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Socata MS-893

COCKPIT AND FLYING GUIDE

FOR SIMULATOR USE ONLY

Socata MS-893

This Socata MS-893 Cockpit and Flying guide has been produced to make getting acquainted with your new aeroplane, both simpler and more fun. To this end, this is not an "official" pilot's manual and should not be considered such.

The Socata is a brilliant and simple little workhorse of an aeroplane. It's high angled wings allow for stability at low speeds and shorter take-off speeds than you might think. Allowing you to take the aeroplane into new areas of exploration.

Your new Socata also comes with some rather innovative extras which we will explain further into this guide.

We won't be teaching you how to fly, that is not the purpose of this guide. We are going to assume that you have a good working knowledge of flight simulators and flying in them.

All the controls on the socata are relatively simple to get to and are laid out in a sensible and pilot friendly manner. The innovative extras that we have designed for your aircraft will allow you to customise your aircraft to make it truly yours.

We thank you for purchasing the Socata and hope that you enjoy flying the aeroplane as much as we enjoyed making it.



Whilst a lot of Socata MS893 aircraft were modified in service these are the leading particulars. Please note that due to lower than ideal SPH * we have boosted some of the following performance for a more well rounded and enjoyable experience.

Dimensions:

Wing span	9.61 m (31 ft 6 in)
Length	6.97m (22 ft 11in)
Height	2.69m (8ft 10 in)
Wing area	12. 3 m 2 (132 sq ft)

Performance :

Max speed	242 km/h (131 kt),
Max cruise	209 km/h (113 kt).
Rate of climb	540ft/min.
Service ceiling	10,500ft.
Max range	853km (460nm).

Powerplant :

One 130kW (180hp) Continental O-360 A flat four piston engine driving a two blade fixed pitch propeller.

*SPH refers to smiles per hour.

