

FLYSIMWARE

— FLY THE VINTAGE SKIES —



C-24-R

Version 1.2

NOTE: The Xbox version will not include the TDS GTN750Xi due to limitations!

NOTE: Some switches, button and knobs should not use the default sim bindings. We include a hardware binding documentation included in our download zip file if you purchased from an online store. If you purchased through the sim marketplace you can get all of our documentation from our main website product page called MSFS PC & Xbox help files.

NOTE: Product support and update information can be found on Flysimware's Discord Community.

To report bugs or find solutions please locate the PRODUCT SUPPORT section!

Discord link.

<https://flysimware.com/website2019/contact/>

C-24-R

Exterior

Exterior Height: 8ft 5 inches
Wing Span: 32 ft 9 inches
Length: 25 ft 9 inches

Interior

Cabin Volume: 110 cubic ft
Internal Baggage: 200 lb

Occupancy

Crew: 1
Passengers: 0-3

Operating Weights

Max T/O Weight: 2758 lbs
Max Landing Weight: 2750 lbs
Usable Weight: 872 lbs
Empty Weight: 1886 lbs
Fuel Capacity: 59.8 gal
Payload W/Full Fuel: 513.2 lbs
Max Payload: 692 lbs

Range

Range: 660nm
Service Ceiling: 14000 ft

Distances

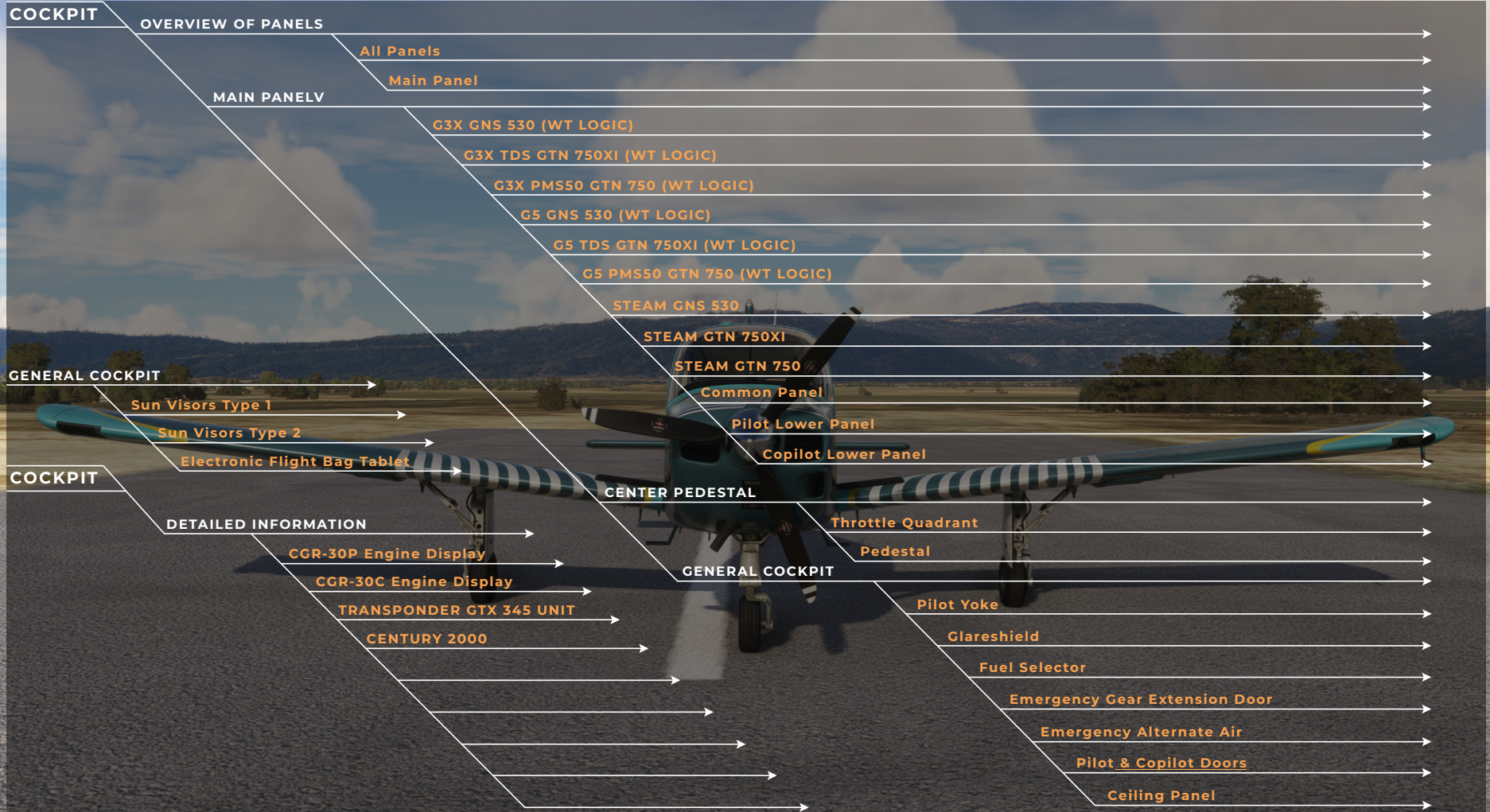
Takeoff Distance: 1860 ft
Balanced Field Length: 1860 ft
Landing Distance: 1320 ft

Performance

Rate of Climb: 891 fpm
Max Speed: 142 ktas
Cruise Speed: 135 ktas
Economy Cruise: 125 ktas
Endurance Cruise: 115 ktas

Power Plant

Engines: 1
Horse Power: 200 hp
Engine Mfg: Lycoming
Engine Model: IO-360-A1B6



INTERIOR

PASSENGERS & LUGGAGE

Rear Door

Floor Storage

INTERIOR

DETAILED INFORMATION

EXTERIOR

AIRCRAFT

Pilot Door

Pilot Door Open

Copilot Door

Copilot door open

Rear Door

Rear Door Open

Cowl Cover

Top Cover

Tail Cover

Ground Power Unit

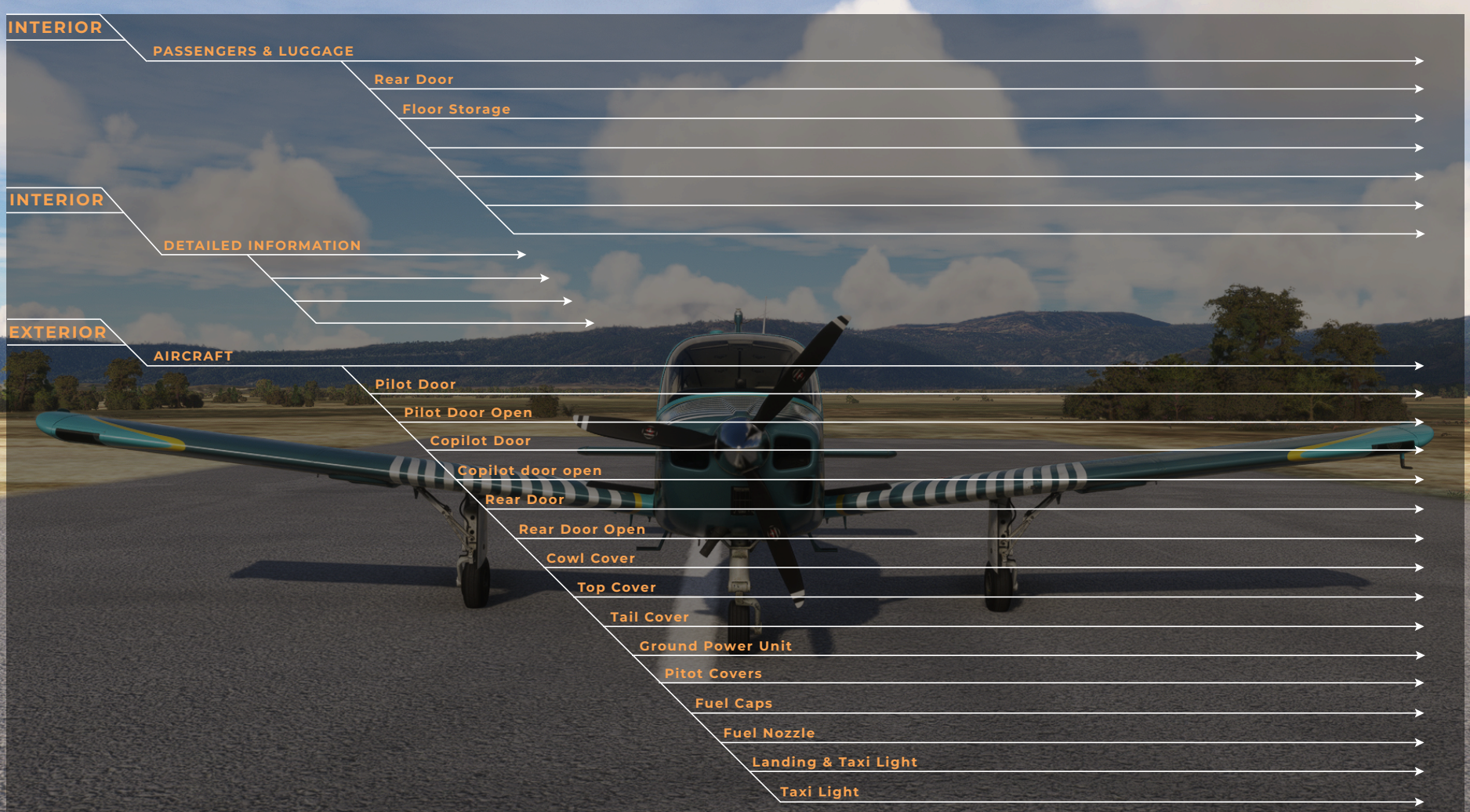
Pitot Covers

Fuel Caps

Fuel Nozzle

Landing & Taxi Light

Taxi Light



EXTERIOR

AIRCRAFT

Navigation & Strobe Light

Beacon & Navigation Light

Chocks

Upper & Lower Engine Cowling

Oil Cover / Cap

Tiedowns



All Panels



Main Panel



Common Panel



Pilot Lower Panel



Copilot Lower Panel

GARMIN G5

GARMIN

GARMIN G3X TOUCH

GARMIN GNS 530

GARMIN GNS 430

GARMIN GMA 340

GARMIN GTX 345

GARMIN GFC 500



[Click here for detailed info.](#)

