

# FLYSIMWARE

— FLY THE VINTAGE SKIES —



**LANCAIR LEGACY(STARHAWK)**

Version 1.1

**COCKPIT GLASS**

**OVERVIEW OF PANELS**

**MAIN PANELS**

**PILOTS & COPILOT PANELS**

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**Center Panel GTN 750 / Transponder / Autopilot**

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**Maintenance Page**

**CENTER PEDESTAL**

**MAIN COCKPIT**

**Throttle Quadrant, Fuel Valves and Tank Selectors**

**Hydraulic Dump Valves**

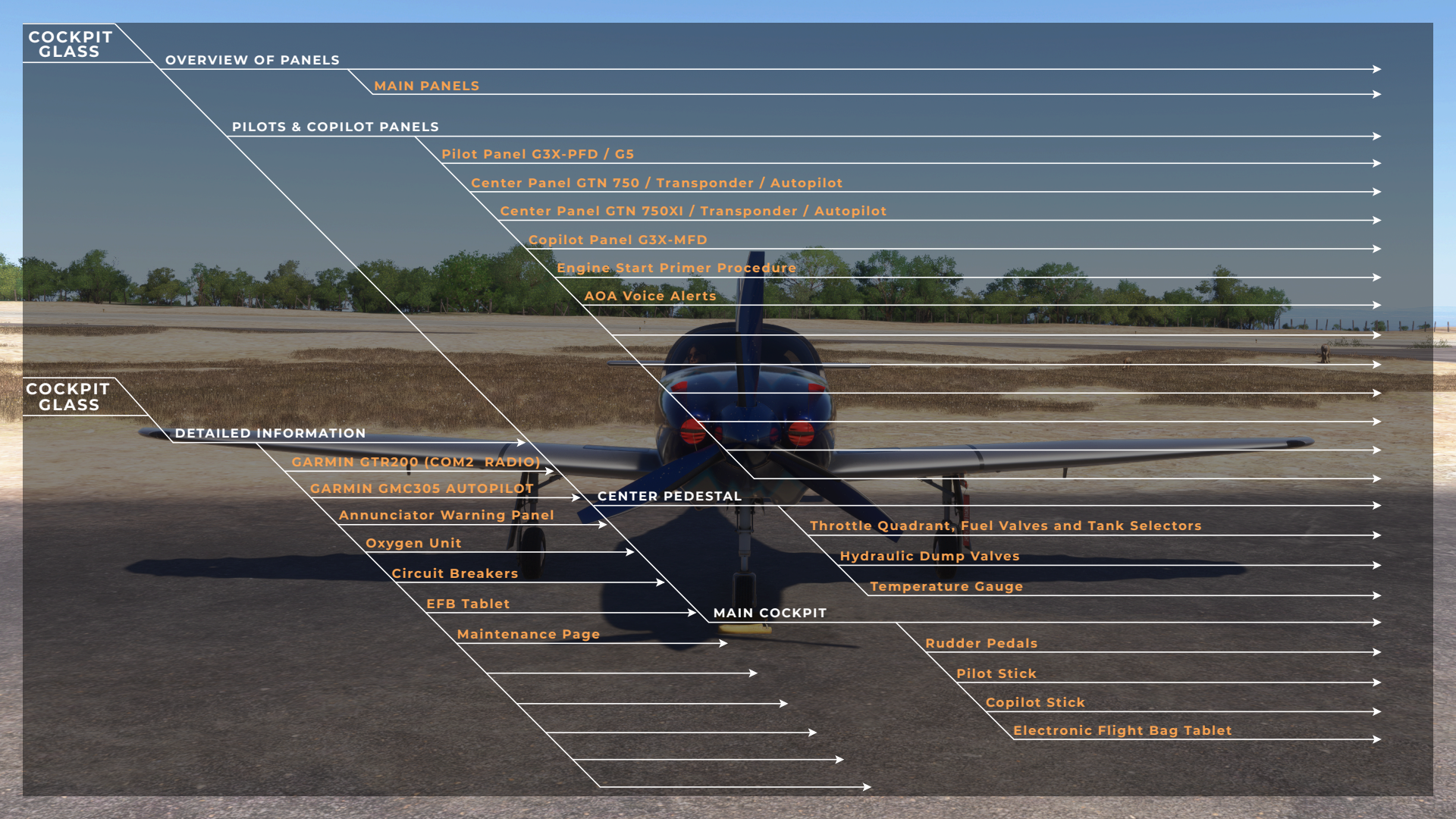
**Temperature Gauge**

**Rudder Pedals**

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**INTERIOR**

**CABIN**

Canopy

Canopy Open

Exit Aircraft

Cabin/Cargo Lights

**DETAILED INFORMATION**

**EXTERIOR**

**AIRCRAFT**

Canopy

Canopy Open

Ground Power Unit

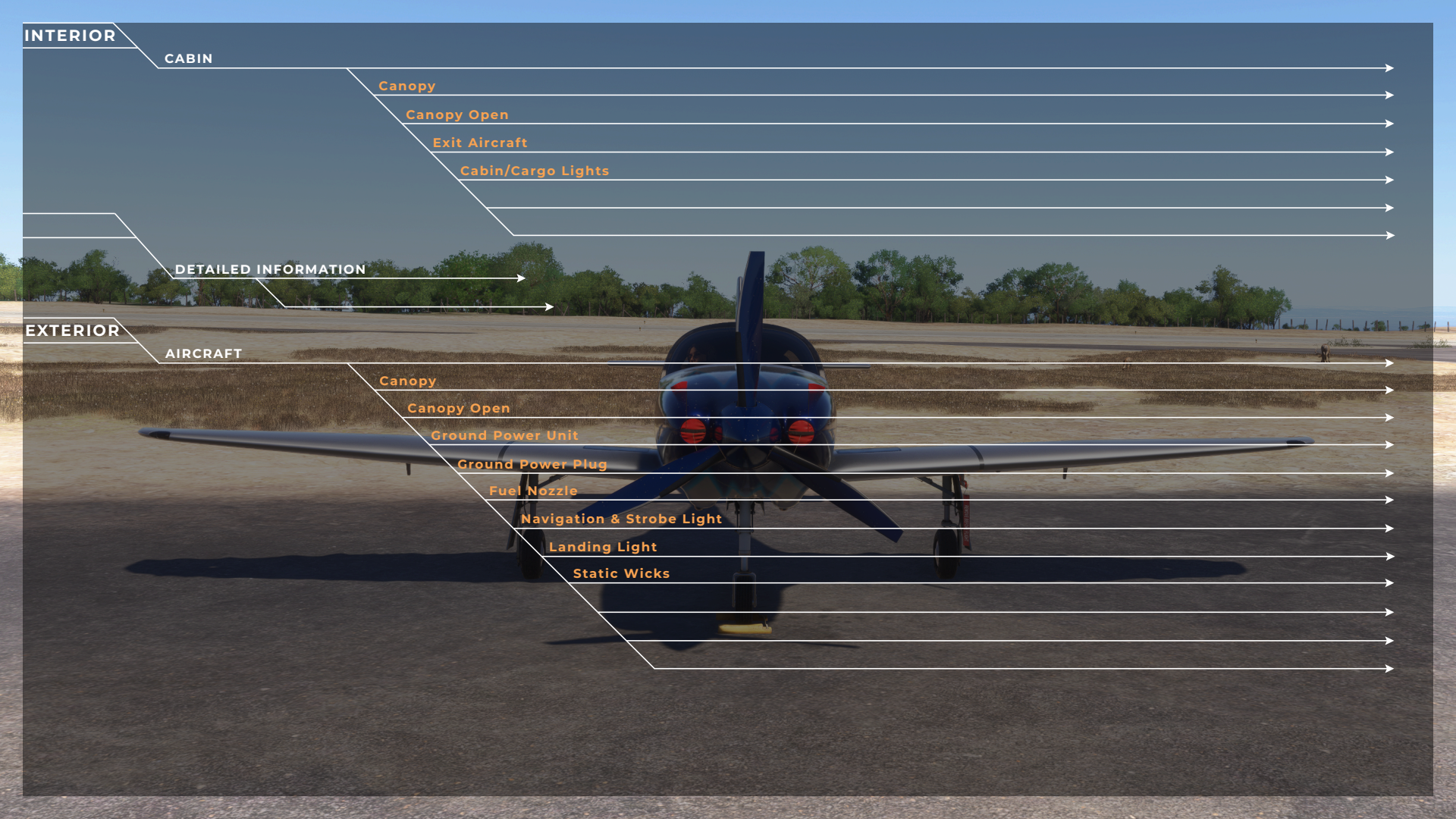
Ground Power Plug

Fuel Nozzle

Navigation & Strobe Light

Landing Light

Static Wicks



**PREFLIGHT DETAILED INFORMATION**

**EXTERIOR**

**Ailerons**

**Elevator's & Rudder**

**Nose tire And Chokes**

**Propeller**

**Engine Plugs**

**Oil Door**

**Ground Equipments Tip**

**VARIANT OPTION**

**EXTERIOR**

**INTERIOR**



COCKPIT  
ANALOG

OVERVIEW OF PANELS

MAIN PANELS

PILOTS & COPILOT PANELS

Pilot Panel

Center Panel

Copilot Panel

COCKPIT  
ANALOG

DETAILED INFORMATION

Annunciator Warning Panel

Autopilot Panel

EFB Tablet

CENTER PEDESTAL

Throttle Quadrant

Fuel Valves And Tank Selectors

Hydraulic Dump Valves

MAIN COCKPIT

Pilot Stick

Copilot Stick

Electronic Flight Bag Tablet

# COMING SOON



**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://discord.gg/WBXhEQVWma>

**Website:**

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

**Avsim:**

<https://www.avsim.com/forums/forum/728-flysimware-forum/>

## LANCAIR LEGACY 10-550N (NATURALLY ASPIRATED ENGINE)

### Exterior

Length: 22.4 ft  
Width: 22.5 ft  
Height: 8.0 ft

### Interior

Two Seats  
Cargo Compartment behind seats, Max 75 lbs

### Operating Weights

Max T/O Weight: 2550 lb  
Empty Weight: 1729 lb  
Fuel Capacity: 384 lbs

### Power Plant

Piston single engine  
Engine Model: Continental IO-550N  
Propeller 3 blades, feathering (STARHAWK ONLY)  
Propeller: MT propeller MTV-9-D-C-F/CF183-50a

### Range & Ceiling

8,500 ft, 75% Power, 45 Min reserve: 597nm  
Eco cruise, 16,000 ft, 45% Power, 45 Min reserv: 1,002nm  
Service ceiling: 18,000 ft

### Runway

Takeoff run distance at Sea level: 1,254 ft  
Takeoff run distance at 9,000 ft: 2,088 ft  
  
Landing Roll out distance sea level: 1,330 ft  
Landing Roll out distance 9,000 ft: 1.854 ft

### Performance

Max Speed: 274 KIAS  
Max level flight speed: 249 KTAS at sea level  
  
Cruise speed at 8,500ft, 75%Power: 235 KTAS  
Economy cruise, 16,000 ft, 45%Power: 203 KTAS  
  