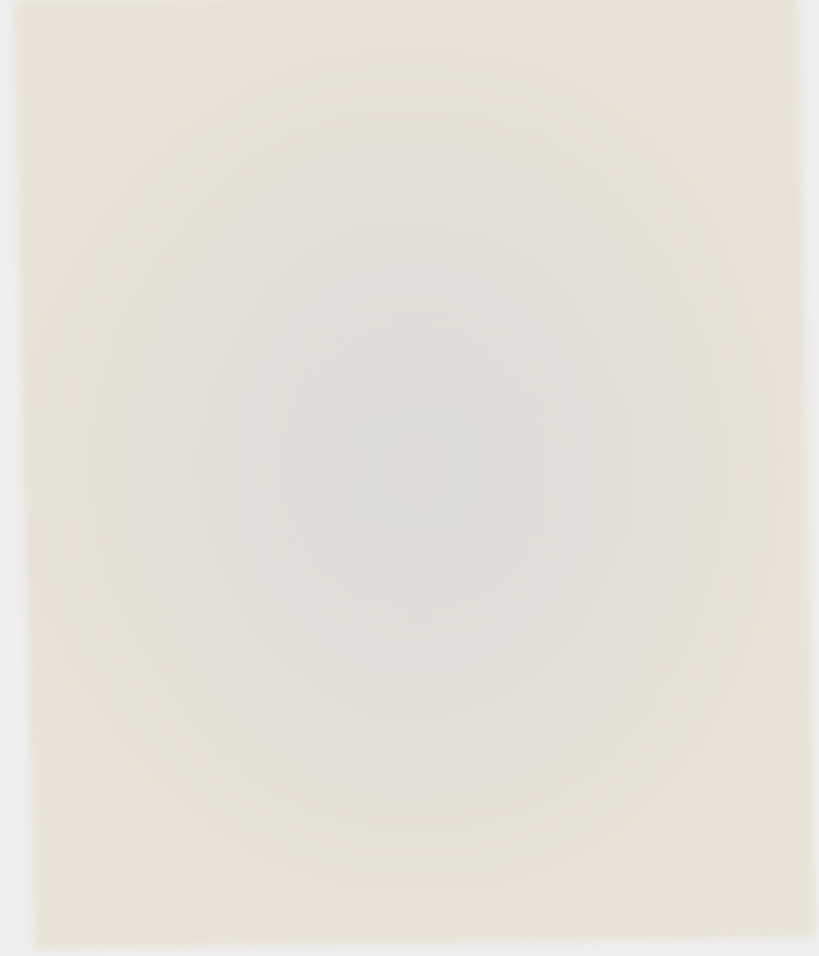
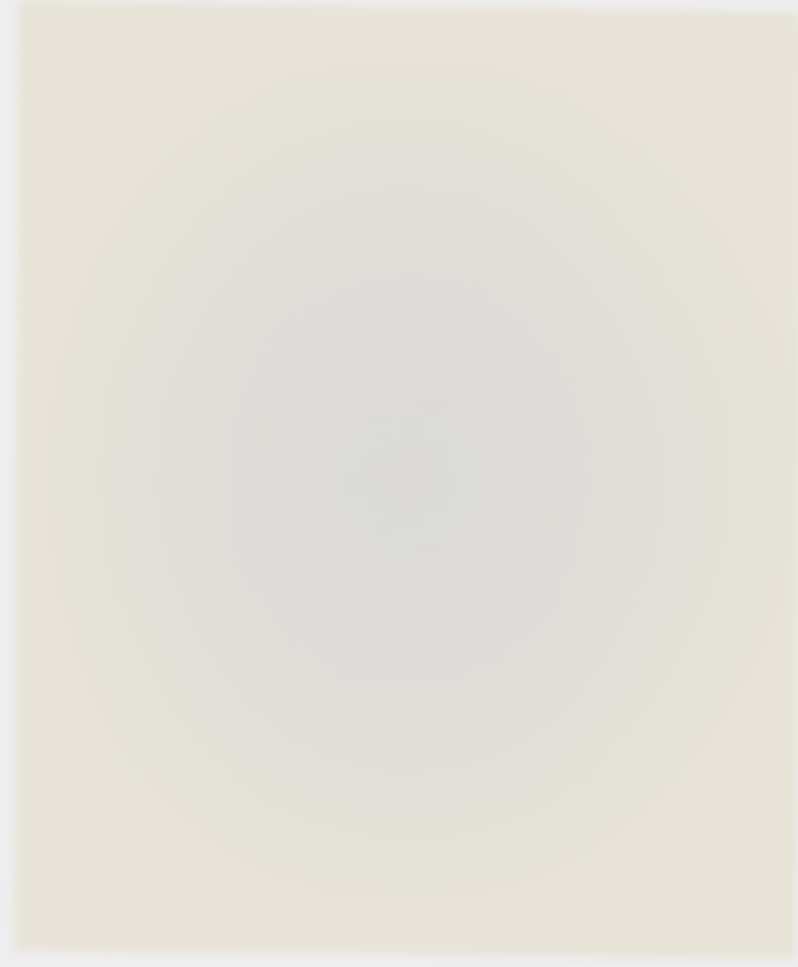
THIS NEW
TO NAVIGATE
THE MANUAL