G3X TDS GTN 750XI

COCKPIT — Pilot & Copilot Panels

GARMIN G5

GARMIN

SIERRA
FLIGHTSMWARE 3DRACH

GARMIN G3X
TOUCH

GARMIN

RESET

MENU

BACK

GARMIN GTN
750XI (TDS)

GARMIN

HDG

APR

NAV

FD

TRK

LVL

SW

VNAV

VS

ALT

ALT SEL

PUSH SYNC

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GARMIN GTN
650XI (TDS)

GARMIN

EMERGENCY USE ONLY
DO NOT
OPERATE
HEREIN
PRESS ON
TO RETURN
TO STBY

CAUTION

EMERGENCY USE ONLY

EMERGENCY USE ONLY

EMERGENCY USE ONLY

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EMERGENCY USE ONLY

GARMIN GTX
345

[Click here for detailed info.](#)

GARMIN GFC
500

GARMIN G5



SIERRA
FLIGHTSIMWARE 3DREACH

GARMIN G3X
TOUCH



GARMIN GTN
750 (PMS50)



GARMIN GMA
340



GARMIN GTN
650 (PMS50)



GARMIN GTX
345



GARMIN GFC
500



[Click here for detailed info.](#)



ASI
Airspeed Indicator

GARMIN G5 ADI UNIT

CLOCK/FLIGHT TIMER
Click here for detailed info.

TURN & BANK INDICATOR

GARMIN G5 HSI UNIT

ALTIMETER INDICATOR

ENGINE DISPLAYS: CGR-30P

VSI
Vertical Speed Indicator

GARMIN GFC 500

ENGINE DISPLAYS: CGR-30C

Click here for detailed info.

Click here for detailed info.

GARMIN GNS 530

GARMIN GNS 430

GARMIN GMA 340

GARMIN GTX 345
Click here for detailed info.

G5 TDS GTN 750XI



G5 PMS50 GTN 750



ASI
Airspeed Indicator

GARMIN G5 ADI UNIT

ALTIMETER INDICATOR

ENGINE DISPLAYS: CGR-30P

ENGINE DISPLAYS: CGR-30C

GARMIN GTN 750 (PMS50)

GARMIN GTN 650 (PMS50)

CLOCK/FLIGHT TIMER
Click here for detailed info.

TURN & BANK INDICATOR

GARMIN G5 HSI UNIT

VSI
Vertical Speed Indicator

GARMIN GFC 500

GARMIN GTX 345

Click here for detailed info.

STEAM GNS 530

FUEL PRESSURE & FUEL FLOW GAUGE

Fuel Pressure: Displays in inches of Mercury

Fuel Flow: Displays in Gallons per hour

RPM & ENGINE HOURS GAUGE

RPM: Displays in Hundreds

Engine hours: Displays down to 100th of an hour

ALTIMETER INDICATOR

Displays in feet

AI

Attitude Indicator
Tune knob to set attitude bars height

ASI

Airspeed Indicator
Displays in MPH and KNOTS
Tune knob to current temperature to calibrate

[Click here for detailed info.](#)

CLOCK/FLIGHT TIMER

GARMIN GTN 750 (PMS50)

GARMIN GNS 650 (PMS50)

TURN & BANK INDICATOR

VSI

Vertical Speed Indicator

VOR

VHF Omnidirectional Range Indicator

VACUUM

Displays in inches of Mercury

CENTURY 2000

[Click here for detailed info.](#)

GARMIN GTX 345

[Click here for detailed info.](#)

HSI

Heading Situation Indicator

EGT

Exhaust Gas Temperature Gauge

STEAM GTN 750 XI



CLOCK/FLIGHT TIMER

ASI
Airspeed Indicator
Displays in MPH and KNOTS
Tune knob to current temperature to calibrate

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Attitude Indicator
Tune knob to set attitude bars height

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Displays in feet

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RPM & ENGINE HOURS GAUGE
RPM: Displays in Hundreds
Engine hours: Displays down to 100th of an hour

GARMIN GTN 750XI (TDS)

GARMIN GNS 650XI (TDS)

TURN & BANK INDICATOR

VSI
Vertical Speed Indicator

VOR
VHF Omnidirectional Range Indicator

VACUUM
Displays in inches of Mercury

CENTURY 2000
Click here for detailed info.

GARMIN GTX 345
Click here for detailed info.

HSI
Heading Situation Indicator

EGT
Exhaust Gas Temperature Gauge

Click here for detailed info.

CAUTION
Absence of Light Battery Test 2 minutes of Green indication possible to verify failure
IN CASE OF FIRE IN ENGINE COMPARTMENT CLOSE DEFOG & CABIN AIR VALVE

STEAM GTN 750

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Fuel Pressure: Displays in inches of Mercury

Fuel Flow: Displays in Gallons per hour

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GARMIN GTN 750 (PMS50)

GARMIN GNS 650 (PMS50)

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CENTURY 2000

[Click here for detailed info.](#)

GARMIN GTX 345

[Click here for detailed info.](#)

HSI

Heading Situation Indicator

EGT

Exhaust Gas Temperature Gauge

Common Panel

SIERRA
FLIGHTSIMWARE 3DREACH
TAIL NUMBER

EMERGENCY LOCATOR TRANSMITTER (ELT)
Press **U** to set ELT position to arm or on.

DATCON HOUR METER

Pilot Lower Panel

MAGNETO
Hold to drag Magneto: To set magneto position to right, to left or to both. Hold the magneto for few seconds to start the engine.

LOWER KEY
Press on the highlighted area to show / hide lower key

PITOT HEAT SWITCH
Press to toggle pitot heat position on / off

ELECTRIC TRIM SWITCH
Press to toggle trim switch on / off

BATTERY & ALTERNATOR SWITCH
Press to toggle the battery & alternator on/off

FUEL PUMP SWITCH
Press to set fuel pump position on / off

ALTERNATOR SWITCH
Press to set alternator on/off
Note: Alternator switch requires battery switch on.

GEAR BRIGHTNESS KNOB
Hold drag to adjust the bulb light brightness
Note: Bulb illuminates red when the gears are in transition

TEST GEAR LIGHTS
Press push to test the gear lights

BEACON / STROBE LIGHT SWITCH
Hold to drag 3-way switch:
Up: Beacon Light
Center: Off
Down: Strobe Light

PANEL LIGHT KNOB
Hold drag to adjust the panel light brightness

LANDING / TAXI LIGHT SWITCH
Hold to drag 3-way switch:
Up: Landing Light
Center: Off
Down: Taxi Light

NAVIGATION LIGHT SWITCH
Press to toggle navigation light switch on/off

LANDING GEAR
Hold to set gear position up / down

TEST GEAR LIGHTS
Press push to test the gear lights
Note: Bulb illuminates green when the gears are down & locked

LEFT FUEL QUANTITY INDICATOR

OIL TEMPERATURE INDICATOR

RIGHT FUEL QUANTITY INDICATOR

MAIN BUS AMPS INDICATOR

OIL PRESSURE INDICATOR

NOTE: After starting engine run at 1000 RPM. At idle may not be enough to keep battery charged.

PHONE JACK
Press to toggle on/off or use headset filter option from the tablet

STANDBY VACUUM
Hold drag to pull for backup vacuum

NOT SIMULATED

PARKING BRAKE
Press to set parking brake position on / off

AVIONICS MASTER SWITCH
Press to set avionics master switch position on/off

GEAR BRIGHTNESS KNOB
Hold drag to adjust the bulb light brightness

Copilot Lower Panel

FLAPS SWITCH
Hold  to position the flaps up / down



USE 15° FLAP FOR TAKE OFF

FLAPS INDICATOR

CIRCUIT BREAKERS G5 PANELS

Press  to toggle on/off
Note: All of the circuit breakers are precisely simulated



CIRCUIT BREAKERS G3X PANELS

Press  to toggle on/off
Note: All of the circuit breakers are precisely simulated



PHONE JACK
Press  to toggle on/off or use headset filter option from the tablet

NOT SIMULATED

Throttle Quadrant

THROTTLE LEVER
Hold  drag to adjust throttle lever

MIXTURE LEVER
Hold  drag to adjust mixture lever

PROPELLOR LEVER
Hold  to adjust propellor RPM control

Press  to show / hide quadrant levers

CABIN AIR PULL
Hold  drag to open / close the cabin air valve

CABIN HEAT PULL
Hold  drag pull to open / close the cabin heat valve

DEFROST KNOB
Hold  drag pull to open / close the windshield defrost valve

Pedestal




Pilot Yoke / Elevator Trim



NOT SIMULATED

NOT SIMULATED

PITCH TRIM

Hold  drag the button up/down to adjust pitch trim

Note: You can adjust the pitch trim using the yoke button or the elevator trim wheel located between the seats.