Best climb rate at 3,000 ft: 2,313fpm  
Best climb rate at 9,000 ft: 1,560 fpm

## LANCAIR LEGACY TSIO 550N (TURBOCHARGED)

### Exterior

Length: 22.4 ft  
Width: 22.5 ft  
Height: 8.0 ft

### Interior

Two Seats  
Cargo Compartment behind seats, Max 75 lbs

### Operating Weights

Max T/O Weight: 2550 lb  
Empty Weight: 1729 lb  
Fuel Capacity: 384 lbs

### Power Plant

Piston single engine  
Engine Model: Continental TSIO-550E(Turbocharged)  
Propeller 3 blades, feathering(STARHAWK ONLY)  
Propeller: MT propeller MTV-9-D-C-F/CF183-50a

### Range & Ceiling

16,000 ft, 75% Power, 45 Min reserve: 602nm  
Eco cruise, 22,000 ft, 45% Power, 45 Min reserv: 782nm  
Service ceiling: 25,000 ft

### Runway

Takeoff run distance at Sea level: 1,110 ft  
Takeoff run distance at 9,000 ft: 1,459 ft

Landing Roll out distance sea level: 1,330 ft  
Landing Roll out distance 9,000 ft: 1.854 ft

### Performance

Max Speed: 274 KIAS  
Max level flight speed: 279 KTAS at 24,000 ft

Cruise speed at 16,000 ft, 75%Power: 262 KTAS  
Economy cruise,22,000 ft, 45%Power: 200 KTAS

Best climb rate at 3,000 ft: 3,022fpm  
Best climb rate at 9,000 ft: 2,937 fpm

## Flight Sim Variant Information

### 1. Castering Nose gear steering & braking

- Castoring Nose Gear + Differential Braking — Use this variant if you have rudder pedals and toe brakes. This is the realistic setup: the nose wheel free-castors, and steering is controlled by applying left or right brake.
- Steering + Standard Brakes — Use the variant with the “Steering” suffix only if you do not have rudder pedals or toe brakes. This version allows nose wheel steering with a joystick twist axis and uses a standard brake button.

### 2. Engine Management

- 10-550N Engine - Naturally Aspirated
- TS10-550E Engine - Turbocharged
  - Naturally Aspirated — If the variant name does not include “Turbo,” this is the naturally aspirated version. As you climb, manually lean the mixture to maintain the correct fuel-to-air ratio for best performance and fuel consumption.
  - Turbocharged — If the variant name includes “Turbo,” this is the turbocharged version. Leave the mixture lever full forward up to the 18,000 ft critical altitude; above that, begin leaning the mixture for best fuel consumption.

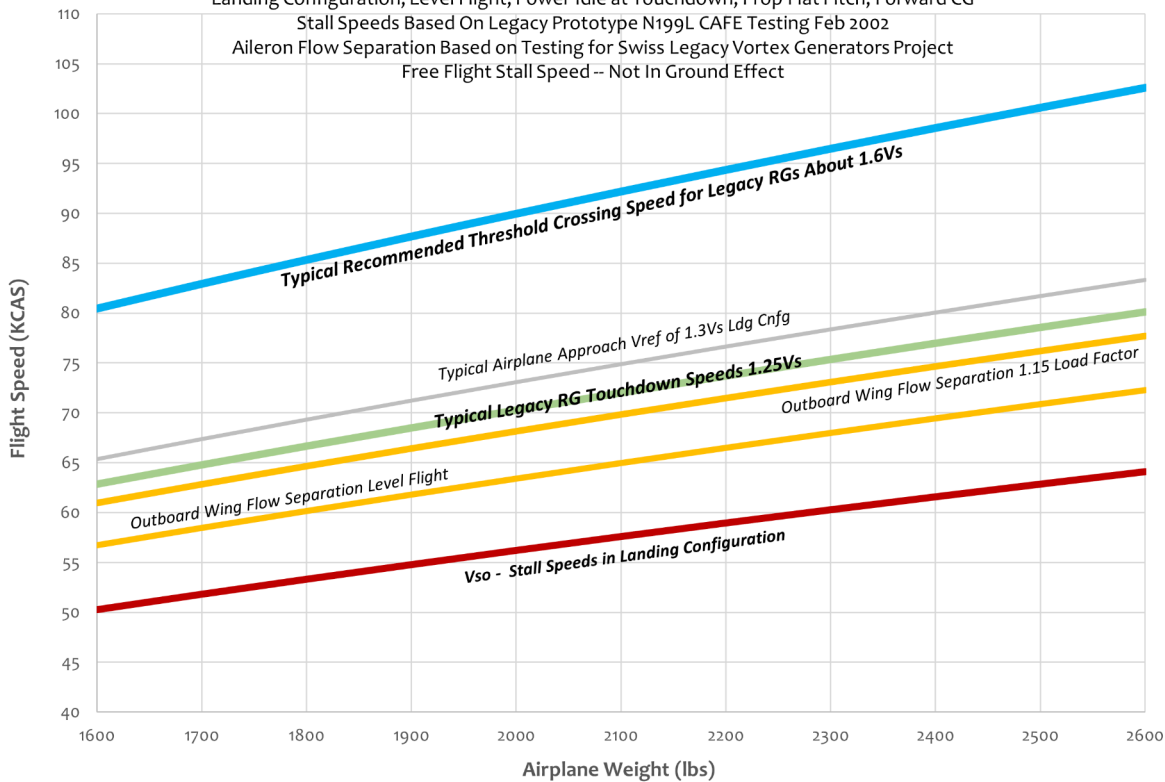
### 3. Propeller Feathering-Feathering is only available on the StarHawk variant

- Propeller feathering can only be activated after the prop lever has first been moved all the way back to the bottom position using either your hardware or mouse. Once the lever is fully back, you must use the mouse to grab the prop lever a second time and pull it further down into the feather range. The propeller RPM must be above 1,000 RPM for feathering to activate.

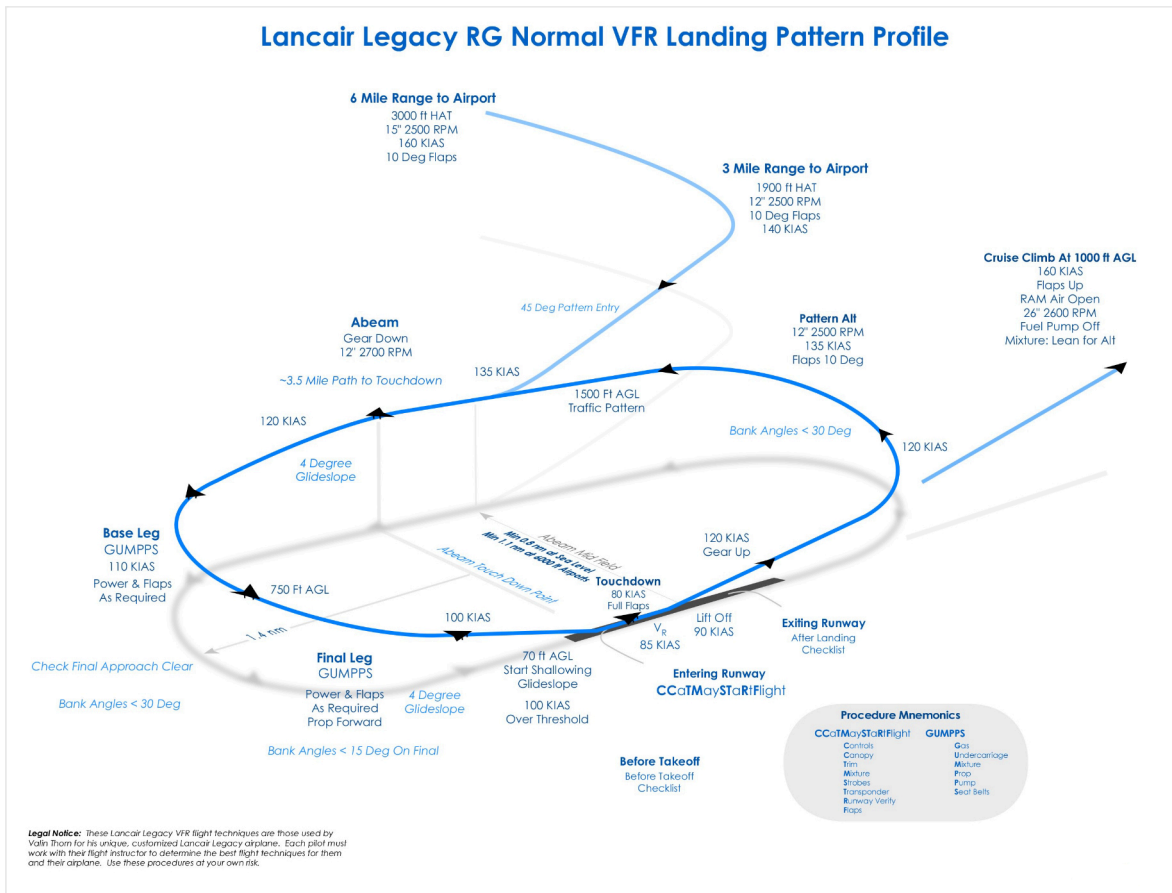
## Flight Performance Data

### Legacy RG Approach & Landing Speeds

Landing Configuration, Level Flight, Power Idle at Touchdown, Prop Flat Pitch, Forward CG  
 Stall Speeds Based On Legacy Prototype N199L CAFE Testing Feb 2002  
 Aileron Flow Separation Based on Testing for Swiss Legacy Vortex Generators Project  
 Free Flight Stall Speed -- Not In Ground Effect

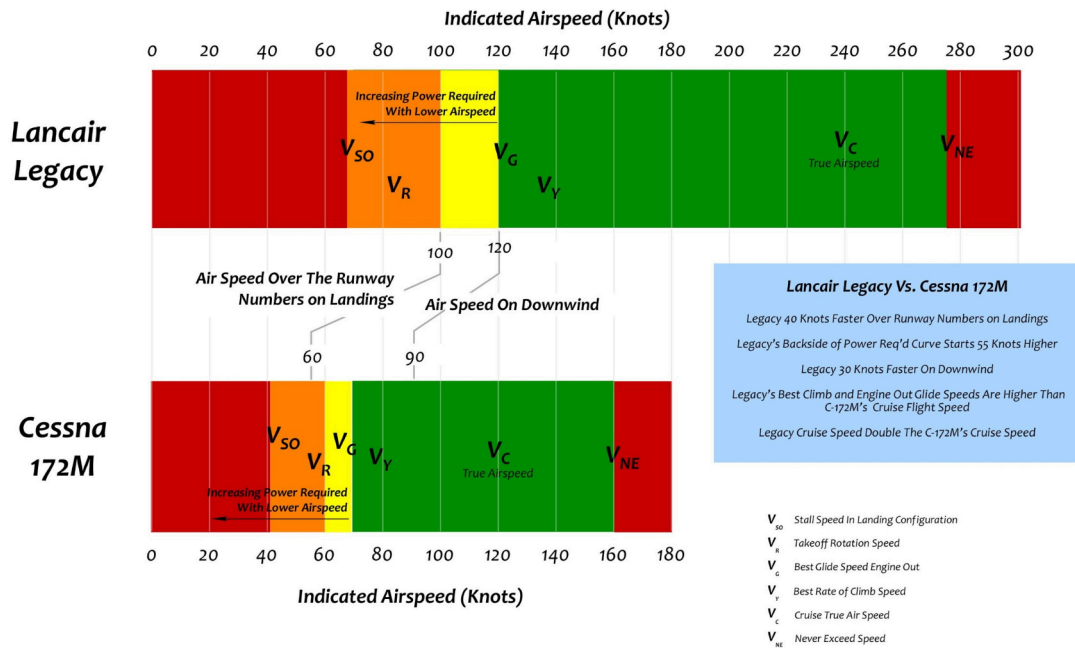


## Flight Performance Data



## Flight Performance Data

### Experimental Lancair Legacy Flight Envelope Speeds Vs. Typical Certified Light Airplane



### **TrueSim System Overview**

TrueSim is an advanced maintenance and wear simulation system that models the real-world aging and condition of the aircraft over time. Instead of static or purely visual effects, TrueSim continuously tracks usage, environmental exposure, and operational behavior to simulate gradual system degradation. Components such as oil levels, filters, tire, and other systems will wear down naturally based on how the aircraft is operated. Factors like engine run time, ground movement, environmental conditions, and general usage all contribute to the aircraft's evolving condition, creating a more realistic and persistent ownership experience.