Liveries



Liveries







COCKPIT

FAMILIARISATION GUIDE

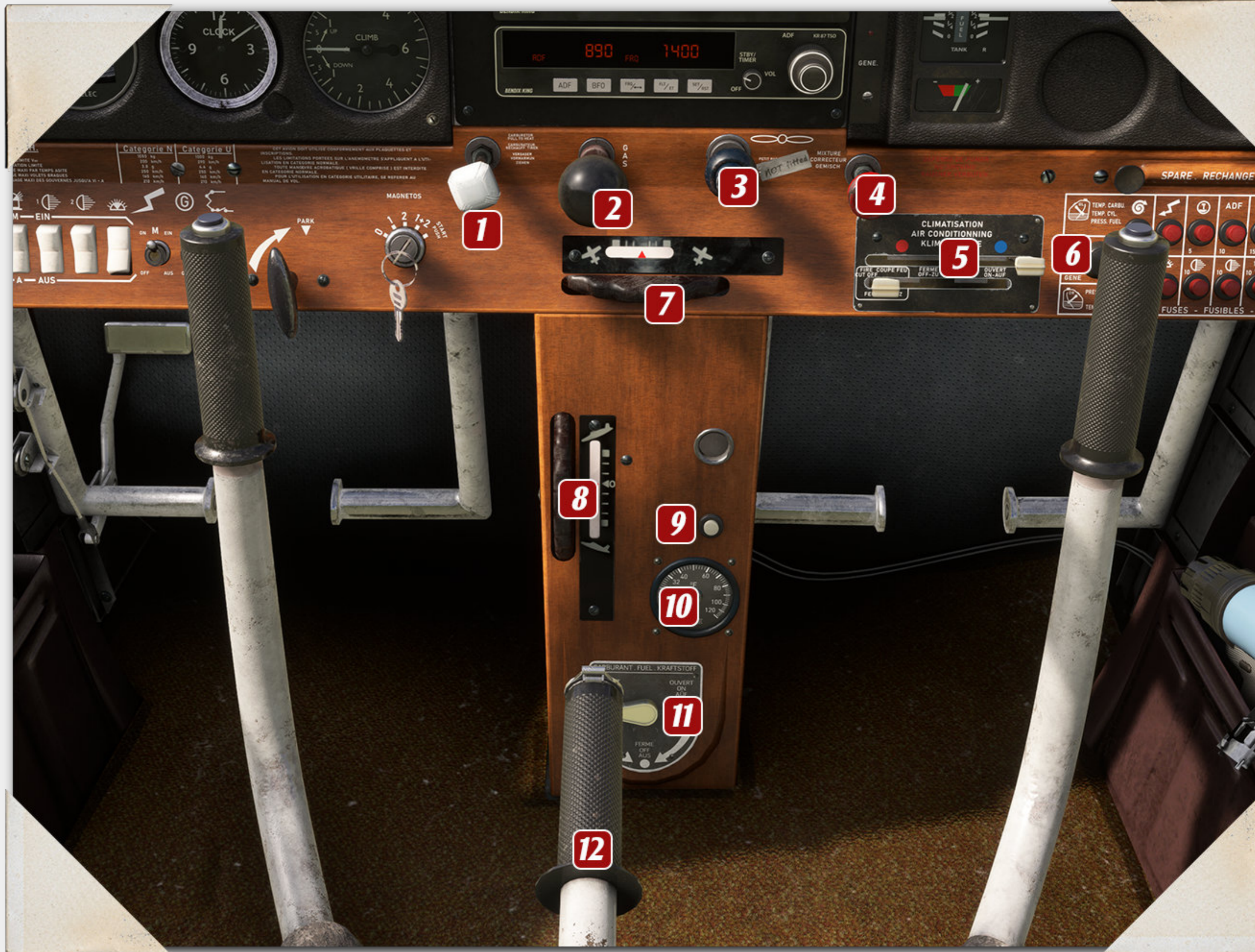
Cockpit - Left side

1. Suction gauge
2. Airspeed indicator
3. ADF gauge
4. Attitude indicator
5. Altitude indicator
6. Turn slip gauge (governed by 10.)
7. Clock
8. Vertical speed indicator.
9. Fuel pump
10. Turn slip lock switch
11. Pitot heat switch
12. Beacon light switch
13. Pilots cabin light
14. Copilots cabin light
15. Navigation lights
16. Battery switch
17. Alternator switch
18. Parking brake
19. Start magneto



Cockpit -middle

1. Engine anti ice
2. Throttle
3. Prop pitch (inop fixed pitch prop installed)
4. Mixture lever
5. Climate control for your comfort
6. Cabin light dimmer switch
7. Rudder trim
8. Elevator trim
9. Switch for Aera GPS screen
10. Ambient air temperature
11. Fuel selector
12. Flap lever