Click the highlighted area to hide / unhide the yoke

Click the highlighted area to unmount the lock pin for yoke

Click the highlighted area to mount the lock pin for yoke

CYGNET AEROSPACE

ELEVATOR TRIM WHEEL

TAKE OFF RANGE

MAX TRIM UP

MAX TRIM UP

ELEVATOR TRIM INDICATOR

COMPASS



Fuel Selector

FUEL SELECTOR
Hold  drag to set fuel selector position to right, left or off



Emergency Gear Extension Door

EMERGENCY GEAR WRENCH

EMERGENCY GEAR VALVE

Press **H** to twist the wrench to open / close the hydraulic gear valve

EMERGENCY GEAR EXTENSION DOOR OPENED

EMERGENCY GEAR EXTENSION DOOR

Press **H** to open emergency gear extension door

EMERGENCY GEAR EXTENSION DOOR ACCESS DOOR

Emergency Alternate Air



ALTERNATE AIR

Press  to toggle the alternate air emergency source

Pilot & Copilot Door



PILOT DOOR HANDLE

Press  to open / close

COPILOT DOOR HANDLE

Press  to open / close

Ceiling Panel

MAP LIGHT COVER
Press  to cover /
uncover

OVERHEAD PANEL LIGHT

CABIN LIGHT SWITCH
Press  to toggle
cabin light on / off

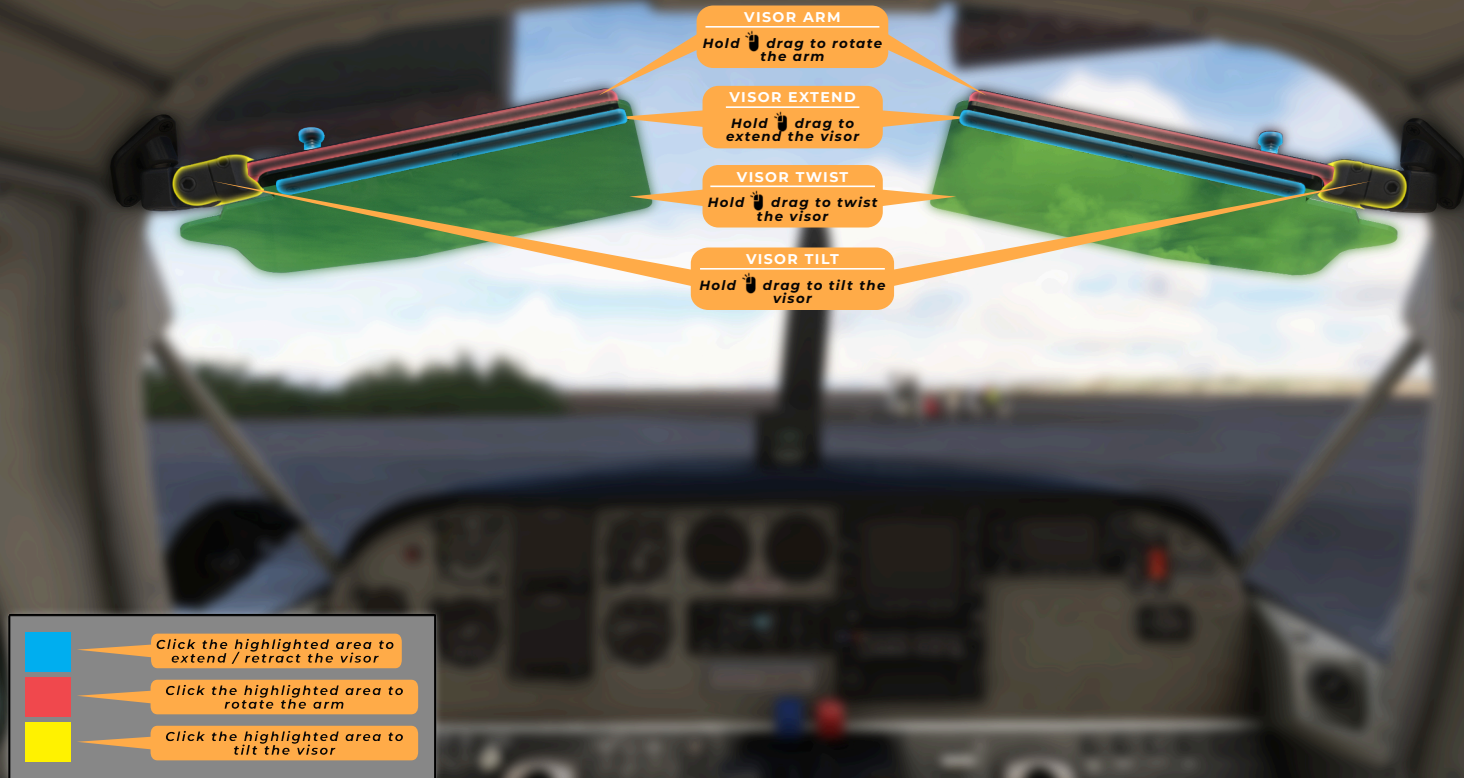
COCKPIT CABIN LIGHT

Sun Visors Type 1

SUN VISORS

Hold  drag to adjust the visors

Sun Visors Type 2



Electronic Flight Bag Tablet



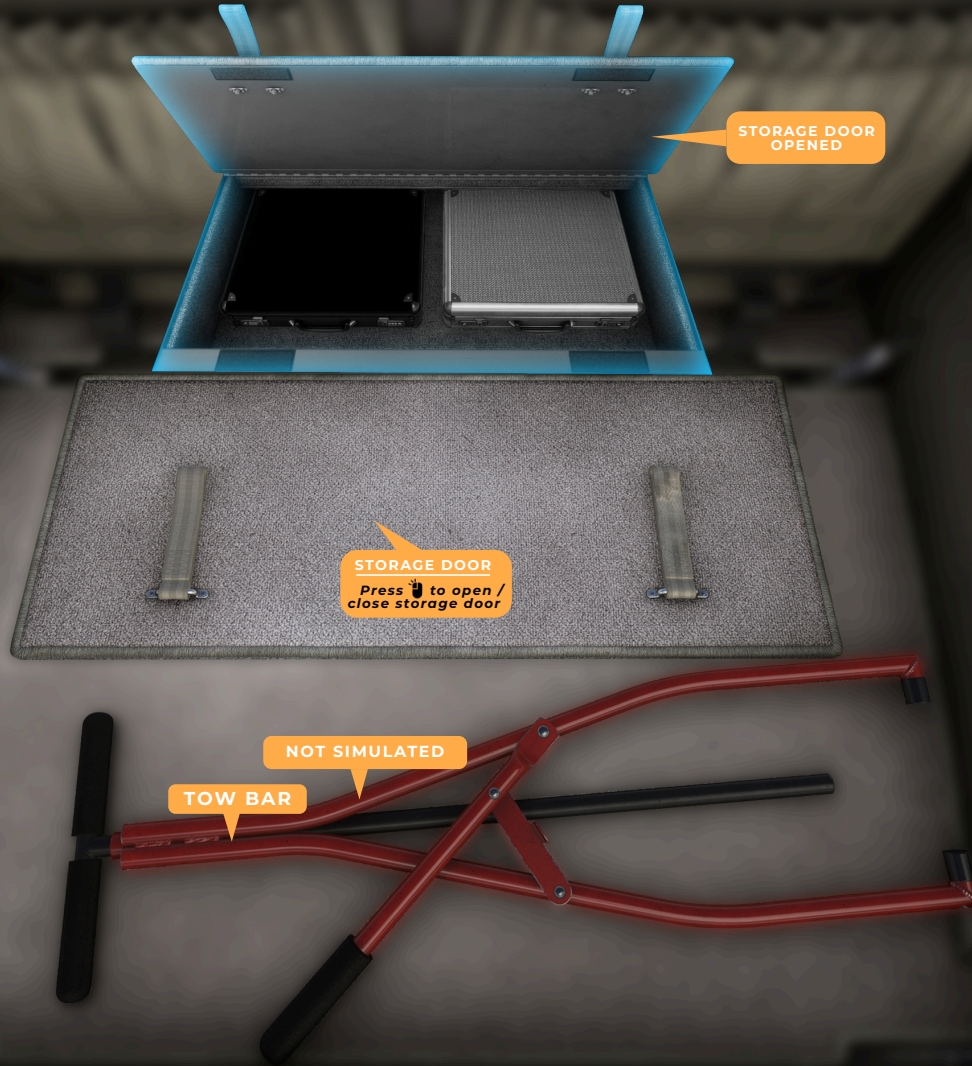
[Click for the detailed info.](#)

Rear Door

REAR DOOR HANDLE

Press  to open / close rear door

Floor Storage



Pilot Door

PILOT DOOR
Use tablet to open pilot door

CAUTION
DO NOT
REMOVE
THIS
COVER
OR
OIL
LEVEL
WILL
BE
AFFECTED
USE
PILOT
DOOR
TO
CHECK
OIL
LEVEL

Pilot Door Open



PILOT DOOR
Use tablet to close
pilot door

CAUTION
DO NOT
STEP ON
THIS
AREA
USE FOOT
BRACE
FOR
ENTRY
EXIT

Copilot Door

COPILLOT DOOR
Use tablet to open
copilot door



Copilot Door Open



Rear Door



Rear Door Open



REAR DOOR OPEN
Use tablet to close rear door

Engine Cover



Top Cover



Tail Cover



Ground Power Unit



Access this GPU from the EFB Tablet.