The system operates seamlessly in the background during normal flight and retains its state between sessions, ensuring that the aircraft's condition and wear is available. Maintenance features can be enabled or disabled at any time through the EFB settings, allowing users to choose between a fully simulated experience or a simplified mode depending on their preference.

# MAIN PANELS



# Pilot Panel G3X-PFD / G5



**PARKING LEVER BRAKE**  
Press to toggle lever brake on/off

**PILOT AIR VENT**  
Hold drag to adjust the pilot air vent

**CARBON MONOXIDE BUTTON**  
Press push to test the carbon monoxide button

**CAUTION WARNING SWITCH**  
Hold to toggle & drag 3-way switch:  
Up: DIM  
Center: Bright  
Down: Test

**AOA TEST BUTTON**  
Press push to test the AOA

**AOA DIMMER**  
Press push to test the AOA dimmer

**ANNUNCIATOR PANEL**  
Click here for detailed info.

**GARMIN PFD G3X TOUCH**

**GARMIN G5**

**ALTERNATOR 2 SWITCH**  
Press to toggle battery switch on/off

**FUEL PUMP SWITCH**  
Hold to drag 3-way switch:  
Up: High  
Center: Off  
Down: Low

**CANOPY LEVER SWITCH**  
Press to set canopy lever switch position on/off

**BATTERY SWITCH**  
Press to toggle battery switch on/off

**NAV STROBE LIGHT SWITCH**  
Hold to drag 3-way switch:  
Up: Nav/Strobe Light  
Center: Nav Light  
Down: Off

**ESS BUS SWITCH**  
Press to toggle ess bus switch on/off

**ALTERNATOR 1 SWITCH**  
Press to toggle battery switch on/off

**AVIONICS SWITCH**  
Press to toggle avionics switch on/off

**PANEL LIGHT KNOB**  
Hold drag to adjust the light knobs brightness

**FLAPS SWITCH**  
Hold to drag Flaps Switch:  
To set flaps position to up or to down.  
Hold the flaps switch for few seconds to move them up or down.

**MASTER LIGHTS KNOB**

**LOGO LIGHTS KNOB**

**LANDING LIGHT SWITCH**  
Hold to drag 3-way switch:  
Up: Landing  
Center: Off  
Down: Pulse

**RUDDER TRIM SWITCH**  
Press to drag lock the rudder trim switch to left or right

**FOOTWELL LIGHTS KNOB**

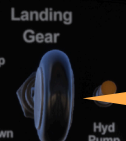
**CARGO LIGHTS KNOB**

**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.

# Center Panel GTN 750 / Transponder / Autopilot

COCKPIT — Pilot & Copilot Panels

AOA INSTRUMENT DISPLAY



LANDING GEAR  
Hold to set gear position up/down

LANDING GEAR SAFE LIGHTS

GARMIN GTN 750 (PMS50)



Click here for detailed info.  
GARMIN GTR200 (COM2 RADIO)

GARMIN GMC305 AUTOPILOT UNIT

Click here for detailed info.



# Center Panel GTN 750XI / Transponder / Autopilot

AOA INSTRUMENT DISPLAY



LANDING GEAR

Hold to set gear position up / down

LANDING GEAR SAFE LIGHTS

GARMIN GTN 750XI (TDS)

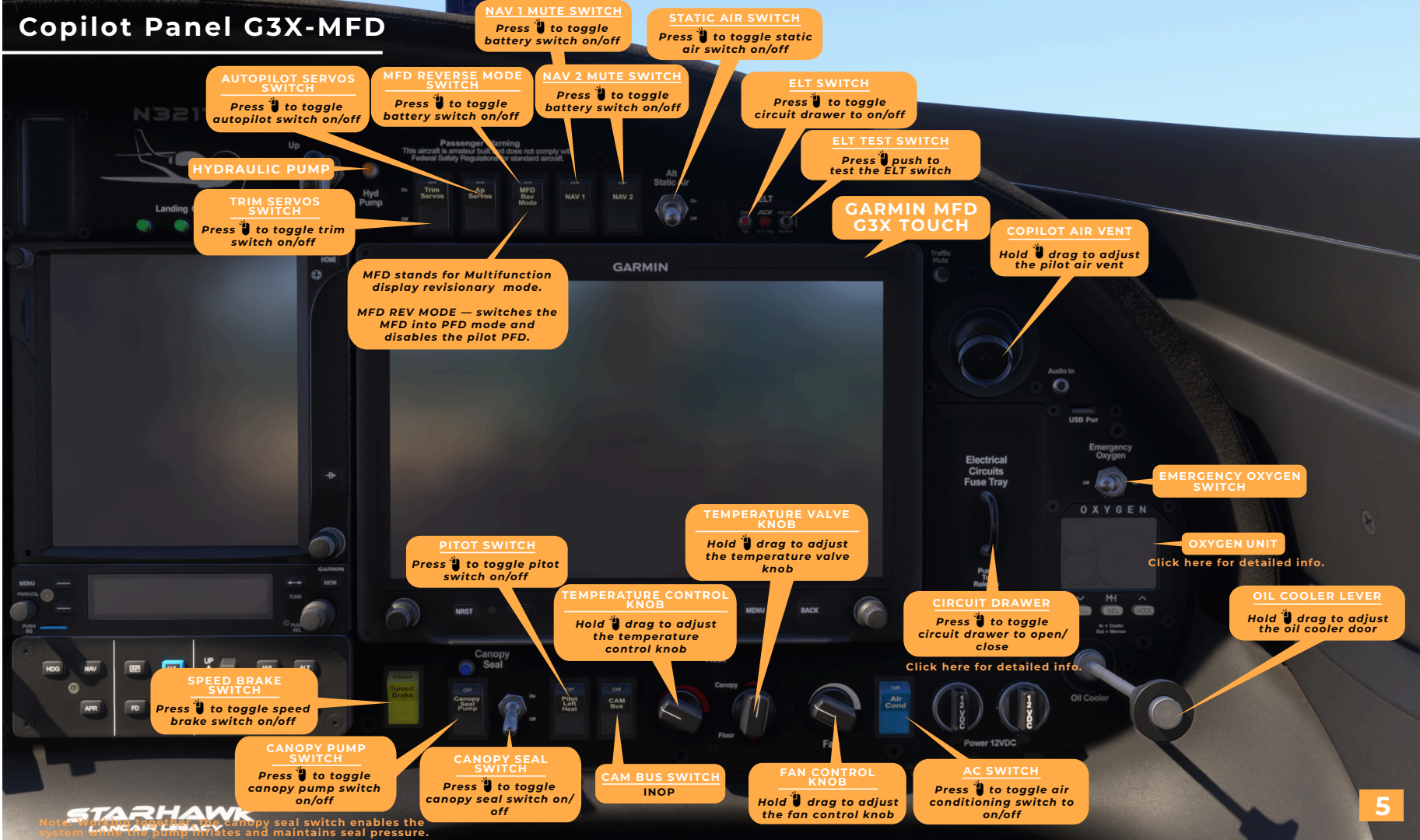
[Click here for detailed info.](#)

GARMIN GTR200 (COM2 RADIO)

GARMIN GMC305 AUTOPILOT UNIT

[Click here for detailed info.](#)

# Copilot Panel G3X-MFD



**AUTOPILOT SERVOS SWITCH**  
Press to toggle autopilot switch on/off

**MFD REVERSE MODE SWITCH**  
Press to toggle battery switch on/off

**NAV 1 MUTE SWITCH**  
Press to toggle battery switch on/off

**STATIC AIR SWITCH**  
Press to toggle static air switch on/off

**ELT SWITCH**  
Press to toggle circuit drawer to on/off

**ELT TEST SWITCH**  
Press push to test the ELT switch

**HYDRAULIC PUMP**

**TRIM SERVOS SWITCH**  
Press to toggle trim switch on/off

**GARMIN MFD G3X TOUCH**

**COPILOT AIR VENT**  
Hold drag to adjust the pilot air vent

**MFD stands for Multifunction display revisionary mode.**  
**MFD REV MODE** — switches the MFD into PFD mode and disables the pilot PFD.

**EMERGENCY OXYGEN SWITCH**

**OXYGEN UNIT**  
Click here for detailed info.

**TEMPERATURE VALVE KNOB**  
Hold drag to adjust the temperature valve knob

**PITOT SWITCH**  
Press to toggle pitot switch on/off

**TEMPERATURE CONTROL KNOB**  
Hold drag to adjust the temperature control knob

**CIRCUIT DRAWER**  
Press to toggle circuit drawer to open/close  
Click here for detailed info.

**OIL COOLER LEVER**  
Hold drag to adjust the oil cooler door

**SPEED BRAKE SWITCH**  
Press to toggle speed brake switch on/off

**CANOPY PUMP SWITCH**  
Press to toggle canopy pump switch on/off

**CANOPY SEAL SWITCH**  
Press to toggle canopy seal switch on/off

**CAM BUS SWITCH INOP**

**FAN CONTROL KNOB**  
Hold drag to adjust the fan control knob

**AC SWITCH**  
Press to toggle air conditioning switch to on/off

Note: Working together, the canopy seal switch enables the system while the pump inflates and maintains seal pressure.

# Engine Start Primer Procedure



## Engine Start Notes

The Lancair Legacy includes a custom engine start simulation based on engine temperature. For colder starts, the engine may require fuel pump priming and additional cranking time before it will fire.

### 30°F and below:

- Turn Fuel Pump high ON.
- Move the throttle above 80% for about 4 seconds.
- Turn the fuel pump OFF.
- Move the throttle between 40% and 80%.
- Crank the engine. The engine may take up to 5 seconds of cranking before it starts.

### 30°F to 45°F:

- Turn Fuel Pump low ON.
- Move the throttle above 80% for about 4 seconds.
- Turn the fuel pump OFF.
- Move the throttle between 40% and 80%.
- Crank the engine. The engine may take about 3.2 seconds of cranking before it starts.

### 45°F to 60°F:

- Move the throttle between 40% and 80%.
- Crank the engine. The engine may take about 2.5 seconds of cranking before it starts.

### 60°F and above:

- Use the normal engine start procedure.
- No additional priming delay is required.

### Note:

- After the engine has been running, engine temperature is used for restart behavior instead of outside air temperature.
- This feature can be enabled or disabled in the EFB.

# AOA Voice Alerts



The Lancair Legacy includes AOA voice alerts to help remind the pilot of important landing configuration items. If the aircraft appears to be configured for landing but the landing gear is not down, the AOA system will repeat the “landing gear” voice alert.

This alert may occur when:  
The aircraft is in the air.  
The throttle is at 50% or less.  
The flaps are set to 25° or greater.  
The landing gear is not down.