Cockpit - right side

1. Alternator warning light
2. Oil pressure warning light
3. Coolant temperature warning light
4. Fuel selector warning light
5. Gas pressure warning light
6. Icing engine warning light
7. Park brake light
8. Rpm gauge with hobbs gauge.
9. Exhaust gas temperature
10. Oil temperature gauge
11. Fuel tank level gauges
12. Amp gauge
13. Cylinder heat temperature gauge
14. Mic controls (INOP)



Cockpit - Radio panels

1. NAV gps switch (useful if you have switched between the Aera and the gauges)
2. OBS Nav gauge
3. COM1 radio
4. NAV1 radio
5. Transponder radio
6. ADF radio

Please note other than the GPS from the Aera there is no autopilot on this aircraft.



Cockpit - lighting - main

The cockpit consists of 2 flood light utility lights, they are available to be switched on separately with the glow in the dark switches next to the battery.

You will need the battery on and better yet the engine started.

The knob to control the panel lights (utility lights) is found on the front panel (2) next to the breakers.

In the photo to the right the lights are at full bright value





STARTING

STEP-BY-STEP GUIDE

302 Johnson creek

ADDENDUM FEATURES LAND TAKEOFF START COCKPIT SPECS

How to start the Socata safely



STEP 1.

This is the step where you do all the things that you would do if this was real. Strap yourself in, clean the windows but to be honest you might be taking immersion a little too far.

The following steps assume that you are starting from a cold dark cockpit. All keyboard shortcuts mentioned are default.



STEP 2.

Whilst there isn't a right or wrong way to start a Socata, it is good practice to start with the brakes first. Then ensure that the battery is on and that you have power to the gauges.

Be warned don't leave it too long or the battery will drain eventually.



STEP 3.

Take time to tune the radios to the required frequency. If using the Aera GPS (default Stock version) then you will need to set your flightplan.

Pay attention to the NAV/GPS position on the main panel and the setting on the Aera GPS. Switch to NAV should you not want to use the AERA GPS.

How to start the Socata safely



STEP 4.

With the fuel checked and selected turn on the booster pump. If cold prime the throttle a few times (2 -3 should be enough) then make sure the is slightly opened.

At this point use a ruler and measure on the monitor the amount of the throttle is open it should be around 1/2 inch at normal zoom.



STEP 5.

Set the magnetos to start (left click and drag to the right and hold - just like a car) once the engine has started release the mouse button. Pay attention to the RPM gauge (should be within 800 - 1000 rpm.)



STEP 6.

Switch on the alternator switch next to the battery .If you are reading this manual you might notice we already have it on. If you are following the instructions and not looking at the photos then you will need to do this step.

Please ensure the alternator switch is in the on position the battery will drain without this switch being on.

How to start the Socata safely



STEP 7.

Check oil pressure and fuel pressure. Please refer to checklist for the actual amounts. If within limits turn off the fuel pump.

You may see a slight drop but it should not go under the green arc of the gauge.



STEP 8.

Lastly check that the ignition is correctly working and is dropping the correct amount by switching the magnetos to either the left or right.

Ensure you dont switch them off though. Its easy to do .



STEP 9.

You're now ready to get up into the air. Close the canopy if it is already open and brace for the sheer unadulterated power of the Socata as you leap into the air.

TAXI & TAKEOFF

STEP-BY-STEP GUIDE

NZRO

SPECS

COCKPIT

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TAKEOFF

LAND

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ADDENDUM

Take off.



STEP 1.

Release the parking brake and test the toe brakes for pressure. Move your controls to ensure all flight surfaces are free.

If you have your game set to turn off park brake with a tap of the brakes then do this other wise use the keys or the black lever to release the parking brake . Apply brakes



STEP 2.

Push the carburettor heat lever in and make sure that the mixture lever is fully in. Check the fuel tank level and pressure. This is your last chance to make sure you have enough fuel for your trip.