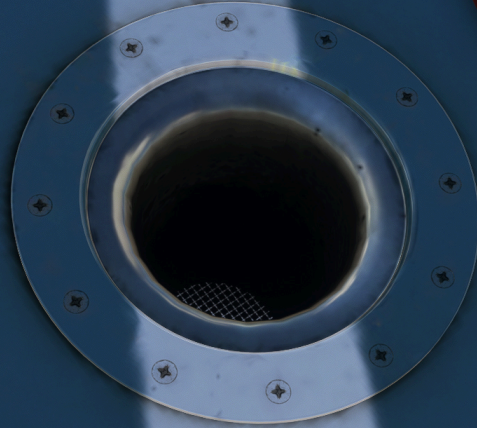
Pitot Cover



L.PITOT COVER
Use tablet to place or
remove

Fuel Cap

USE CAUTION
FUEL OR HIGHER OCTANE
TANK CAPACITY 29 US GALS
USABLE FUEL 28.6 US GALS



L.FUEL CAP
Use tablet to place or
remove

Fuel Nozzle

FUEL NOZZLE
Shows when you call the fuel truck from ATC

CAUTION OCTANE
USE 100/130 HIGHER
FUEL OR
CAPACITY 29 US GALS
FUEL 28.5 US GALS

Request fuel supply services from the ground crew through ATC

Landing & Taxi Light

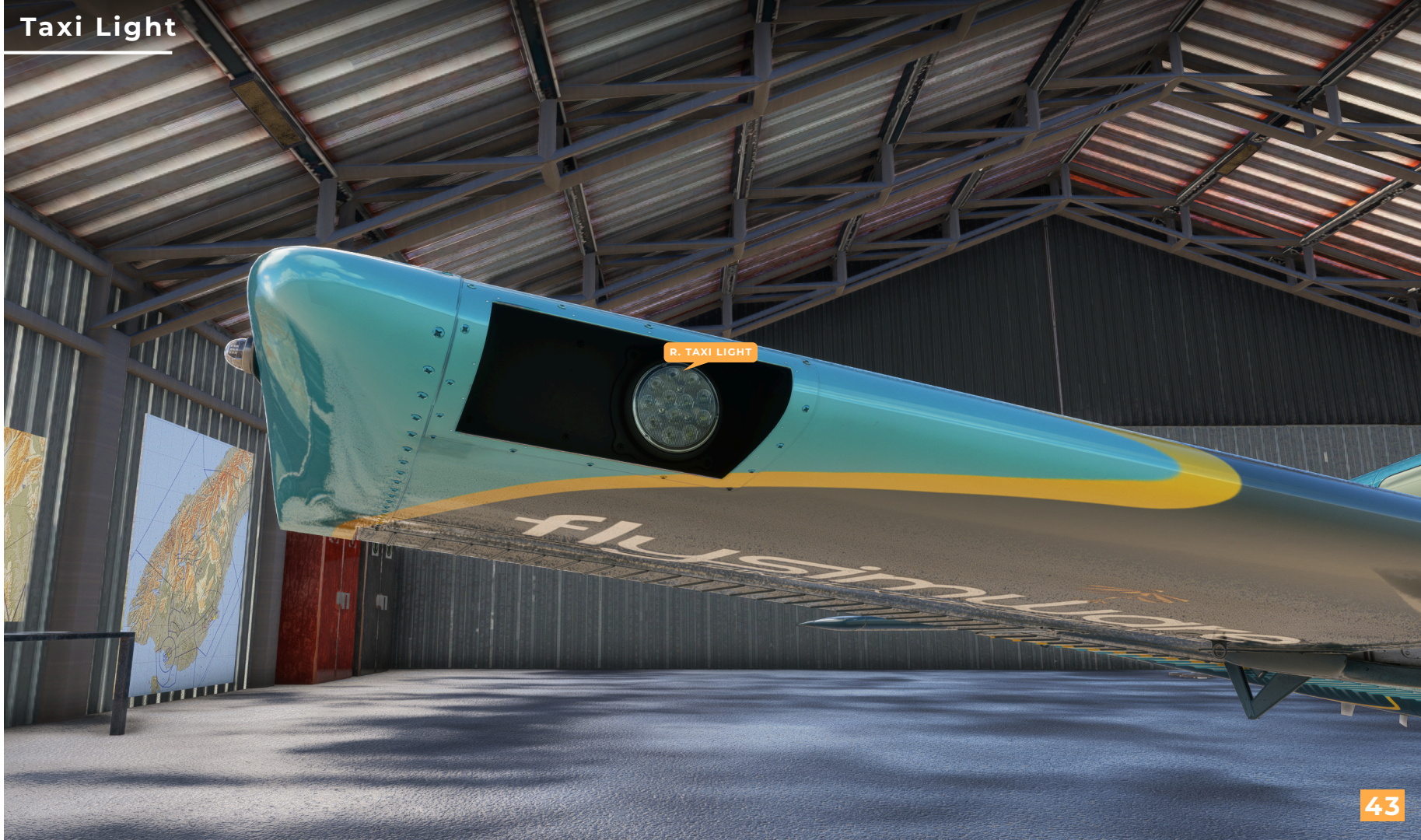


L. TAXI LIGHT

LANDING LIGHT

The landing light on this plane is located only on the left side

Taxi Light



Navigation & Strobe Light



Beacon & Navigation Light

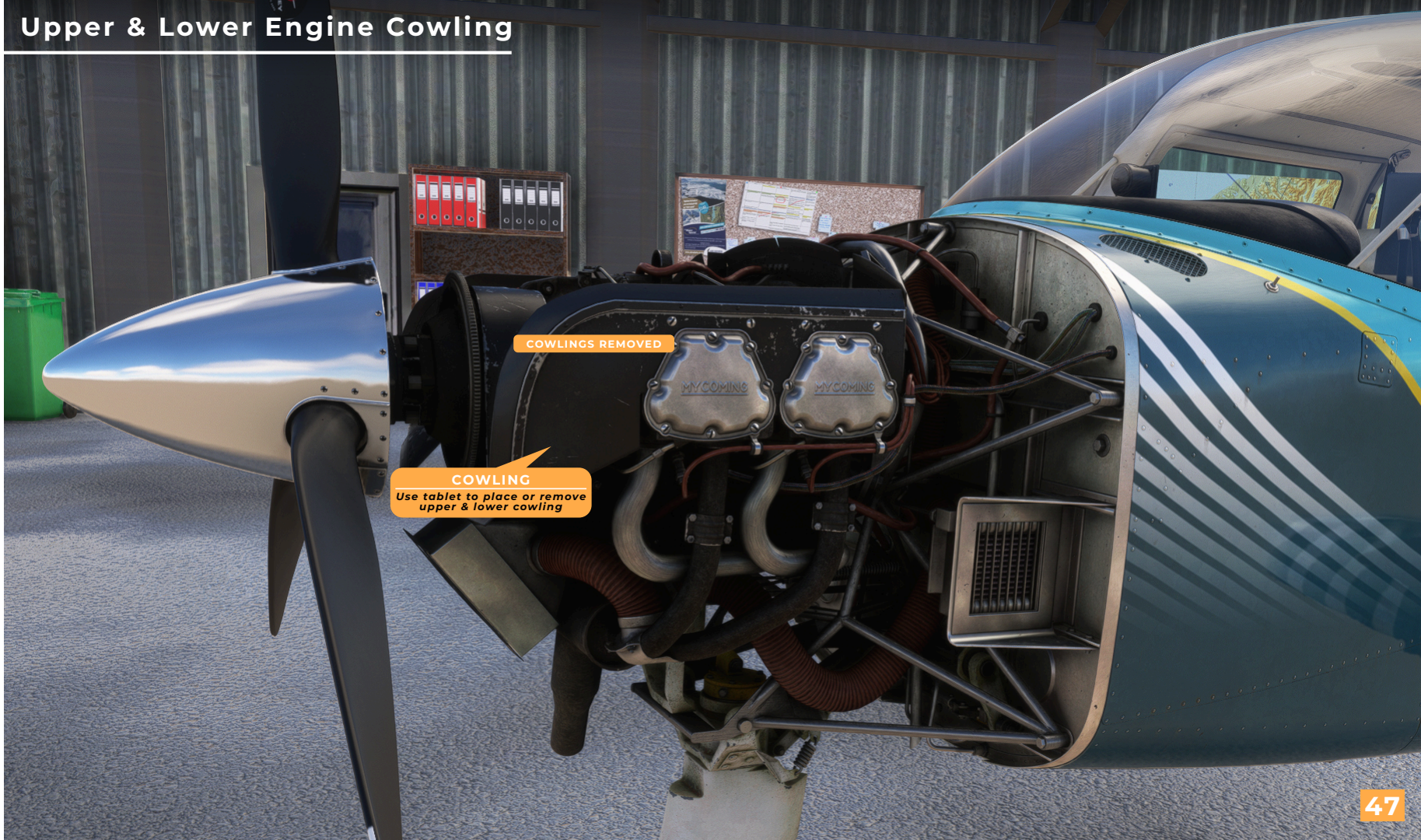


Chocks



CHOCKS
Use tablet to place or
remove

Upper & Lower Engine Cowling



COWLINGS REMOVED

COWLING
Use tablet to place or remove
upper & lower cowling

Upper & Lower Engine Cowling



COWLINGS PLACED

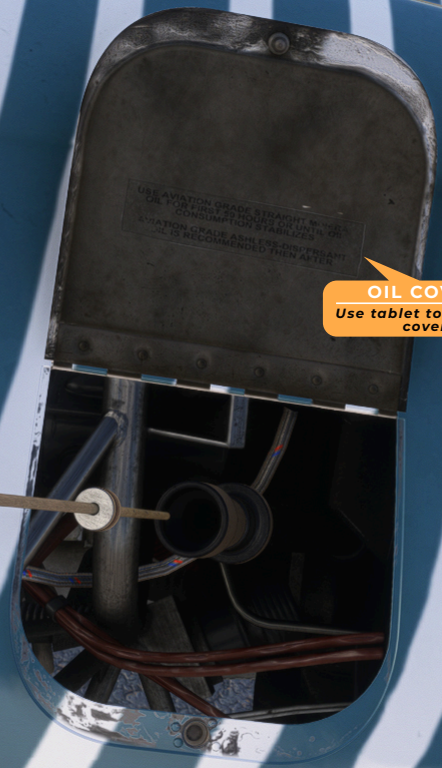
COWLING

Use tablet to place or remove upper & lower cowling

Oil Cover / Cap



OIL CAP
Use tablet to open oil cap to check the oil level



OIL COVER
Use tablet to open oil cover

Tiedowns



L. TIE DOWN
Use tablet to place or remove

EFB Tablet Detailed Info.