The AOA system also includes a takeoff configuration reminder. If the aircraft is on the ground with takeoff power applied and the flaps are not set, the system will repeat the “flaps” voice alert.

This alert may occur when:  
The aircraft is on the ground.  
The throttle is above 60%.  
The flaps are set to 5° or less.

**Note:**  
These alerts are helpful reminders only. Always verify the aircraft configuration using the cockpit indicators and normal checklist procedures.

# Throttle Quadrant, Fuel Valves and Tank Selectors

STARHAWK

**PROPELLOR LEVER**

Hold  drag to adjust propellor RPM control

ALLYSON THORN  
VALIN THORN

**MIXTURE LEVER**

Hold  drag to adjust mixture lever

**RAM AIR LEVER**

Hold  drag to adjust the ram air lever

**THROTTLE LEVER**

Hold  drag to adjust throttle lever

**FUEL SELECTOR**

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

**Note:** Ram air should be open before take off and closed right after landing. Opening the ram air, bypasses the air filter and allows colder, denser outside air to enter the induction system more directly. This can reduce induction restriction and slightly improve engine power, especially at higher speeds.

# Hydraulic Dump Valves

**PRIMARY DUMP VALVE**

Press  to toggle primary dump valve to on/off

**CROSS OVER DUMP VALVE**

Press  to toggle cross over dump valve to on/off

**HYDRAULIC PRESSURES**

Measured in psi

HYDRAULIC PRESSURES

HYDRAULICS DUMP VALVES

RETRACT CIRCUIT

CIRCUIT DEPLOY

# Temperature Gauge

LANCAIR LEGACY



**CYCLE = 5, 10, 15, 20, 25, 30 (cycles to these timer times in minutes and also resets the timer when changing)**

**RESET = stops the beeping when the timer has run out and resets the timer back to the full selected time or powers the unit on.**

**RESET = hold for 3 seconds to power the unit off**

**°F / °C = toggles between Fahrenheit and Celsius (save state)**


## Rudder Pedals

**RUDDER PEDALS**

**RUDDER PEDAL HANDLE**

Press  hold to adjust rudder pedal's position

**FOOTWELL LED LIGHTS**


Press  hold to rotate footwell knob to adjust brightness. Access it from the pilot panel.

## Pilot Stick



## Copilot Stick

### COPILOT PITCH/ROLL TRIM

Hold  drag the button up/down to adjust pitch trim & left/right to adjust roll trim

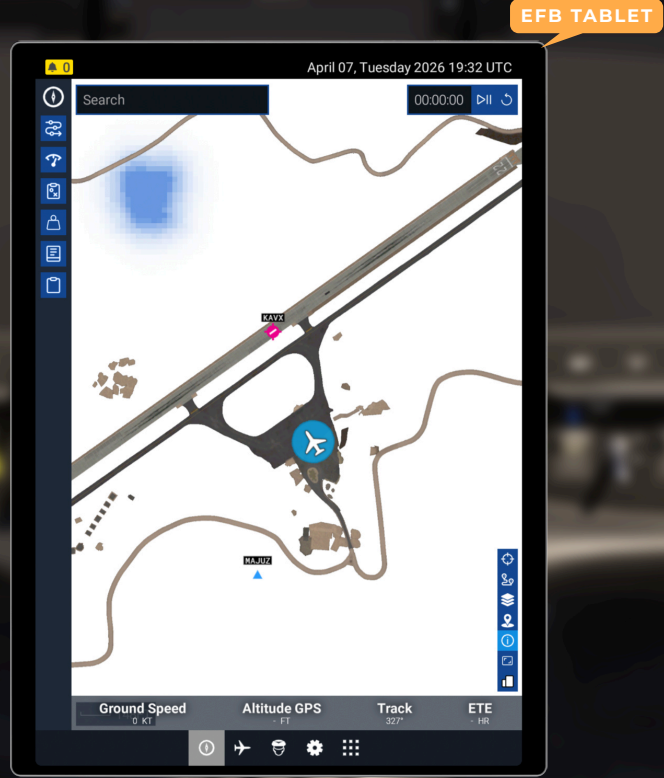
### COPILOT CWS SWITCH

Press  to toggle

### COPILOT COMM SWITCH

Press  to toggle

# Electronic Flight Bag Tablet



[Click for the detailed info.](#)


## Canopy

### CANOPY HOTSPOT

Press  to toggle canopy to open/close

*Note: Make sure to click the canopy lever to unlock the canopy before clicking this hotspot*

### CANOPY LEVER

Press  to toggle canopy lever to lock/unlock the canopy

# Canopy Shortcut

*Note: This is the shortcut to open/close the canopy. Canopy seal switch should be turned off, while using that shortcut.*

*Note: This bypasses the latch mechanism between the seats, allowing the canopy to be unlocked or locked, while opening and closing immediately*

**CANOPY OPEN**  
 Press  to toggle canopy lever to lock/unlock the canopy



## Canopy Open

### CANOPY HOTSPOT

Press  to toggle  
canopy to open/close

# Exit Aircraft

**EXIT AIRCRAFT**  
Press  to toggle button to exit aircraft

*Note: This allows you to exit the aircraft but only if the canopy is already open.*



## Canopy

**Click on this decal to raise and lower the canopy**

*Note: These decals are just a toggle.*

↑ RAISE CANOPY  
LOWER CANOPY ↓

**Clicking the door handle unlatches or latches the door**

*Note: Clicking on the hotspot shows you raise/lower canopy options.*

OPEN CANOPY

STATIC PORT  
KEEP CLEAR

## Canopy Open

Turn on the cabin lights during night time, to enter the aircraft.

Note: Clicking on the decal 'raise and lower' will display this new decal labelled 'enter aircraft and canopy light switch'. Click this decal to enter the aircraft.

Note: These decals are just a toggle.

ENTER AIRCRAFT  
CANOPY LIGHT SWITCH  
RAISE CANOPY  
LOWER CANOPY

## Ground Power Unit



Access this GPU from the EFB Tablet.

## GPU Power Plug



The bulbs light up based on the battery voltage.

- Red illuminates when the battery voltage is below 24.8V
- Amber illuminates between 24.8–25.3V
- Green illuminates above 25.3V

## Fuel Nozzle

### FUEL NOZZLE

*Fuel nozzle will show once the fuel caps are removed and either the custom fuel truck or the ATC fuel truck has arrived.*

Request fuel supply services from the ground crew through ATC

## Navigation & Strobe Light



NAVIGATION RED LIGHT

Green Navigation Light on the other wing

STROBE LIGHTS

# Landing Light

## LANDING LIGHT

There is no taxi light on this aircraft



STATIC WICKS

## Ailerons



1. Check both ailerons by moving them up and down.
2. They should move freely with no resistance.

## Elevator's & Rudder



1. Check both elevator's and a rudder by moving them up and down and left to right simultaneously.
2. They should be move freely with no resistance.

## Nose Tire & Chokes

1. *Inspect nose tire for proper shape and inflation.*
2. *Ensure no excessive wear, cuts, or flat spots.*

1. *Click here to mount or remove chokes*

## Propeller



*The propeller should turn smoothly, with normal resistance from engine compression*

## Engine Plugs



1. Remove engine plugs.
2. No foreign objects left behind after removal.

## Oil Door

SHOW / HIDE  
TOP  
NACELLE COVER

SHOW / HIDE  
BOTTOM  
NACELLE COVER

1. Open the oil access door to check the engine oil level during preflight.
2. Ensure the oil quantity is within the recommended range and the cap is securely fastened.

Check EFB maintenance page for oil levels.

## Ground Equipments Tip

SHOW / HIDE  
TOP  
NACELLE COVER

Click decal to show/hide top nacelle cover

SHOW / HIDE  
BOTTOM  
NACELLE COVER

Click decal to show/hide bottom nacelle cover

Mount/remove pitot cover

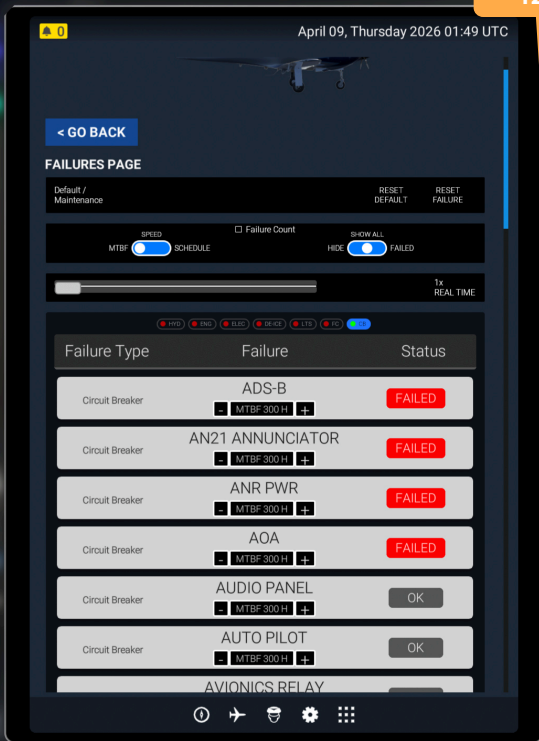
1. Ground equipment can be mounted/removed individually during preflight as per checklist.

2. By mounting/removing the chocks, resets all items (nacelle covers, oil cap, oil door and fuel caps) to their default state.

Note: This excludes the pitot cover, as it is up to you to remove before flying.

# Circuit Breakers

These are the circuit fuses; if a fuse blows, it will illuminate for easy identification. If a blown fuse is suspected, you can open the circuit breaker panel or check the EFB Failure Page to diagnose the issue. You can also click on the illuminated fuse to replace it with a new one.



12V Bus

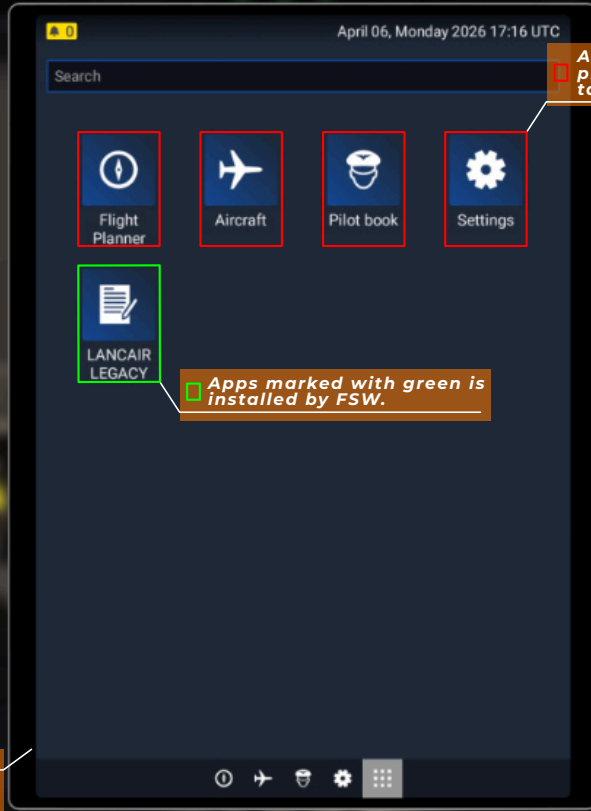
Essential Bus

Avionics Bus

Main Bus



# EFB Tablet Detailed Info.



Apps marked with red are pre-installed on the tablet.

Apps marked with green is installed by FSW.

