

PREMIER AIRCRAFT DESIGN

INSTALLATION AND QUICK START GUIDE

Dornier Seastar for Microsoft Flight Simulator FS2004 and FSX

Aircraft, panel and sound package

including dynamic VC with custom gauges.

For more detailed information look inside the MANUALS folder.

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MAIN CREDITS

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*Special thanks to **Ed Wells** for his excellent panel background paintings.*

*Also to **Marc Renaud** for his FSX camera views*

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PACKAGE INSTALLATION:

Extract ALL (Repeat ...***ALL***) the files within the zip file into the FS9 or FSX **MAIN** folder using

WINZIP* in Classic Mode. Do not use the Wizard.

Make sure the "Use Folder names" BOX is checked in WINZIP.

Do NOT install files to the aircraft folder, airplanes folder, simobjects folder or any other folder !

New sub-folders will be created and all files automatically installed.

** Other unzip utilities may work as well, we have only tested WinZip.*

Vista & Win7 users may need to temporarily disable the **UAC (User Account Control) to enable automatic creation of new folders.**

Here's how to install by the numbers...

1. Navigate to where you downloaded the zip file
2. Double click with your mouse on the zip file.
3. The zip file will open and show all the files inside the zip.
4. Use keyboard shortcut 'CTRL-A' , this will select ALL the files.
5. Click on upper 'Extract' button in the main tool bar above.
6. Browse to your FS9 or FSX Location ...Open the main folder.
7. Now click on the 'Extract' button in the upper right.....you're done ...go flying.

OPERATING TIPS & KEYBOARD COMMANDS

* **Gauge compatibility.** This model contains many custom (i.e. non MS default) gauges. These gauges are calibrated in the U.S. measurement system (non-metric) If you have your Flight Sim program set up for metric measurements these gauges may cause FS to crash. If you get crashes of FS after starting one of our models go to the 'Settings-International' screen and ensure that 'U.S.measurements' is set.

* **Compatibilité des Gauges.** Ce modèle contient des instruments de vol ajoutés (gauges). Ces gauges sont étalonnées dans le système de mesure des États-Unis (non métriques) Si vous avez votre Flight Sim programme mis en place pour les mesures métriques ces gauges peuvent causer FS 'crash'. Si vous rencontrez des 'crashes' de FS avec l'un de nos modèles aller à l'écran 'Paramètres-international' et veiller à ce que 'US measurements' est sélectionné.

*Check list and reference list available from the cockpit kneeboard command.

*Essential reading ... **"Flying Tips" on page 3 of this document.**

1. Turn on ' Tool Tips', lots of panel information available by hovering your mouse over the panels.

FS2004 - Go to Settings >>> General....Click the "Show Cockpit Tool Tips" box.

FSX - Go to Settings >>> AircraftClick the "Show Cockpit Tool Tips" box.

2. **SHIFT-E** opens/closes the main passenger door. The door will not open in flight.

3. **SHIFT-E2** opens the two crew hatches.

4. To raise your seat higher press **SHIFT-ENTER** (In FSX this only works for the VC)

6. In the VC, **Shift-W (FS9)** and **Ctrl-W (FSX)** key toggles yoke on/off. There is also a yoke icon on the VC panel

7. Some gauges have magnified pop-ups, see panel map in manuals folder.

LAST, AND MOST IMPORTANT ... TO GET THE BEST FROM THE AVIONICS AND THE PANEL **READ THE DOCS IN THE MANUALS FOLDER**

MOVING AROUND IN THE COCKPIT :

Quick Reference - VC EYEPOINT KEY COMMANDS

Move eyepoint back:

CTRL+ENTER (press and hold)

Move Eyepoint Down:

SHIFT+BACKSPACE

Move Eyepoint Forward:

CTRL+BACKSPACE

Move Eyepoint Left:

CTRL+SHIFT+BACKSPACE

Move Eyepoint Right:

CTRL+SHIFT+ENTER

FSX camera views : press A

FLYING TIPS

ENGINE START

Use the Autostart switch on the panel.