HOTSPOT
Replace battery

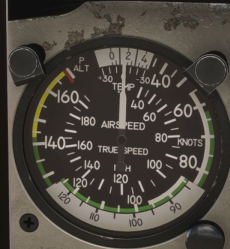
HIDE EFB TABLET

Note: Tablet stores to the left side of the pilot. Click the camera again to mount the tablet.

POWER BUTTON

[Return](#)

SIERRA
FLIGHTSIMWARE 3DREACH



EFB Tablet Detailed Info.

The image shows an EFB tablet mounted in a cockpit. The screen displays the 'CONFIGURATION' menu with a gear icon and the time '23:47 UTC'. The menu is divided into several sections: 'EQUIPMENT', 'DOORS', 'LIGHTS', and 'CABIN LIGHTS'. Each section has a list of items with toggle buttons. Callout boxes point to specific sections with instructions on how to use the buttons.

PARKING MODE
Press the buttons to turn them on/off
Note: Parking modes include a save state

EQUIPMENT

- OUT Chocks
- OFF Left Tiedown
- OFF Right Tiedown
- OFF Tail Cover
- OFF Top Cover
- OFF Cowl Cover
- OFF Pilot Cover
- OFF GPU
- OFF Upper Cowling
- OFF Lower Cowling
- OFF Fuel Cap Left
- OFF Fuel Cap Right
- OFF Oil Cover/Cap
- OFF Headset Filter

DOORS
Press the buttons to open / close the doors

- CLSD Pilot Door
- CLSD Copilot Door
- CLSD Rear Door

LIGHTS

- OFF Cabin Lights
- ON Overhead Light
- OFF Map Light (Reqs Overhead Light)

CABIN LIGHTS
Press the buttons to turn lights on/off

MAINTENANCE & OTHERS
Press the buttons to turn them on/off

What is save state: Upon exiting the flight, the system will save your current position, allowing you to resume from the same point when you return.

EFB Tablet Detailed Info.

WINDSPEED DISPLAY INFORMATION

The windspeed display provides real-time information on the current wind speed in knots (kts). This information is crucial for monitoring weather conditions and ensuring safe operation of the aircraft.

RELATIVE WIND INFORMATION

The concept of relative wind involves the direction of the airflow in relation to an aircraft in motion. An arrow representing the relative wind direction would rotate to indicate this airflow direction as it varies with the aircraft's orientation and movement through the air.

TEMP/PRESSURE INFORMATION

The Ambient temp. display indicates temperature of air surrounding the aircraft. This is reported in Celsius(°C) or Fahrenheit(°F).

The pressure at mean sea level (MSL) refers to the atmospheric pressure measure at the average sea level. Pressure at MSL is typically measure in units such as inches of mercury (inHg) or millibars(mbar).

The barometer pressure is information is used to set altimeters, which measure the aircraft's altitude above sea level. It is measure in the same units as the pressure at MSL.

AMBIENT TEMP	50 F°
	10 C°
PRESSURE MSL	29.92 inHg
	1013 mbar
BAROMETER PRESSURE	27.31 inHg
	925 mbar

EFB Tablet Detailed Info.



PASSENGER AND BAGGAGE DISPLAY CONTROL

Use the "On/Off" button on the tablet to show or hide the pilot, copilot, passengers, and baggage based on the desired configuration and weight distribution.



SIERRA
FLIGHTSIMWARE 3DREACH

[Return](#)

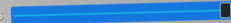
EFB Tablet Detailed Info.

23:23 UTC WEIGHT & BALANCE

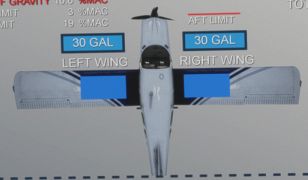
CURRENT WEIGHT & LIMITS

EMPTY WEIGHT - 1886 LB	
FUEL - 382 LB	MAX FUEL - 359 LB
PAYLOAD - 000 LB	MAX PAYLOAD - 510 LB
TOTAL WEIGHT - 2248 LB	MAX RAMP - 2758 LB
MAX TAKEOFF - 2750 LB	MAX LANDING - 2750 LB

FILL FUEL TANKS

WING TANKS  100%

MAX RANGE - 890 NM ESTIMATED RANGE - 867 NM



EMPTY POSITION 187 NMAC
 CENTER OF GRAVITY 100 NMAC
 CG FWD LIMIT 9 NMAC
 CG AFT LIMIT 19 NMAC

FWD LIMIT 60 GAL TOTAL FUEL
 AFT LIMIT 30 GAL

LEFT WING 30 GAL RIGHT WING 30 GAL

WEIGHT & BALANCE INFORMATION

The sliders allow you to adjust the tank levels and display the corresponding weights and limits. Additionally, the system calculates and shows the distance that can be covered with the available or set fuel in nautical miles (nm). Fuel units are measured in gallons.

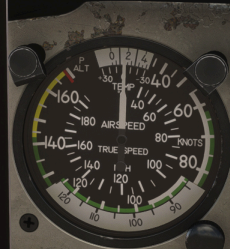
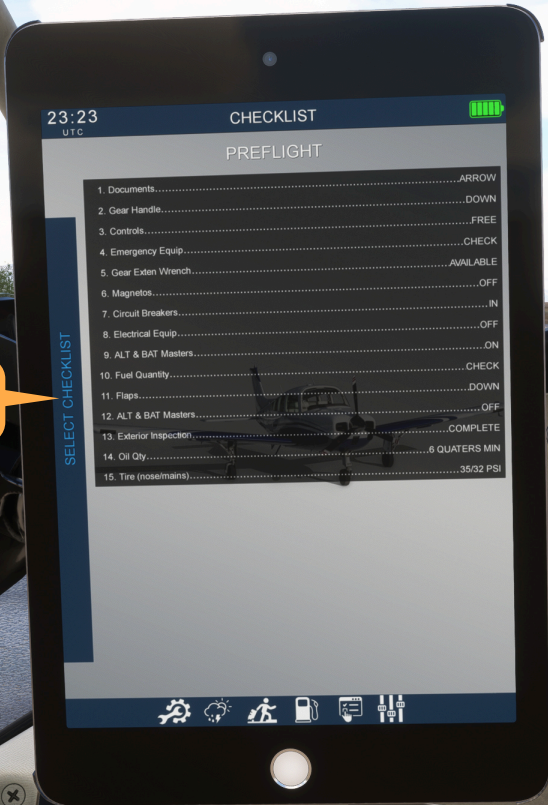
You can also change the units from gallons(GAL) to liters(L) and pounds(LBS) to kilograms(KG) in the settings tab.

SIERRA
FLIGHTSIMWARE 3DREACH

[Return](#)

EFB Tablet Detailed Info.

SELECT CHECKLIST OPTION
 Click the 'Select Checklist' option to prompt the checklist window to appear.



SIERRA
 FLIGHTSIMWARE 3DREACH

[Return](#)

EFB Tablet Detailed Info.

CHECKLIST
 Carefully select each checklist option to ensure comprehensive inspection and readiness across all Pre-flight, Prestart, Start, Before taxi, Taxi&before takeoff, Runway lineup, After takeoff, Climb, Cruise, Descent, Approach & final, After landing, and Shutdown procedures.

00:04 UTC CHECKLIST 🔋

PREFLIGHT

1. Documents.....	.....ARROW
2. Gear Handle.....	.....DOWN
	.....FREE
	.....CHECK
	.....AVAILABLE
	.....OFF
	.....IN
	.....ON
	.....CHECK
	.....DOWN
	.....OFF
	.....COMPLETE
	6 QUARTERS MIN
	3502 PSI

SELECT CHECKLIST

- PREFLIGHT
- BEFORE START
- START
- HOT START
- AFTER START
- RUN UP
- TAKEOFF
- CLIMB
- CRUISE
- DESCENT
- BEFORE LANDING
- GO-AROUND
- AFTER LANDING
- SECURING AIRPLANE

🚗
☀️
🚶
🛢️
📶
🛠️

SIERRA
 FLIGHTSIMWARE 3DREACH

Return

EFB Tablet Detailed Info.

Note: The settings panel includes a save state

SOUNDS CONTROL INSTRUCTIONS
 You can turn on or off the following sounds:
 Disable Tablet Click Sound
 Use the corresponding controls to manage these sound settings as needed.

OPTIONS
 "Options include payload sync, fuel save state, showing passengers and sun visor type."

UNITS CONTROL INSTRUCTIONS
 "Activate the option to switch the default units to standard/metric."
 "Activate the option to switch the time format"

FUEL INSTRUCTIONS
 "Select the button to convert the fuel units from gallons to pounds."

What is save state: When exiting the flight, the system will save your current park modes and all function on the options page, allowing you to resume these save states when you load a new flight.



EFB Tablet Detailed Info.



SHOW/HIDE EFB
TABLET



[Return](#)

Davtron Clock Detailed Info.