Note: "We have reported a bug to Asobo that viewing the pages in the bezel is lower quality than the widget. It is our our recommendation to use the widget or the pop-out and place it on anothe monitor for high quality display."

[Return](#)

# EFB Tablet Detailed Info.



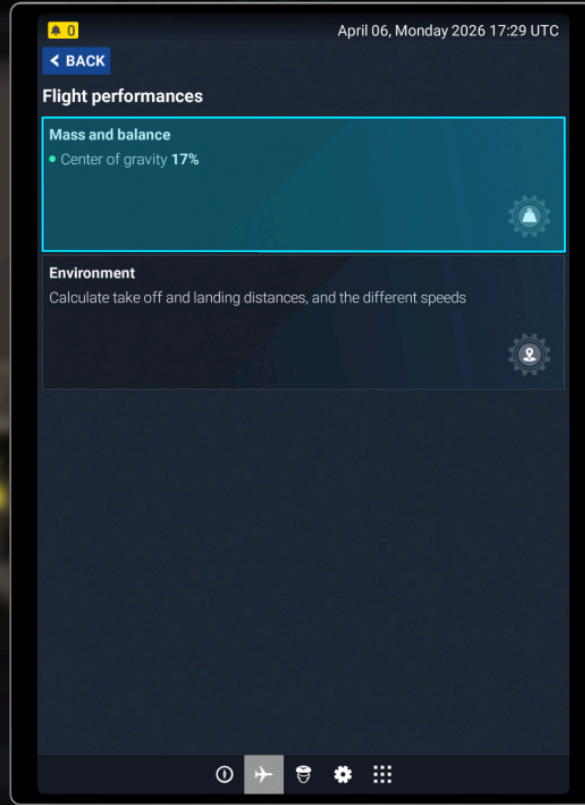
Aircraft

The Aircraft page is organized into three main categories:

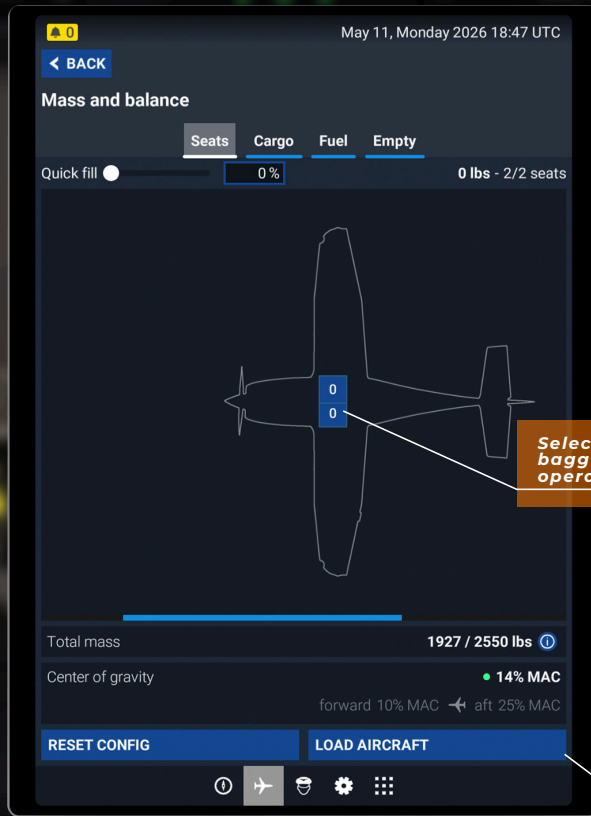
- Flight Performance (including Mass and Balance and Environment submenus)
- Checklists (available in Standard, Advanced, and Expert levels)
- Aircraft Information (providing reference data specific to the airframe)

[Return](#)

## EFB Tablet Detailed Info.



# EFB Tablet Detailed Info.



Select seat positions to assign passengers and baggage, adjusting loads according to operational weight requirements.

Once weight requirements are confirmed, select Load Aircraft to apply passenger and baggage loading to the aircraft

# EFB Tablet Detailed Info.

**WARNING:** The Quick Fill function may permit loading beyond operational limits, potentially resulting in an unflyable aircraft.



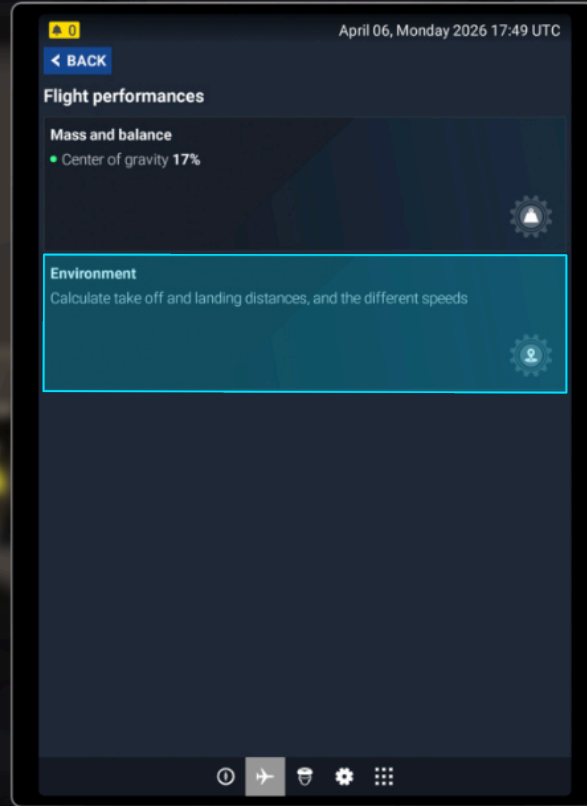
In the Cargo section, select the desired cargo options to allocate baggage in accordance with load requirements

# EFB Tablet Detailed Info.



*Set fuel quantities in accordance with mission and operational requirements.*

## EFB Tablet Detailed Info.



# EFB Tablet Detailed Info.

## ENVIRONMENT

*The Environment Page provides the tools to compute accurate takeoff and landing performance by combining runway selection with live METAR data or custom manual weather inputs. Users can set wind magnitude and direction, temperature, QNH, and aircraft configuration (such as flaps). These settings allow the system to generate realistic performance numbers tailored to the specific runway and weather conditions.*

The screenshot shows the 'Environment' page on an EFB tablet. At the top right, it displays the date and time: 'April 06, Monday 2026 18:21 UTC'. Below this is a '< BACK' button. The page is divided into several sections: 'Environment' with 'TAKE OFF' and 'LANDING' tabs; 'Runway' with a search input field; 'Weather' with 'METAR' and 'MANUAL' tabs; and 'Aircraft Configuration' with a dropdown menu currently set to 'FLAP INDEX 0'. On the right side of the screen, there is a message: 'No runway selected'. At the bottom, there is a navigation bar with icons for home, flight, a shield, settings, and a grid.

# EFB Tablet Detailed Info.

## LEVEL STANDARD

Select the checklist level to access Standard, Advanced, or Expert options.  
 Note: Use level standard as we do not offer any other levels of standard.

LEVEL STANDARD ^

- STANDARD
- ADVANCED
- EXPERT

April 15, Wednesday 2026 21:10 UTC

< BACK

Checklists < PRESTART

LEVEL ADVANCED 0/8 RESET

RESET ALL

- ^ Preflight
  - PREFLIGHT-CABIN
  - PREFLIGHT-EXTERIOR
  - PRESTART
  - START
  - COLD ENGINE START
  - AFTER ENGINE START
  - BEFORE TAXI
  - TAXI BEFORE TAKE OFF
  - ENGINE RUNUP
- ▼ Inflight
- ▼ Postflight

○ CAMERAS ON / RECORDING  
 Check if the cameras are on and recording

○ PREFLIGHT INSPECTION COMPLETE  
 Complete the preflight inspection

○ WEIGHT BALANCE WITHIN LIMITS  
 Check the weight and balance

○ EMERGENCY EQUIPMENT ONBOARD  
 Check if the emergency equipment is onboard

○ BRIEFED BRIEFED  
 Check if the passengers are briefed

○ SEATS BELTS ADJUST / SECURE  
 Check if the seat belts are adjusted and secure

○ LOGISTICS FLT BAG, WATER  
 Check if logistics are on board

○ ALL SWITCHES CONFIGURE FOR ENGINE START  
 Check if all the switches are configured for engine start

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# EFB Tablet Detailed Info.

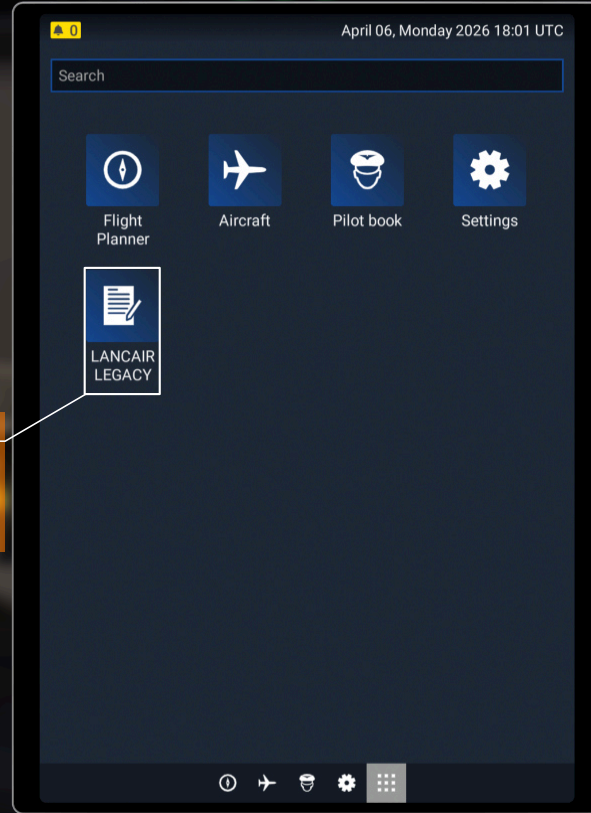
**AIRCRAFT INFORMATION**  
*The Aircraft Information page provides essential reference data about the aircraft's capabilities and configuration*

The screenshot shows a tablet interface with a dark blue background. At the top right, it displays the date and time: "May 12, Tuesday 2026 20:34 UTC". Below this is a "BACK" button. The main title is "Flysimware Lancair Legacy". The data is presented in a list format with labels on the left and values on the right:

Cabin	LEGACY G3X GTN750
Landing Surface	-
Fuel	18 gal/h
Cruise Speed	235 kt
Max Altitude	18 000 ft
Range	600 nm

At the bottom of the screen, there is a navigation bar with five icons: a home icon, an airplane icon, a person icon, a gear icon, and a grid icon.

