switch. The bank steering bar will respond to the heading set by the heading set knob on the captain's horizontal situation indicator. The bar will indicate zero deflection when the aircraft has the correct bank angle to arrive at the selected heading. The heading can be maintained by keeping the bank steering bar at zero deflection.

The autopilot localizer and glide slope can be energized only when the nav mode select switch is in ILS or ILS APP position respectively and the omni-range radio system is on and tuned to an ILS frequency.

DO NOT USE FOR FLIGHT**P06. LANDING LIGHTS PANEL****Landing Lights ON- OFF Switch (*Ctrl+L*)**

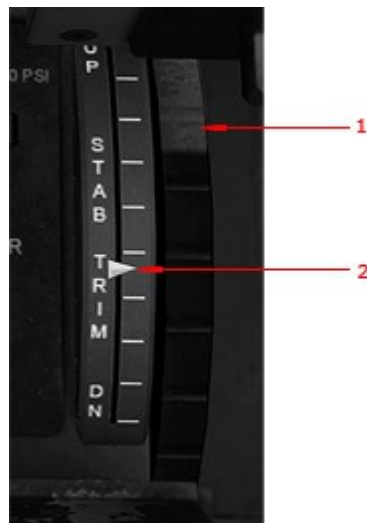
Turn landing lights on-off.

Crosswind Landing Light Switch

Turn crosswind landing lights on-off.

Taxi Lights Switch

Turn taxi lights on-off.

P10. STABILIZER TRIM WHEEL AND INDICATOR

1. Copilot's Trim wheel

2. Stabilizer Trim Indicator

Manual control of the stabilizer trim metering valve is provided by rotation of the stabilizer trim wheels on the aisle stand. The pilot's trim wheel is attached to the throttle shaft and operates through a chain sprocket linkage to move a trim indicator located forward and inboard of the wheel.

The copilot's trim wheel and trim indicator are located opposite to the pilot's trim indicator. The manual trim wheels can be used to override the electric trim control system or autopilot trim system.

The trim wheel face and periphery is painted in alternate black and white segments as a visual aid and reminder when the electric trim control system is being used.

DO NOT USE FOR FLIGHT**P11. THROTTLES**

Eight throttles control eight engines. Due to MSFS limitations the eight throttles combined as four pairs of engines.

Note:

Place all throttles to idle position (F1) before engines starting up.

P15. DRAG CHUTE LEVER

Positions of the lever are DEPLOY-LOCKED-JETTISON. This lever manually operates the drag chute release and jettison mechanisms through a cable system. Normally, the lever must be moved to DEPLOY before it can be moved to JETTISON position. LOCKED position holds the spring-loaded drag chute compartment door securely closed. JETTISON position causes release of the jettison mechanism and allows the chute to pull free of the aircraft.

Drag Chute Limitations

- During the deceleration of a landing or refused take-off, the drag chute may be deployed at 135 knots IAS. Deployment at higher speeds may result in failure of the chute or the shear pin.
- Drag chute will not deploy at or over 200 knots IAS.
- Once deployed the drag chute will automatically jettison at 20 knots IAS.

To deploy the drag chute while in exterior views use *Wing Fold* FSX key (should be assigned).

Drag chute is visual feature, it does not affect landing distance.

DO NOT USE FOR FLIGHT**P17. WING FLAP LEVER**

The wing flap system includes four separate wing flap sections. The flaps are of the Fowler type with high lift/drag ratio resulting in shortened takeoffs and reduced landing speeds. All four flap sections are simultaneously driven by a single power unit located in the fuselage aft of the center section gear spar. During the first 37% of extension, the flaps rotate downward 35° with little rearward movement. For the remainder of the extension, the flaps move rearward only. Most of the drag increase occurs during the first 20% of the flap motion. This initial 20% rotates the flaps down 29° in approximately 12 seconds, leaving only 6° of rotation in the remaining 80% of flap extension. The flaps are electronically controlled by a single flap lever. No emergency control system is provided for the flaps.



Control of the wing flaps is accomplished by moving a lever with an airfoil-type knob on a detent quadrant located on the right side of the aisle stand. This lever can be moved from either the UP or DN position. When the lever is placed in the UP or DN position, a circuit is closed to supply TR power to left and right flap extend or retract relays.

The flaps extend or retract fully in approximately 60 seconds.

DO NOT USE FOR FLIGHT

CUSTOMER CARE

SIM OPS

We encourage you to visit the one-stop resource for the B-52 Driver flight sim operations: [the Sim Ops](#)

TECHNICAL SUPPORT

If you have trouble with the product, please use our [Support Section](#)

FORUM

You are invited to join [Captain Sim forum](#)

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