TIME CORRECTION - THREE WAY SWITCH
Makes minor time corrections

BRIGHTNESS & HOUR CHANGE - THREE WAY SWITCH

Left Position: Sets display brightness for day time
Middle Position: Sets display brightness for night time
Right Position: Momentary position that increases the clock time by 1 hour for every time the switch is moved to this position.
 Note: Right click toggle the clock mode between 12 or 24 hour format only if the battery switch is off

TIME DISPLAY
In hours & minutes

CHANNEL SELECTOR - THREE WAY SWITCH

Up position: Selects real time. This channel may be set to GMT time or local time. Use time correction and hour change to set GMT or local time. Note: To change clock mode between 12 or 24 hour format, go to the setting page on the tablet

Middle Position: Select flight time

Right Position: Select elapsed time

ELAPSED TIME METER - THREE WAY SWITCH

Up position: Is a momentary position and sets the elapsed time meter to zero. The switch returns to middle position when released. Note: Up position will zero flight time only if both inverters switches are off

Middle Position: Stops the elapsed time meter

Right Position: Starts the elapsed time meter

TIME DISPLAY
In seconds

Return

For more detailed information

[Click here to download](#)

(Right click for options to open a new tab)

Garmin GTX 330 Manual PDF

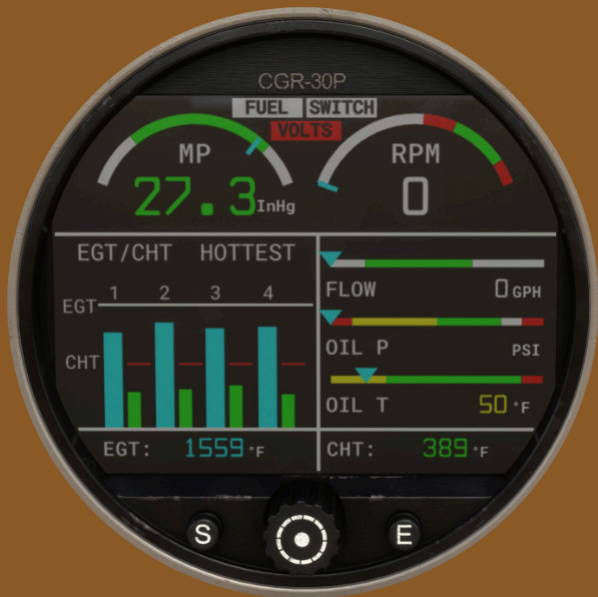
DISCLAIMER: ALTHOUGH THE BEZEL IS A GTX 345 IN THIS PRODUCT

THE CODE IS FROM THE ASOBO GTX 330



Return

G5 CGR-30P Engine Display



Overview

The CGR-30P is a state-of-the-art **Glass Panel Engine Monitor** that provides many of the engine and system instruments found in an aircraft panel. Each of the instruments displayed on the CGR's Main Engine Screen provides features not found in most multifunctional displays or traditional gauges.

Aircraft panels equipped with individual instruments require a pilot to scan and interpret a multitude of gauges spread across an entire panel.

By providing a single location for viewing the engine and many aircraft system instruments, the CGR reduces a pilot's workload and the chance of missing a problem. Additionally, the CGR provides both analog and digital displays with digits that blink and change colors when yellow or red operating ranges are reached. Also, an external Caution and Warning Light can be placed in front of the pilot. All of these features are designed to alert the pilot the moment any monitored function enters a red or yellow operating range.

G5 CGR-30P Engine Display



MAIN ENGINE SCREEN

The main engine screen displays most of the engine and aircraft instruments monitored by the CGR. This is the screen the CGR displays after power-up and is the screen the pilot will view for most of the flight.

FUEL SWITCH
VOLTS

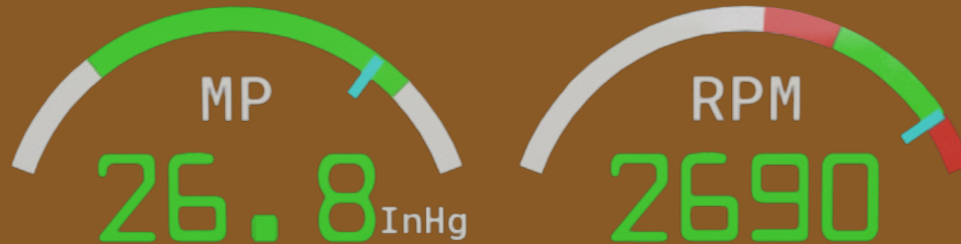
Main Screen Anunciators

Located between the M.P. and RPM instruments on the Main Screen are the following annunciators:

FUEL: When the estimated total fuel drops below 10 gallons the “FUEL” annunciator will blink.

SWITCH: When the “Recurring Fuel Alarm Qty” has been burned the “SWITCH” annunciator will blink. This provides a reminder for the pilot to switch fuel tanks. The “Recurring Fuel Alarm Qty” is set to every 10 gallons.

VOLTS: When the Voltage deviates from the normal range and indicates a low or high voltage, “VOLTS” annunciator will blink.



RPM & Manifold Pressure

The RPM and M.P. instruments incorporate a digital readout and an analog arc. The color of the digital readout will reflect the current range in which the function is operating (i.e., if the RPM is operating in the red, the digital readout will be displayed in red).

The digital display will blink when the RPM or M.P. operating level reaches a yellow or red operating range. To stop the blinking, push the Exit button.

G5 CGR-30P Engine Display



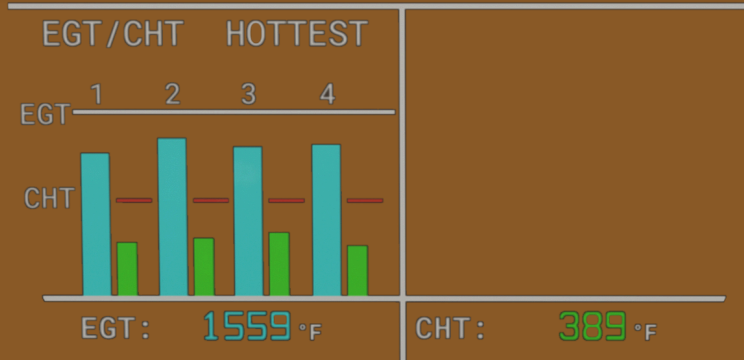
Horizontal Strip Gauges

On the Sierra C-24-R the horizontal strips includes Fuel Flow, Oil Pressure and Oil Temperature.

The three Horizontal Strip gauges provide the following features:

1. The Horizontal Strip Gauge features a pointer (triangle) marking the current operating level. Also, the pointer allows the pilot to interpret rate and trend information and provides field of vision.
2. A digital display is provided with each Horizontal Strip Gauge.
3. The digits on the digital display will blink when a function's operating level reaches a yellow or red operating range. To stop the blinking, push the Exit button.

G5 CGR-30P Engine Display



Bar Graph Analyzer

The Bar Graph Analyzer has six operating modes: **EGT/CHT, Normalized, Lean ROP, Lean LOP, EGT** and **CHT** but on this aircraft only EGT/CHT mode is simulated.

The CGR's current mode of operation is displayed in the top left portion of the Bar Graph Display.

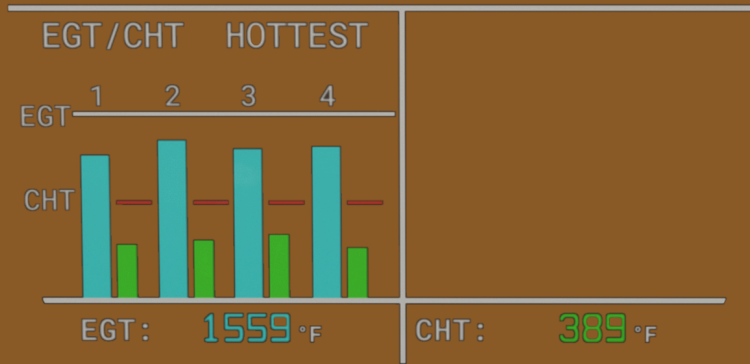
"EGT/CHT" Operating Mode:

EGT stands for : Exhaust Gas Temperature

CHT stands for : Cylinder Head Temperature

The vertical bars are arranged to show the EGT and CHT for each cylinder. The operating ranges for the EGT bars are set to match the engine's operating temperatures

If the EGT for a cylinder exceeds the pilot set High EGT Range, the bar for that cylinder will turn white and blink. This feature provides the pilot with a warning of a high EGT. The FAA does not allow exceedance of user set EGTs to display in red or yellow.



Bar Graph Analyzer

If the CHT for a cylinder exceeds the set limit, the bar for that cylinder will turn red and blink.

The current Digital Display Mode of operation is designated in the top right portion of the Engine Analyzer display.

There are four selections in the Digital Display Mode which are Select, Diff, Scan and Hottest. However, only the Hottest mode is simulated for this aircraft.

Hottest Mode: The Hottest Mode displays the hottest EGT and CHT in the digital display below the bars. This is the favorite mode of operation for most pilots.

Guage Buttons & knob



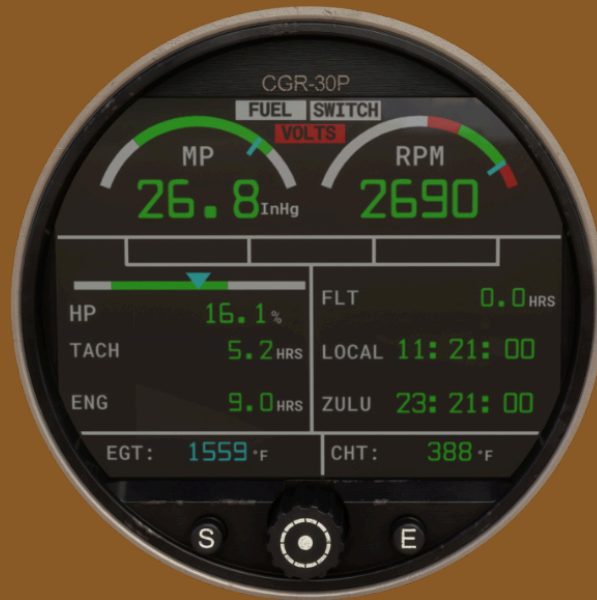
SCREENS Button: Pressing the SCREENS button sequences the CGR through the three display screens (Main, Secondary and Fuel Data).



SELECT Knob: The SELECT knob can be rotated. Depending on the screen and field being viewed, rotate the knob to scroll through fuel data screens on the fuel data screen.