## EFB Tablet Detailed Info.



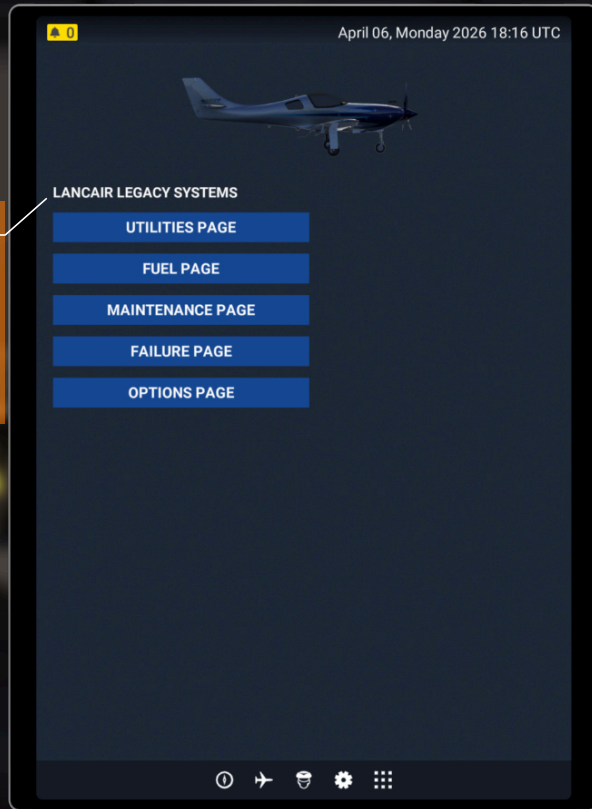
**LANCAIR LEGACY OPTIONS**  
*A dedicated menu for adjusting the Lancair's Legacy customization, realism settings, optional equipment, and performance configurations.*

# EFB Tablet Detailed Info.

## LANCAIR LEGACY SYSTEMS

*This section gives you access to all Lancair Legacy app pages. After opening any page, use the Go Back button to return to this main menu.*

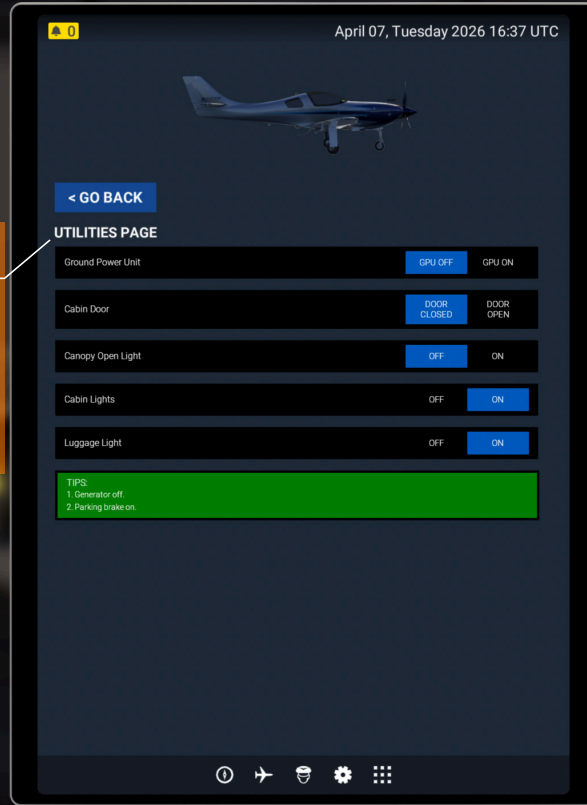
*If you navigate anywhere outside the Lancair Legacy app without exiting the page you were on, the next time you open the Lancair Legacy app it will automatically return to that same page. The only way to get back to this menu is by using the Go Back button.*



# EFB Tablet Detailed Info.

## UTILITIES PAGE

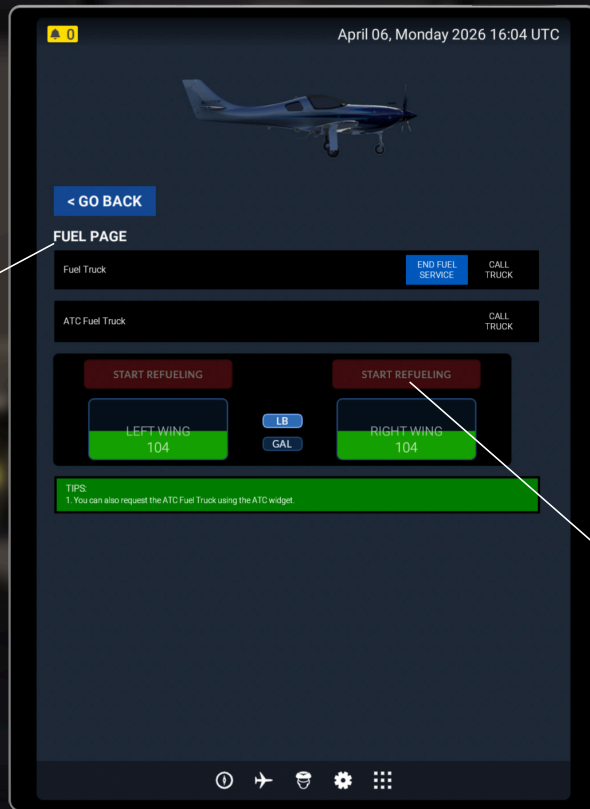
*The Utilities Page allows you to control essential aircraft functions for ground operations and pre-flight setup. In addition to GPU access, you can manage the cabin door for passenger entry, toggle canopy and cabin lights for visibility, and control the luggage light for loading operations. These options help ensure the aircraft is properly prepared, safe, and ready before departure.*



# EFB Tablet Detailed Info.

## FUEL PAGE

*The Fuel Page allows you to manage fuel loading and monitor the Lancair's Legacy complete fuel system. You can request a fuel truck, end fuel service, or call the ATC fuel truck directly from the EFB—and also request it through the ATC widget as an alternative. Fuel quantities can be displayed in either pounds or gallons based on your preference.*



## Fueling

*Click the red start fueling button(s) to fuel for one tank or click both for fueling both tanks. Red indicates not fueling.*

# EFB Tablet Detailed Info.

## MAINTENANCE PAGE

*The Maintenance Page is powered by Flysimware's TrueSim system. TrueSim simulates real world wear, aging and system degradation over time. This feature can be turned ON/OFF in the EFB settings.*

[Click here for detailed info.](#)

April 07, Tuesday 2026 00:40 UTC

< GO BACK

MAINTENANCE PAGE

PREVENTIVE MAINTENANCE

WEAR RATE  
 1X  2X  4X

CONTINENTAL IO-550N  
 CONTINENTAL TSIO-550OE  
 6 CYLINDER, AIR-COOLED  
 FUEL-INJECTED, 310 - 350 HP

FULL MAINTENANCE REPAIR  
 Resets all preventive maintenance conditions to default.

ENGINE OVERALL CONDITION  
 100.0%

LEFT MAGNETO SPARK PLUGS

CYL 1	CYL 2	CYL 3	CYL 4	CYL 5	CYL 6
100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

RIGHT MAGNETO SPARK PLUGS

CYL 1	CYL 2	CYL 3	CYL 4	CYL 5	CYL 6
100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

ENGINE OIL LEVEL      ENGINE AIR FILTER

ⓘ ✈️ 🛠️ ⚙️ ☰

[Return](#)

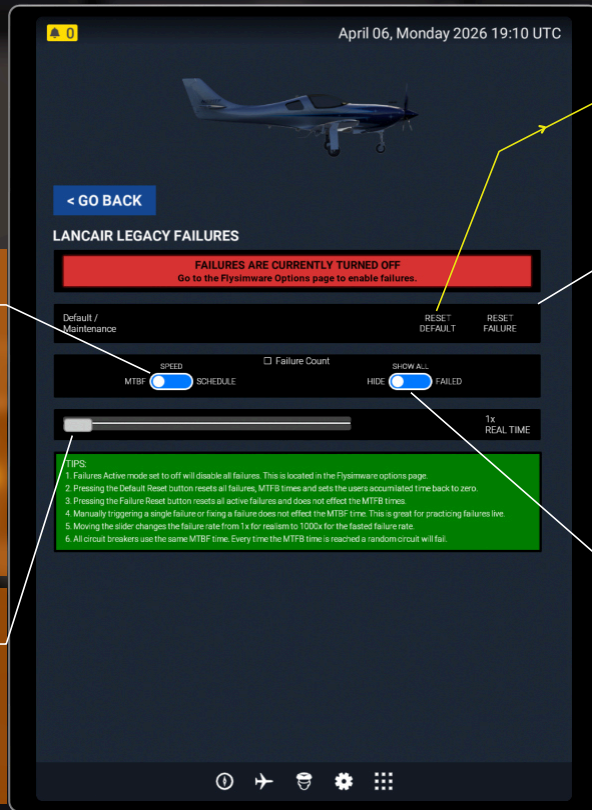
# EFB Tablet Detailed Info.

## MTBF/SCHEDULE MODE

The Failures Page for the Lancair Legacy lets you choose how failures are generated using the MTBF/Speed/Scheduled mode switch. In MTBF mode (Mean Time Between Failures), systems fail automatically over time based on their reliability settings and the current time scale. In Speed mode, failures will occur above indicated speed or between a speed range, so for example, an engine failure can be set to fail at V1 to simulate a V1 engine failure. In Scheduled mode, you instead script specific failures to occur within a defined time window, which is ideal for training, testing, and repeatable scenarios.

## SLIDER

The real-time slider is only active in MTBF mode and lets you accelerate failure progression from 1x up to 1000x; it is completely disabled in Scheduled mode. At 1000x, for example, a failure that would normally occur after 1000 MTBF hours will now show up after just 1 hour of real time.



## LEARJET 35A FAILURES

Default/Maintenance

RESET  
DEFAULT

RESET  
FAILURE

Are you sure you want to reset the accumulated failure time?  
Click CONFIRM within 5 seconds or this message will close.

CONFIRM RESET DEFAULT

## DEFAULT/MAINTENANCE

The Default Maintenance section is where you service the aircraft's failure system. Reset Failure simply fixes all current failures at once, whether you're in flight or on the ground, without touching any of your accumulated MTBF time. Reset Default is more drastic: pressing it shows a temporary confirmation button for five seconds, and if you confirm, the MTBF time is reset to defaults and the user's accumulated time is reset back to zero, clearing all stored wear that normally carries over between flights.

## FAILURE DISPLAY MODE

The three-way display switch (Hide / Show All / Failed) works in both MTBF/Speed/Scheduled modes and controls which failures appear in the list. Hide removes the list so you can treat the aircraft realistically and deal with problems through normal procedures and maintenance reset instead of watching them on screen, Show All reveals every failure so you can monitor MTBF, Speed or Scheduled modes. The Failed switch position only displays currently listed failures.