STEP 3.

Ensure that your flaps are set to what you require. On a smaller airfield you may need to set the lever to the first notch. To help you can also set the elevator trim tab to slightly nose up. This is purely based on your current airfield and the conditions.

Takeoff



STEP 4.

Maintain a slight rearward pressure on the stick to help with lifting the aircraft into the air. Hold the brakes and raise the throttle to get full RPM. This is important! Then release the brakes.



STEP 5.

Once the airplane has reached between 27-38 knots then apply some more back pressure on the stick to raise the nose wheel. At 54 knots you will be able to take off. This might vary should you be at an airport with less than perfect ground features and/or inclement weather.



STEP 6.

Well you are now in the air. You may notice the autoslats moving in and out. This is normal. This is a feature of the Socata that allows the plane to have very good slow speed characteristics. This occurs between 40 and 70 knots and only in the air.

Congratulations you are in the air!

LANDING

STEP-BY-STEP GUIDE

NZRO

ADDENDUM FEATURES

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TAKEOFF START

COCKPIT SPECS

Landing



Check and recheck the mixture settings. You must be in full rich (mixture lever fully in). Drop the engine RPM to around 1500 RPM and reduce the speed to around 65 knots. Do not worry about the autoslats they are doing their job... Hopefully.

Lower the flaps based on conditions at the airfield.

Close the throttle to achieve 800 - 900 RPM. You may require the elevator trim to achieve the correct glide angle. The aim is a 2 point landing if possible, but the saying any landing that you can walk away from also applies.

After touch down (preferably on the rear wheels first for the perfect touch down) pull the stick fully rearward to allow the nose to drop down. Apply the brakes when safely on the ground. Exhale you have landed. Now dont get in trouble with the authorities make your way off the run way as quickly as possible.

Congratulations enjoy the cold beverage!



FEATURES & OPTIONS

FAMILIARISATION GUIDE

ADDENDUM

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SPECS

Features : Option - GPS

The switch found on the centre panel above the outside temperature gauge will plug in the Aera GPS module. This is a stock game module. If you have modified the Aera GPS module then your GPS may well work differently. It is expected that you will understand the changes that have been made.

This guide will not show you how to use an Aera GPS. This information is available as part of the MSFS game.



Features : Option - fuel fill

On each wing is a clickable fuel filler. When clicked the fuel cans will be taken from the luggage area behind the seat and will be used to fill that wings tank. Please note the following conditions must be met (like real life !)

1. Engine must be off
2. Battery must be off
3. You must be on the ground
4. Not moving.

***Click the fuel filler
to fill the tank***

If you choose to use the weights window you will see fuel entering the tank.

You can also use the fuel gauge to monitor this.

THIS IS A SWITCH

Refueling left wing

Addendum - Limitations - tips - contact

Repaint tips.

Both versions of the MS893 use the same texture space and in most cases you should be able to get away with texturing the rounded wing tips the same as the swept wings.

A number of the liveries have a different interior (wood , patina , black etc etc.) Yes you can switch them around by taking the interior colours from one and put it into another.

Rivets are decals which are set to take the underlying colour.

Other tips.

1. The Socata is a fairly easy aircraft to fly but try not to do stupid things.
2. Remember the fuel refill feature will only work if the engine is off , batteries off , on the ground and not moving... Like the real thing.
3. If you have the P3d version you will see fewer options in MSFS. This is due to the differences between the 2 different games.
4. Have fun fellas!

Limitations - Information.

1. Though there are 2 different models making up the Socata MS-893 the flight model for both is the same.
2. We have purposely not enabled the ability to hide the yoke.
3. VR support is done as per the SDK and has NOT been tested. This is noted on the website.
4. Remove the pilots with setting 0 in the weights window.
5. Yes that texture took some time to do.

Contact

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Website : www.aeroplaneheaven.com

Facebook : www.facebook.com/Aeroplaneheaven