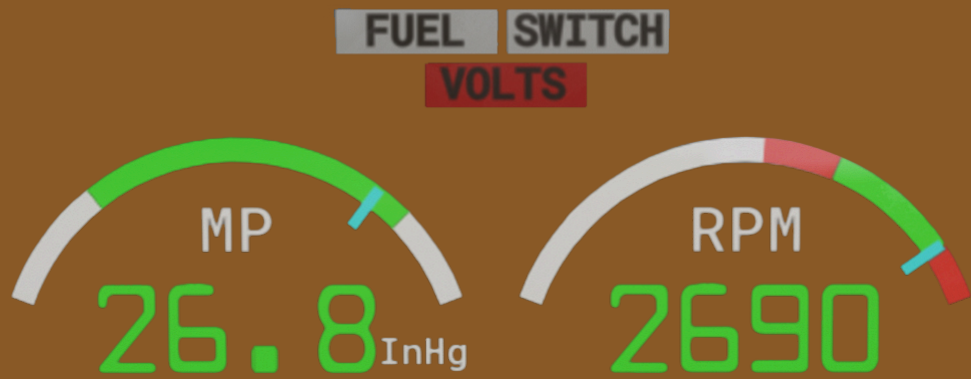
EXIT Button: Pressing the EXIT button will exit you out of a specific operation. Repeated presses will exit you out of the current screen and return you to the Main Screen. Pressing the E after returning to the main screen will clear the any displayed / blinking warnings.



SECONDARY SCREEN

The Secondary screen is intended to display functions that do not need to be displayed continuously. Although, one function with a red (warning) and/or yellow (caution) can be placed on the Secondary screen.

If a primary function on the Secondary screen reaches a red or yellow operating range, an annunciator located between the two arc gauges located at the top of the Main Screen will blink. In this way the pilot is alerted of a potential problem and should view the Secondary screen for further information.



Main Annunciators, RPM & Manifold Pressure

The Main Annunciators, RPM and Manifold Pressure gauges are located at the top of the Secondary screen. Each of these instruments are carried over from the Main screen.



Three Annunciators:

The three annunciators located just below the RPM and M.P. Gauges provide a status indicator for the three horizontal strip gauges found on the Main screen. If any one (or all) of the strip gauges on the Main screen transition into a yellow or red operating area, the appropriate annunciator on the Secondary screen will blink the name of the function in red. To acknowledge and stop the blinking, press the Exit button while viewing the Main screen. All functions monitored by the CGR-30P with yellow and/or red range markings are either viewed or annunciated on the Secondary screen.

G5 CGR-30P Engine Display



Six Horizontal Strip and/or Digital Gauges:

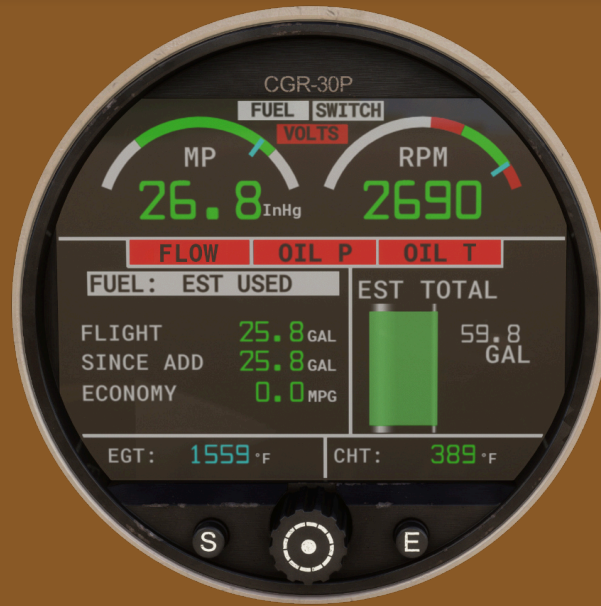
Six additional gauges (horizontal Strip and/or Digital) are provided on the Secondary screen.

The CGR-30P has a number of derived functions (Horse power, Tachometer, Engine Hrs, Flight Time, Local Time, Zulu Time, etc.) that can be placed on the Secondary screen.

EGT: 1559 °F | CHT: 388 °F

EGT/CHT Digital Gauges:

The digital display located at the bottom of the Secondary screen provides the hottest EGT (EGT-H) and hottest CHT (CHT-H). This displayed data is carried over from the Main screen.



FUEL DATA SCREEN

The Fuel Data Screen provides six sets of data based on Fuel Flow and GPS information. This data includes Range, Distance to Destination, Range after reaching your Destination, Fuel Remaining, Fuel to Destination, Fuel Reserve, Time to Empty, Time to Destination, Time Reserve, Fuel Used for the Flight, Fuel Used since fuel was Added, Economy (MPGs) and Total Fuel onboard.

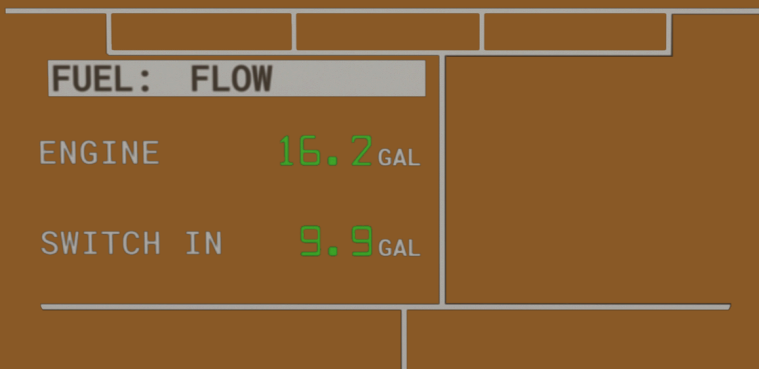
The Fuel Data screens provide flight data based on fuel flow, fuel remaining, fuel used and GPS data. The screens provide the follow data:



Total Fuel Cylinder:

For all the fuel data screens the estimated Total Fuel is provided in the right hand portion of the display. The bottom white portion of the displayed cylinder represents the last 45 minutes of fuel on-board. The fuel above this amount will be displayed in green.

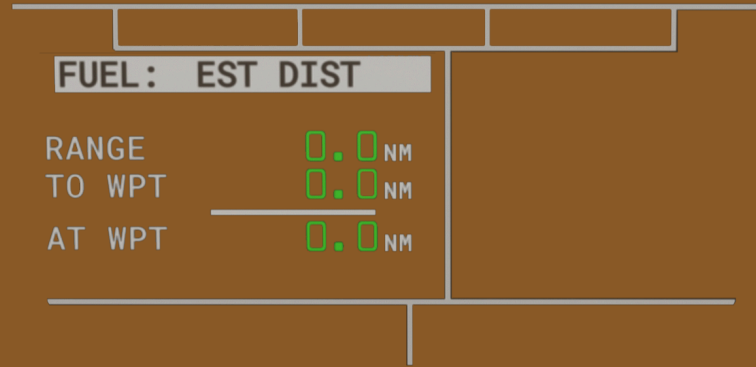
When the estimated total fuel drops below 10 gallons the "FUEL" annunciator on the main screen will blink.



Fuel: FLOW

This screen provides the current Fuel Flow for the engine and if the Recurring Fuel Alarm is set, the quantity or time before the next alarm.

G5 CGR-30P Engine Display



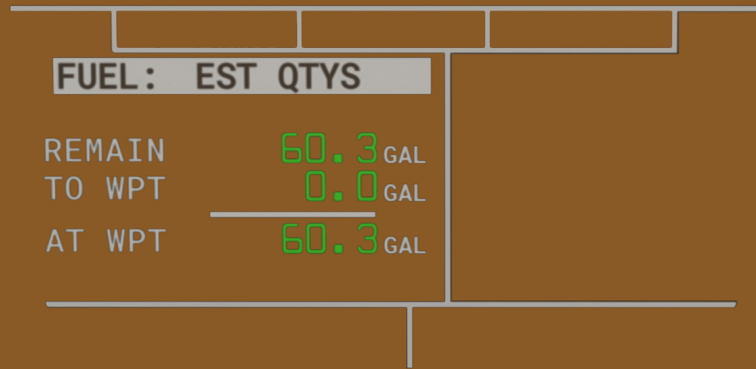
Fuel: EST DIST

This screen provides the following Distance data:

RANGE – This is the distance the aircraft can travel based on the current fuel flow, fuel remaining and GPS ground speed.

To WPT – This is the distance to the destination based on GPS data.

At WPT – This is the calculated distance in reserve after the aircraft reaches its destination (Range – Distance to Destination).



Fuel: EST QTYS

This screen provides the following calculated Fuel Quantity data:

REMAIN – This is the total estimated fuel remaining on-board the aircraft.

To WPT – This is the estimated fuel required to reach the GPS Destination.

At WPT – This is the calculated fuel in reserve after you reach your destination (Fuel Remain – Fuel required to reach your Destination).

G5 CGR-30P Engine Display



Fuel: EST TIME

This screen provides the following calculated Time data:

To EMPTY – This is the estimated time to empty based on the fuel remaining and the current fuel flow.

To WPT – This is the time required to reach your destination based on GPS data received.

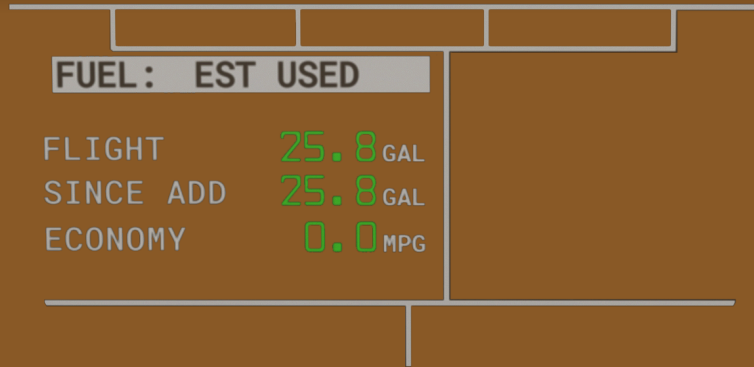
At WPT – This is the reserve time after you reach your destination (Time to Empty – Time to Destination).