# EFB Tablet Detailed Info.

## FAILURE

*In MTBF mode, the Failure column shows the exact name of each failure along with its default MTBF hours. You can use the plus and minus controls to increase or decrease those hours for each item; these adjustments are saved for future flights, and clicking directly on the hours restores that failure's MTBF value to its default.*

## FAILURE TYPE

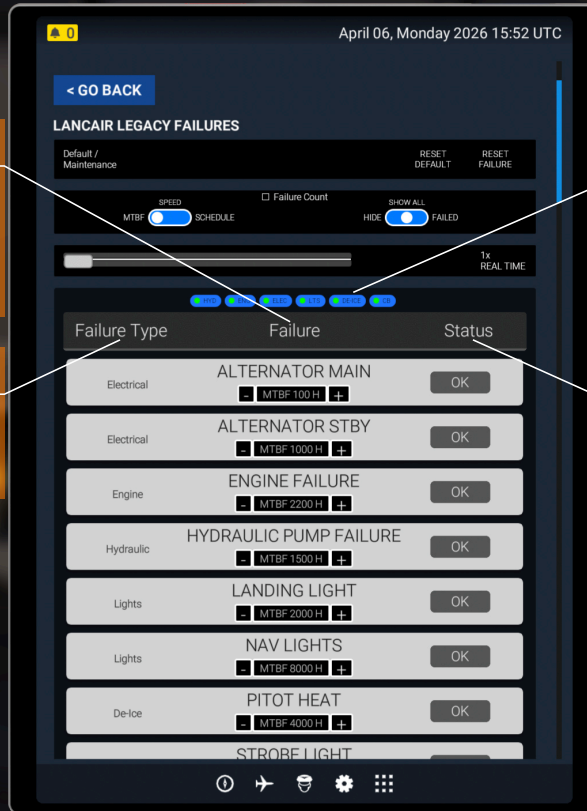
*The Failure Type column shows which system each item belongs to, such as hydraulic, pneumatic, engine, or circuit breaker, so you can immediately see what part of the aircraft a given failure affects.*

## CATEGORY FILTER

*The filters buttons (HYD, PNEU, ENG, ELEC, LTS, DE-ICE, CB) display (Failure Type) categories. Each filter button will display green to show and red to hide for that specific category.*

## STATUS

*In MTBF mode, the Failure column shows the exact name of each failure along with its default MTBF hours. You can use the plus and minus controls to increase or decrease those hours for each item; these adjustments are saved for future flights, and clicking directly on the hours restores that failure's MTBF value to its default.*



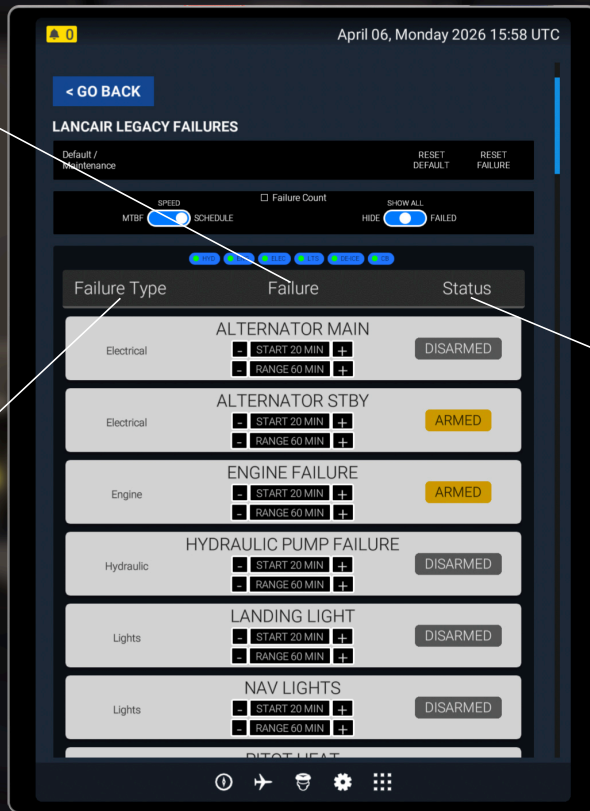
# EFB Tablet Detailed Info.

## FAILURE

*In Scheduled mode, the Failure column shows the failure name together with its Start and Range times, which you set in five-minute increments to define when the failure may occur. The plus and minus controls for Start and Range are linked for convenience: if you press minus on Range while it is within five minutes of Start, the Start is lowered automatically, and if you press plus on Start while it is within five minutes of Range, the Range is increased automatically, so you don't have to keep adjusting both values by hand.*

## FAILURE TYPE

*The Failure Type column shows which system each item belongs to, such as hydraulic, pneumatic, engine, or circuit breaker, so you can immediately see what part of the aircraft a given scheduled event affects.*



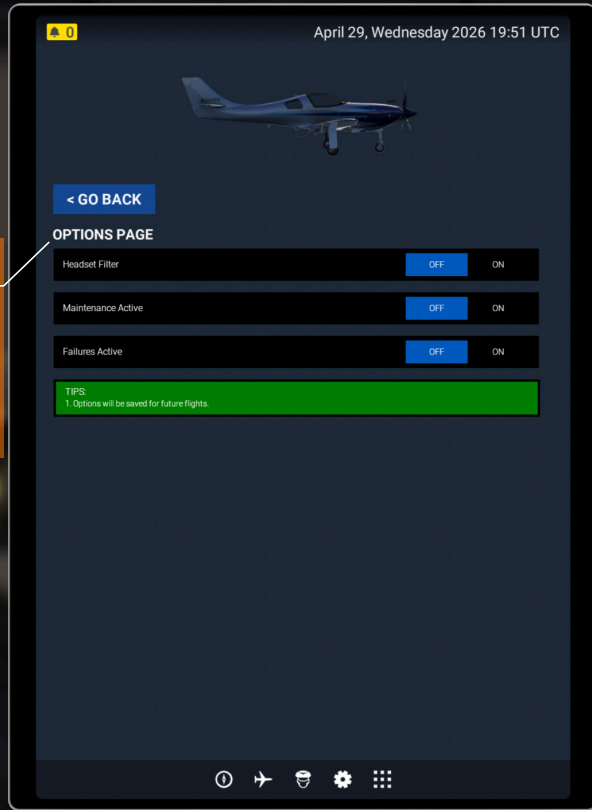
## STATUS

*In Scheduled mode, the Status column is used to arm and clear scripted failures. It shows Arm when the failure is ready to be scheduled, and once the event has occurred the status changes to Failed in red; clicking it again clears the failure and returns the status to Arm so you can reuse the same setup.*

# EFB Tablet Detailed Info.

## OPTIONS PAGE

*The Options Page allows you to configure key aircraft behaviors and system settings. You can enable Maintenance Mode or activate Failures to access and adjust their respective settings pages. These options let you customize the level of realism, from controlled testing to full system simulation, and all changes are saved automatically for future flights.*



For more detailed information

[Click here to download](#)

(Right click for options to open a new tab)

**GARMIN GTR200 (COM2 RADIO) Manual  
PDF**

[Return](#)

For more detailed information

[Click here to download](#)

(Right click for options to open a new tab)

**GARMIN GMC305 AUTOPILOT UNIT  
Manual PDF**

[Return](#)

## Annunciator Panel



Yellow are the cautions.



Red are the warnings.



Illuminates whenever the canopy is not fully latched.



Illuminates when the aircraft is configured for landing but the landing gear is not down.

This occurs when:

- Airspeed is below approximately 110 knots.
- Trailing edge flaps are greater than about 19 degrees.
- Landing gear is not fully extended.

## Annunciator Panel



Illuminates when an engine fire condition is detected.



Indicates carbon monoxide has been detected in the cockpit. This warns the pilot of possible exhaust gases entering the cabin.



Illuminates when the main alternator voltage drops below normal operating levels while the engine is running.

This can occur at low engine RPM or if the main alternator is not supplying sufficient electrical power.



Illuminates when the standby alternator is actively supplying power to the electrical system.

## Annunciator Panel



This occurs when:

- Airspeed is below approximately 110 knots.
- Trailing edge flaps are greater than about 19 degrees.
- Landing gear is not fully extended.

This warns the pilot of possible exhaust gases entering the cabin.



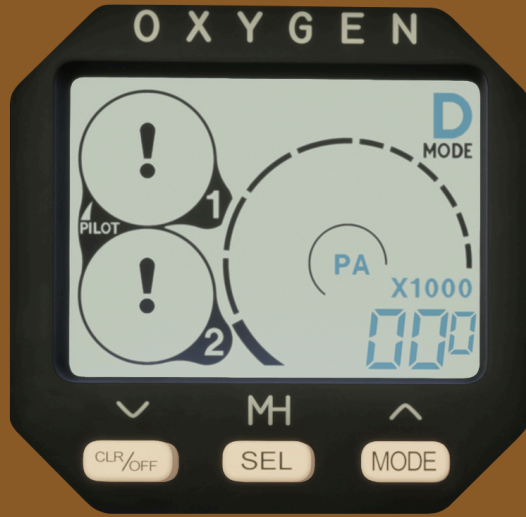
Illuminates whenever the speed brake is deployed.



Illuminates when the aircraft altitude exceeds 10,000 feet and the oxygen unit is turned off.

Note: The oxygen system is not fully simulated at this time. The annunciator is currently based only on whether the oxygen unit is powered on or off. More detailed system behavior may be implemented in a future update.

## Oxygen Unit



## Overview

The EDS-ip Oxygen System is an intelligent, fully integrated aviation oxygen system designed to automatically adapt to each user's breathing needs. It monitors respiratory patterns and delivers the precise amount of oxygen through a cannula or mask, ensuring efficient usage and proper oxygen levels at various altitudes. This system enhances safety, comfort, and oxygen conservation during flight.

**Note:** Requires battery and avionics bus switch to turn on oxygen unit into the sim.

[Return](#)

## Oxygen Unit

CLR/OFF

**CLR/OFF:** To turn the system off simply press and hold the **CLR/OFF** button until the unit shows **OFF**. This will require the button to be held down for ~2 seconds. The fast click is clr and long hold click is off.

SEL

**SEL:** To turn the system on press & release the **SEL** button. The control head will light-up all the icons.

Cycle the selector mode button to cycle through the three modes:

- a) Thousands (1000) of ft. for Pressure Altitude readout.
- b) Hundreds (100) of psig. for Tank / Cylinder pressure readout.
- c) Tenths (1/10) for regulator pressure readout.

MODE

**MODE:** The control head has two basic modes of operation; N and D mode. You can toggle the unit between the modes with the MODE key. Both modes deliver the same amount of oxygen as a function of pressure altitude.

## Oxygen Unit



**N MODE:** The N shows you are operating in night (also called manual) mode and delivers oxygen on-demand at all pressure altitudes.

Save state, recommended to leave in d



**D MODE:** The D shows you are operating in Day (also called delayed) mode. The user can pre-select pressure altitude settings from 4K ft. to 11K ft.

# Oxygen Unit



**PA:** Pressure Altitude.

**X1000:** Altitude values are indicated in thousands of feet.



**PSI:** Pounds Per Inch

**X100:** Altitude values are displayed in hundreds of psi.

Note: The tenths for the values is disabled or always zero only on this particular psi



**PSI:** Pounds Per Inch Gauge

**X100:** Altitude values are displayed in hundreds of psi.

## Oxygen Unit



### Station status circle.

Everything unique to the stations will show up in these status circles.

Status Circle displaying 1 & 2 simultaneously, representing the pilot and copilot.



**Station O2 Flow-flags:** Shows station has responded with a pulse of oxygen.



**Station Alert Icon & Station Active Inspiration Response:** The Station Alert icon displays warnings for apnea, flow faults, and missing stations.

**NOTE:** Both station O2 flow flags and Station Active inspiration response these will blink off for 1.5 sec and on for 1.5 which is total of 3 sec which is 20 breaths/ minute

# Oxygen Unit



## O<sub>2</sub> Alert Icon

When the O<sub>2</sub> alert icon and O<sub>2</sub> flow flags is displayed, it typically indicates a failure when pressure reaches or drops below 500 PSI or either originating from the EFB Failure Page. You can either resolve the issue through the Failure Page or activate the emergency oxygen system, which bypasses the regulator and ensures both pilot and co-pilot receive sufficient oxygen.



## OXYGEN SYSTEM – REGULATOR FAILURE (ERR / AIR WARNING)

The Oxygen system uses pneumatic air and regulators to supply oxygen on demand.

If pneumatic air is lost or regulators fail:

- Oxygen flow to masks stops
- Air warning appears
- ERR indication may display

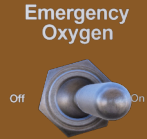
Cause:

- Loss of pneumatic air
- Regulator failure

Effect:

No oxygen is delivered despite available tank pressure.

