

The “Ma Deuce” jeep panel

If you are familiar with the “jeep1” panel, this one will store no surprise.

The first panel you will see is the 2D version. It is strongly suggested to get a 1 to 1 view ratio, as seen on the screen capture below. To do so, push the “-” key of your keyboard, not the “-” key of the numpad!



Visible gauges are as follows;

- 1– Fuel gauge from full to empty.
- 2– Speedometer from 0 to 90 MPH.
- 3– Ammeter, from -50 to +50 Amperes.
- 4– Oil pressure, from 0 to 200psi.
- 5– Engine temperature, from 0 to 220°F.
- 6– Horn.

Although not exact matches, these gauges were modified to “look” the part as much as possible. I have also treated them so that they will glow at night.

To start the jeep, use the “E” key. To shut the engine off, maintain the “M” key depress while hitting repeatedly the keyboard “-” key.

To get the black-out lights on or off, hit the “L” key.

For the headlights, use the “Ctrl+L” key to get them on or off.

If you go to the next panel view (“s” key), you will get the 3D version. Again, it is strongly recommended to zoom out to a 1 to 1 ratio, using the same method as above. This way, the gauges cluster will be visible and 2D and 3D view will coincide. Added bonus; it is easier to figure out the distances and the relief of the terrain.



The read-out gauges cluster is repeated, but these will not glow in the dark. The steering wheel will turn 270° right and left with rudder and front left tire could be seen partially if you turn right full. Windshield can be folded. Horn is not showed, so you will have to go back to 2D panel if you want to use it, cycling “s” key or hitting “Shift+s” keys.

This is the most “immersive” way to drive. You can pan in all directions with your “Chinese hat” and return to front view with numpad “8” key, or you can use your numpad to get a fixed view. Of course, you can always use the “padlock” view to follow friends or foes.

Make sure that your rudder pedals or your twisting stick are well centered by having a look at your steering wheel. It should look like the picture above. If it doesn't, adjust your stick – pedals.

The “Ma Deuce” jeep also has a gunner viewpoint activated by hitting the F7 or F8 keys.



To return to the driver's viewpoint, push the F6 or F5 keys. You can also use the horn gauge of the 2D panel to toggle between the two POV, but using the keyboard is much more practical. Read “Fighting with the jeep” for more information.

As jeep dashboards are concerned, this is it. Real ones were not much more complex.

But in CFS1, we can go a bit further...



Hovering with the mouse cursor under the horn (**A**), you can make the steering wheel disappear-reappear. If you do the same over the “shifting-plate” on the glove-box (**B**), a series of switches will appear-disappear just over it (**C**). From left to right, the switches will, in turn, activate-deactivate the following gauges;



1– The AAC GPS 100 programmable waypoints.

Based on the GPS100 by Chuck Dome, it is reprogrammed from time to time for specific missions. It also includes RAF662 frequencies for NDB stations, so no need for an NDB list.



2— The ADF-NDB instruments-dial. If you have NDB (Non Directional Beacon) sceneries installed, such as RAF662 NDB stations, you simply have to dial the proper frequency with your mouse and, if you are within range, the ADF (Automatic Direction Finder) needle will point towards that beacon. You can also switch on the ID audible signal and listen to the Morse code identification letters. The compass dial can be used as a normal magnetic compass or moved around to get bearings for specific waypoints and legs.

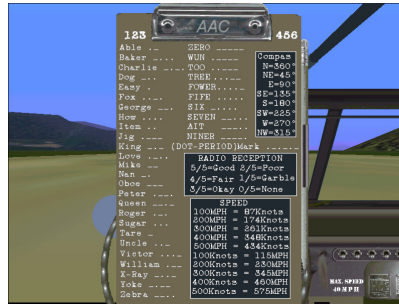


3— The next window will give you a radio stack. From top to bottom, you have COM1, NAV1, NAV2, playback radio, and transponder. The radio will play any MP3 or WAV files that your soundcard support. Read the **radio readme.txt** file for instructions for the installation of sound files. One trick here; make long files with many pieces. Mine are each ± 1 hour long.

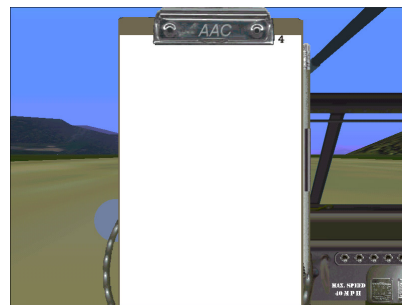


4— The next switch will open the combo clock-compass. The compass, magnetic, is the “bubble” type and is, to say the least, very alive. For a good reading, stop the vehicle or use the ADF compass instead. The clock will let you adjust time of the day (left button) or minutes (right button).

All the above-mentioned gauges will glow at night, switchboard included, and are placed in such a way as to not overlap one another. They can be moved or changed in size, but the actual configuration uses the “geriatric layout”; big an easy to read.



5— Last but not least, the kneeboard. When you mouse-click the rightmost switch, the board itself gives you some useful informations on WW2 phonetic code, compass rose, radio reception feedback, and quick conversion table between knots and statute miles per hour. The board itself is removed with the same switch.



The numbers on top, from 1 to 6, are clickable. Each one of them calls a page on the kneeboard. These pages can be used to prepare a mission, show a map, waypoints, etc. You must “click out” one page before “clicking in” another.

This way, mission planners can send to players their flight plans, or anything else they can think of. You may use them as well. Look for bitmaps “pageX.bmp” in your “Panel” sub-folder and follow these simple rules;

- 1— Limit colors to the actual palette, 255 should be plenty.
- 2— Never use color #1 (all black) as this one is reserved for “see-through” purpose. If you need “black” for typing, use the color of the upper digit (eyedrop tool).
- 3— Make sure pages a legible before using or sending them.

Although not illuminated at night, the white pages are offering an excellent contrast for dark characters. Colored images may be tougher to see though, so test them at night to be sure.

After a bit of practice, you’ll get the hang of it, I’m sure. To erase, simply take the eyedrop tool of your pic program (MS Paint will do), pick the background “white” and paste over.

I hope you will enjoy this panel. But drive responsibly!

AAC Major Hubbabubba, Fitter & Rigger

©2010 Guy Gauvreau