G5 CGR-30P Engine Display



Fuel: EST AT DEST

This is a display of all the estimated reserves (after you reach your destination). The CGR-30P calculates the Distance, Time and Fuel Qty in reserve early in the flight allowing the pilot to manage fuel and make critical decisions as the flight progresses.



Fuel: EST USED

This screen provides the following calculated Fuel Used data:

Flight – This is the fuel used for the current flight. When the flight timer starts, this field is reset to zero and fuel accumulates as the flight progresses.

Since ADD – This is the fuel used since your last fill-up or if you did not fill-up, since you added fuel.

Economy – This is your current economy in nautical miles per gallon. It is calculated from the current fuel flow and GPS ground speed. This can be very helpful in dealing with winds aloft and leaning.

Leaning past 100 degrees rich of peak EGT reduces horsepower and therefore airspeed. It also reduces fuel flow. The displayed Economy allows you to determine if continuing to lean produces a true fuel savings and how much. Also, different altitudes can have different winds aloft. In this case the displayed Economy allows you to determine if one altitude provides a fuel saving over another.

CGR-30C Engine Display



Overview

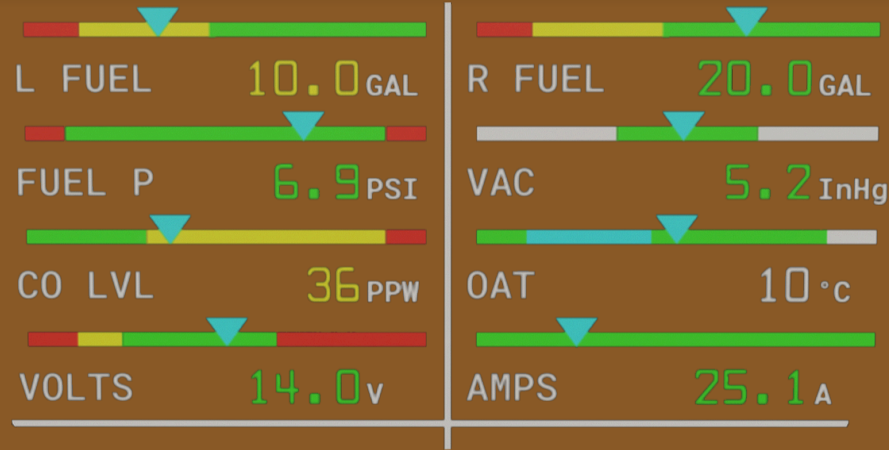
The CGR-30C provides you with several full-color strip gauges, which give pilots a quick reference view of critical parameters, along with digital readouts for the pinpoint accuracy. Pilots can configure the display to show the information they find most relevant, allowing for better situational awareness.

LANDING	BEACON	NAV
TAXI	STROBE	PITOT

PITOT HEAT AND LIGHTS INDICATORS

The Pitot Heat and Light Indicators are positioned at the top of the Secondary screen. They light up green when activated. By monitoring these indicators, you can ensure that both the pitot heat and lighting systems are working correctly, which is essential for safe and effective flight operations.

CGR-30C Engine Display



Horizontal Strips

On the CGR-30C Engine Display, the horizontal strips includes L Fuel, R Fuel, Fuel Pressure, Vacuum pressure, Carbon Monoxide Level, Outside Air Temperature, Volts And Amps.

The Horizontal Strip gauges provide the following features:

1. The Horizontal Strip Gauge features a pointer (triangle) marking the current operating level. Also, the pointer allows the pilot to interpret rate and trend information and provides field of vision.
2. A digital display is provided with each Horizontal Strip Gauge.
3. The digits on the digital display will blink when a function's operating level reaches a red operating range. To stop the blinking, push the Exit button.



L & R FUEL STRIP

Purpose: Displays the fuel level in the left and right fuel tank.

Display: Shown as a graphical strip on the gauge screen, indicating the amount of fuel remaining. The strip will visually deplete as fuel is used.

Monitoring: Helps in ensuring that the left and right tank has enough fuel for safe flight operations and in making decisions regarding fuel management and tank switching.

Alerts: The CGR-30 C also provide alerts if fuel levels approach critically low levels. The digits on the digital display will blink when a fuel level reaches a red operating range. To stop the blinking, push the Exit button.



FUEL PRESSURE

Purpose: Monitors and displays the fuel pressure in the system, which is crucial for ensuring that the fuel is being delivered to the engine at the correct pressure.

Display: Shown as a graphical strip on the gauge screen. It represents the current fuel pressure, with the level indicating whether the pressure is within the normal operating range.

Monitoring: Regularly check the Fuel Pressure Strip to ensure that the fuel pressure is stable and within the recommended range. Abnormal readings can indicate potential issues with the fuel system, such as a failing fuel pump or a blockage.

Alerts: The CGR-30 C will provide visual alerts if the fuel pressure falls below or rises above the preset limits. These alerts are designed to warn you of potential issues that could affect engine performance or safety. The digits on the digital display will blink when a fuel level reaches a red operating range. To stop the blinking, push the Exit button.



VACUUM PRESSURE

Purpose: Measures the vacuum pressure in the system. This is crucial for ensuring that vacuum-powered instruments operate correctly.

Display: Shown as a graphical strip on the screen, indicating the level of vacuum pressure. It helps you monitor whether the vacuum system is functioning within its normal range.

Monitoring: Regularly check the VAC strip to ensure that the vacuum pressure is stable and within the recommended range. Low or fluctuating vacuum pressure can indicate issues with the vacuum pump or system, potentially affecting instrument performance.

Alerts: The CGR-30 C may trigger visual or audible alerts if the vacuum pressure deviates from the normal range. These alerts are designed to notify you of potential issues with the vacuum system.



CARBON MONOXIDE LEVEL

Purpose: Measures and displays the concentration of carbon monoxide in the cockpit or cabin. High levels of CO can be dangerous and affect pilot performance and passenger safety.

Display: Shown as a graphical strip & numerical value on the gauge screen. It indicates the current level of carbon monoxide, allowing you to monitor its concentration.

Monitoring: Regularly check the CO LVL display to ensure that the carbon monoxide levels are within safe limits. This is important for ensuring a safe flying environment.

Alerts: The CGR-30 C may provide visual alerts if carbon monoxide levels exceed safe thresholds. These alerts help you take immediate action to address the issue. The digits on the digital display will blink when a fuel level reaches a red operating range. To stop the blinking, push the Exit button.



OUTSIDE AIR TEMPERATURE

Purpose: Displays the temperature of the air outside the aircraft. OAT is used to assess performance, fuel efficiency, and weather conditions.

Display: Shown as a numerical value & graphical indicator on the gauge screen. It provides real-time information about the ambient temperature outside the aircraft.

Monitoring: Regularly check the OAT display to understand how external temperature affects flight performance and to make necessary adjustments to flight operations.



VOLTS

Purpose: Displays the voltage level of the aircraft's electrical system, which typically operates at either 12V or 24V, depending on the aircraft's configuration.

Display: Shown as a numerical value & graphical strip on the gauge screen, representing the current voltage. This helps you monitor the health of the electrical system.

Monitoring: Regularly check the voltage reading to ensure that it remains within the normal operating range.

Alerts: The CGR-30 C will provide visual if the voltage deviates from the normal range. Low voltage may indicate a failing alternator or battery, while high voltage could suggest an issue with the voltage regulator. The digits on the digital display will blink when a fuel level reaches a red operating range. To stop the blinking, push the Exit button.



AMPS

Purpose: Displays the current in amps that the electrical system is using or providing. It shows the load being placed on the electrical system and the output from the alternator.

Display: Shown as a numerical value & graphical strip on the gauge screen, indicating the amount of current. Positive values typically represent current being provided by the alternator, while negative values may indicate current being drawn from the battery.

CENTURY 2000 AUTOPILOT



NOTE: ROLL MODE WAS ADDED TO WORK WITH WORKING TITLE LOGIC!

ON = MASTER AUTOPILOT ON

*ATTITUDE - ATT mode places pitch command with the ON switch.

*BANK - ROLL mode places roll command with the ON switch.

OFF = MASTER AUTOPILOT OFF

HDG = HEADING HOLD MODE

*In HDG mode the aircraft will track the heading bug selected on the HSI.

CENTURY 200 AUTOPILOT

TST = ALL ANNUNCIATORS SHALL ILLUMINATE

NAV = NAVIGATION MODE

*In NAV, APR, or REV modes the aircraft will intercept and track any properly programmed radio-defined course.

APR = APPROACH MODE

*APPROACH - The APR mode provides an automatic 45 degree VOR-LOC intercept angle and selected angle intercepts.

REV = BACK COURSE MODE

*REVERSE (Back Course) - The REV mode is for use in tracking the localizer back course Inbound and front course Outbound or VOR course Outbound.

Automatic 45 degree intercepts, selected angle intercepts, crosswind correction and tracking are as described in the APR mode except that response to radio signals is reversed.

ALT = ALTITUDE HOLD MODE

*ALTITUDE - ALT mode will cause the aircraft to maintain the pressure altitude present at the time of ALT engagement.

*ALT may be engaged at maximum rate of climb or descent, but for passenger comfort, rate of climb or descent should be reduced to 1,000 feet per minute or less prior to ALT engagement. Depressing either the pitch UP or DN switch will shift the AP mode back to ATT mode.

DN = PITCH MODIFIER SWITCHES

UP = PITCH MODIFIER SWITCHES

*PITCH MODIFIER SWITCHES - The pitch modifier switches are momentary push-button type, located on the right side of the Mode Programmer, used to modify the airplane's attitude and to shift the AP from the ALT mode to the ATT mode.

*ATTITUDE - ATT mode places pitch command with the pitch UP and DN switches. Pitch is always synchronized to the existing aircraft attitude after pitch modification. When engaging the autopilot or when transferring the system to ATT from ALT, the aircraft will maintain its existing attitude.