# Oxygen Unit



## Emergency oxygen switch



### Procedure(Emergency Bypass):

- Turn EMERGENCY switch on
- Bypasses regulators
- Oxygen flows continuously to masks

### Note:

- Higher oxygen consumption
- Use only when required
- Warning remains until fault is fixed or emergency bypass switch is active.

## Maintenance Page Detailed Info.

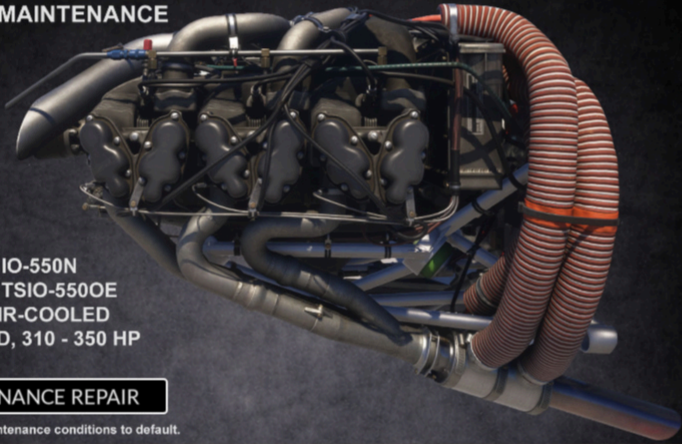
**PREVENTIVE MAINTENANCE**

**WEAR RATE**  
    
1X 2X 4X

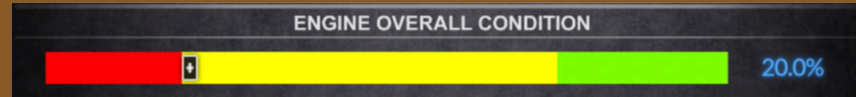
CONTINENTAL IO-550N  
CONTINENTAL TSIO-550OE  
6 CYLINDER, AIR-COOLED  
FUEL-INJECTED, 310 - 350 HP

**FULL MAINTENANCE REPAIR**

Resets all preventive maintenance conditions to default.



Wear rates increase if time acceleration (2x/  
4x) is used.  
All systems degrade continuously based on  
usage and time.



## ENGINE & OIL SYSTEM

### Engine Condition:

Gradually degrades over time

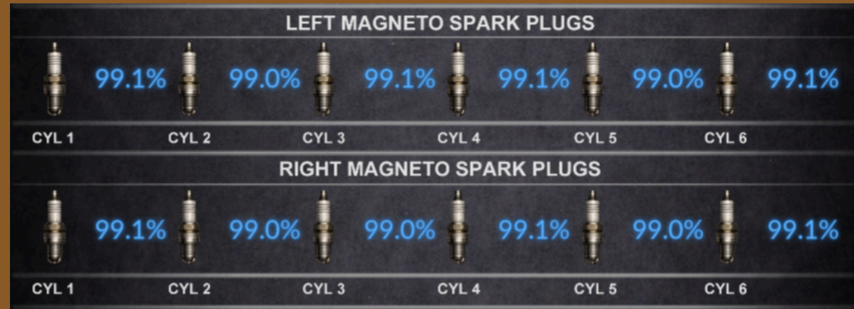
Performance reduces as condition drops from green → yellow → red

Red indicates a failed engine (no usable power)

### Degradation is influenced by:

Spark plug condition

Air filter condition



## SPARK PLUGS

Running the engine rich will cause the spark plugs to foul. Fouled spark plugs wear out faster. This worsens the engine's overall condition more quickly. Reduced condition results in noticeable loss of engine performance.

## TURBO VS NON - TURBO

### Turbo Aircraft:

Mixture is automatically optimized by TrueSim.  
No manual leaning required.  
Prevents plug fouling and extends engine life.

### Non - Turbo Aircraft:

Running rich increases plug wear.  
Proper mixture management improves longevity.



### OIL SYSTEM (CRITICAL)

**Oil Consumption:** ~1 quart every 5 hours (at 1x rate)

If oil loss reaches ~3.5 quarts:

Red indicates 3.5 quarts.

Engine will fail immediately.

Engine can be restored by clicking fill oil or full maintenance repair. (This is considered an engine overhaul).

**Warning:**

Using time acceleration can rapidly lead to engine failure.

## Maintenance Page Detailed Info.



### TIRE PRESSURE

Gradually decreases over time.  
 Fully animated visual deflation.  
 Tires can be refilled at any time.  
 No effect on aircraft performance at this time.  
 Can be refilled using the Fill Tires or full maintenance repair.



### HYDRAULIC RESERVOIR

Slowly depletes over time.  
 When depleted:  
 Landing gear will stop functioning normally.  
 Emergency extension available via hydraulic relief system.  
 Can be refilled using the Fill Reservoir or full maintenance repair.

It requires parking brake on and engine off.

## Maintenance Page Detailed Info.



### BULB LIFE

Landing lights degrade over time. Individual Bulbs can fail independently. Failed bulbs will no longer illuminate. Can be replaced using the Replace Bulbs or full maintenance repair.



### STRUT PRESSURE

Slowly decreases over time. Can be refilled manually. No current impact on aircraft handling (visual/maintenance only) Can be refilled using the Fill Struts or full maintenance repair.

It requires parking brake on and engine off.

## Maintenance Page Detailed Info.



### OXYGEN PRESSURE

Depletes based on system usage.  
 Use the “Details” button for full system explanation.  
 Can be refilled using the Fill Oxygen or full maintenance repair.



### BRAKE PAD LIFE

Wears down over time.  
 At 0% :  
 Brakes become ineffective.  
 Parking brake will not hold.  
 Can be restored using Replace Pads or full maintenance repair.

It requires parking brake on and engine off.

### GENERAL NOTES

All maintenance items degrade gradually based on usage.  
Most systems can be restored instantly via maintenance actions.  
Some failures are visual or procedural only due to current simulator limitations.  
Future simulator updates may expand realism. (e.g., Tire physics)

## DIRT BUILDUP(Rates & Conditions)



## Maintenance Page Detailed Info.

### **The aircraft will naturally accumulate:**

- Oil & Leaks
- Runway tar
- Insect splatter
- Regular Dirt
- Dust
- Mud
- Mud buildup on tires

### **These effects build up dynamically based on:**

- Surface type (Runway, dirt, gravel, etc.)
- Weather conditions (Rain vs dry)
- Ground movement and speed
- Altitude (Insects accumulate at lower levels)

### **Environmental Interaction:**

Rain will gradually wash away certain dirt types.  
Heavier rain = faster cleaning  
Some effects like oil and insects are more persistent and won't fully wash off.

### **At any time while parked, you can:**

- Use the EFB maintenance page
- Select "Wash aircraft"
- Restore the aircraft to a clean state

Built using the simulator's native tools with custom logic, this system runs continuously in free flight with full save-state persistence—ensuring the aircraft retains its condition and environmental buildup across sessions for a consistent, immersive experience.



## MUD (4MIN)

Builds in rain on soft/wet surfaces while moving on ground.



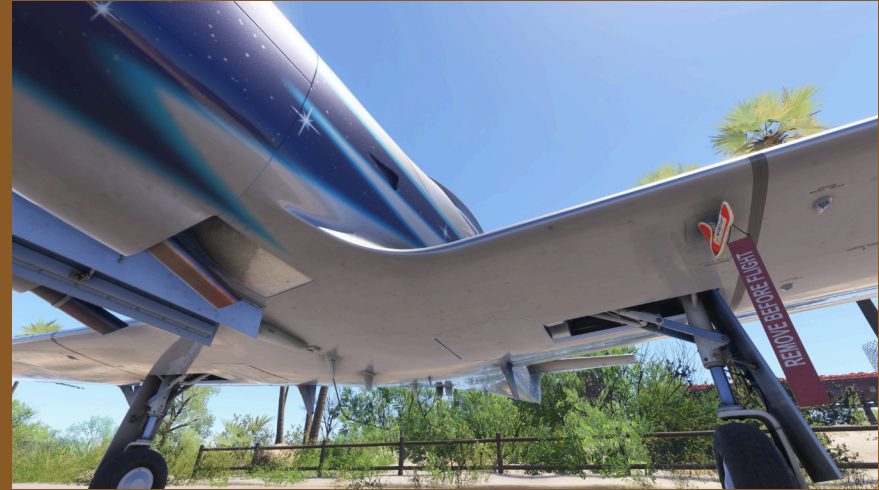
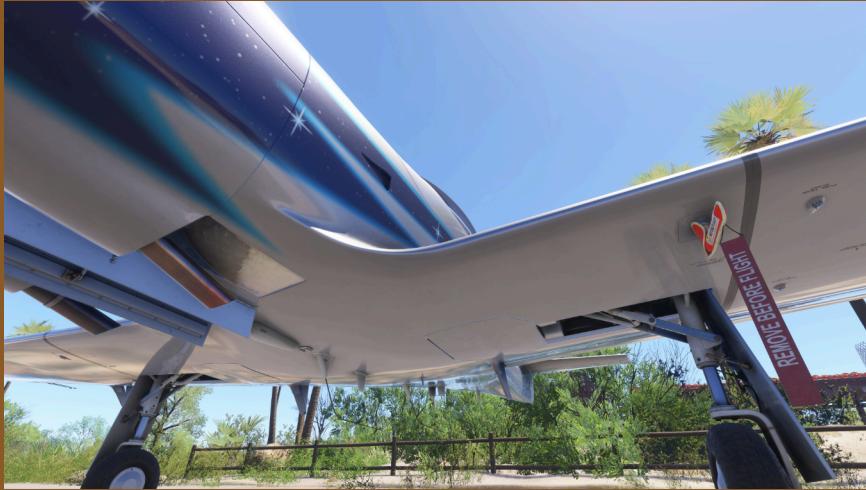
## MUD (TIRES) (8MIN)

Same as mud, but affects tires only.



## DUST (4MIN)

Buils in rain on soft/wet surfaces while moving on ground.



**REGULAR DIRT (20HRS)**

Builds slowly over time while moving in dry conditions.



## INSECTS (1HR)

### **Builds when:**

On ground above ~20 knots OR  
Below ~500 ft AGL  
Only in dry conditions.

[Return](#)



**RUNWAY TAR (40 HRS)**

Builds slowly on hard runway surfaces above ~20 knots

[Return](#)



**OIL LEAKS (17HRS)**

Builds over time while engine is running.

## Maintenance Page Detailed Info.

### RAIN WASH (AIRCRAFT BODY)

#### Requirements:

Rain must be active.  
Works faster above ~20 knots

#### CLEANS:

Mud  
Mud (Tires)  
Dust  
Regular Dirt

#### DOES NOT CLEAN:

Insects  
Oil Leaks  
Runway Tar

**Note:** Wash rate increases with rain intensity.  
Wash rate doubles at higher speeds.

### RAIN WASH (TIRES)

#### Requirements:

Rain active.  
Landing gear down(no effect when gear is up).  
Faster above ~20knots.

#### CLEANS:

Mud (Tires only)

#### DOES NOT CLEAN:

Any other dirt types

### MANUAL WASH

#### Requirements:

Aircraft on ground.  
Parking brake ON.  
Engine OFF.

#### Effect:

Instantly removes all:  
Mud  
Mud (Tires)  
Dust  
Regular dirt  
Insects  
Runway tar  
Oil leaks