NOTE If you previously stopped the engines using the fuel cut-off switches and then attempt a manual start you must ensure that the battery switch and fuel switches are in the **ON** position.

Also, ensure that the 2 generator switches are switched **ON** after a manual start.

ENGINE SHUT DOWN

Before stopping the engines set the parking brake and switch off all lights and beacons.

Pull down the fuel levers on the throttle pop-up panel and then use the fuel cut-off switches on the panel. When the engines have stopped switch off avionics, generators and battery.

TAXIING (on land)

There is a taxi speed/pushback gauge on the panel, read the instructions in the manuals folder for full operation details.

The taxi speed gauge controls speed by using throttle and brakes. You can use the taxi speed gauge in spot view by pressing keys Shift-5 Taxispeed does not work on water.

Use of the parking brake (Ctrl + .) will cancel the taxi speed operation.

If taxiing without use of the gauge be very gentle with the power !

Cornering during taxi should be very slow, no more than 8 kts. This aircraft has a narrow span undercarriage and a lot of weight on the wings.

TAXIING (on water)

FS9

Taxiing on water in FS9 is not easy, the water is very 'sticky' and it takes a large throttle opening to get moving. Turbo-prop engines have a built in time lag between moving the power lever (throttle) and getting a response from the engine, when both increasing and decreasing power. In FS this lag is about four seconds and, combined with the exaggerated FS9 water drag, this makes taxiing on water at slow speed, and accurate docking, very difficult. With some practise you can taxi at about 25 kts by juggling the power levers. It is possible to use reverse thrust to slow down after a water landing but not to reverse away from a dock or beach, however, the standard FS pushback command (Shift-P) does work on water.

FSX

FSX water is more realistic. After landing, the model will taxi at a steady 7 kts with power levers (throttles) at idle. To stop at a dock or beach pull down the fuel levers (orange top) to the low idle position on the pop-up throttle console. You can use F2 (reverse thrust) to back away from a dock or beach but remember that the throttles must be fully closed for F2 to work.

Be aware that on some beaches in FSX scenery the dividing line between the water and the beach is deceptive, you may think you are still afloat when, as far as FSX is concerned, you are beached. In this circumstance reverse thrust will not get you off the beach unless you lower the wheels.

TAKE-OFF

Set one or two notches of flap, depending on take-off weight, and a small amount of nose up trim.

Use full power for take-off. At 70kts -85kts (depending on weight) rotate the nose up gently about 10 degrees

Initial climb rate is 1,800 ft/min. Raise the u/c and flaps after take-off, climb to cruise altitude, **reduce power**, adjust the trim, or turn on the autopilot.

FUEL NOTE: By default this model initializes with a heavy fuel load. To reduce take off run and improve performance, you can reduce the fuel load in the 'aircraft' menu.

CRUISE

Normal medium/long range cruise altitude is 8,000 - 10,000 ft. The aircraft will climb higher than this but as it is not pressurized the passengers and crew would need to be on oxygen.

Normal economical cruise speed is 180 kts IAS (indicated air speed) 90% Torque, Propeller RPM 1,500

SINGLE ENGINE FLYING to conserve fuel.

Select the engine to stop > Switch off fuel pump > pull down the prop lever, all the way down > Pull down the fuel control lever (mixture) , all the way

The selected prop will feather. Re-start in the normal way. Cruise speed on one engine 130 kts IAS approx.

LEGAL STUFF

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3. **REPAINTING.** You may repaint this aircraft FOR YOUR OWN EXCLUSIVE use without seeking permission, but if you intend to upload the repainted aircraft to any web site or bulletin board, including a Virtual Airline site, then contact us first for permission, just send a jpg screen shot.

(We will not give permission to upload modified panels or gauges)

We recommend 'Textures Only' uploads due to the file size. We do not normally withhold permission for repaints but we reserve the right to check the files and documentation before publication.

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