



FMA IA-58 PUCARA COCKPIT GUIDE

FLIGHT SIMULATOR USE ONLY

FMA IA-58 “PUCARA”

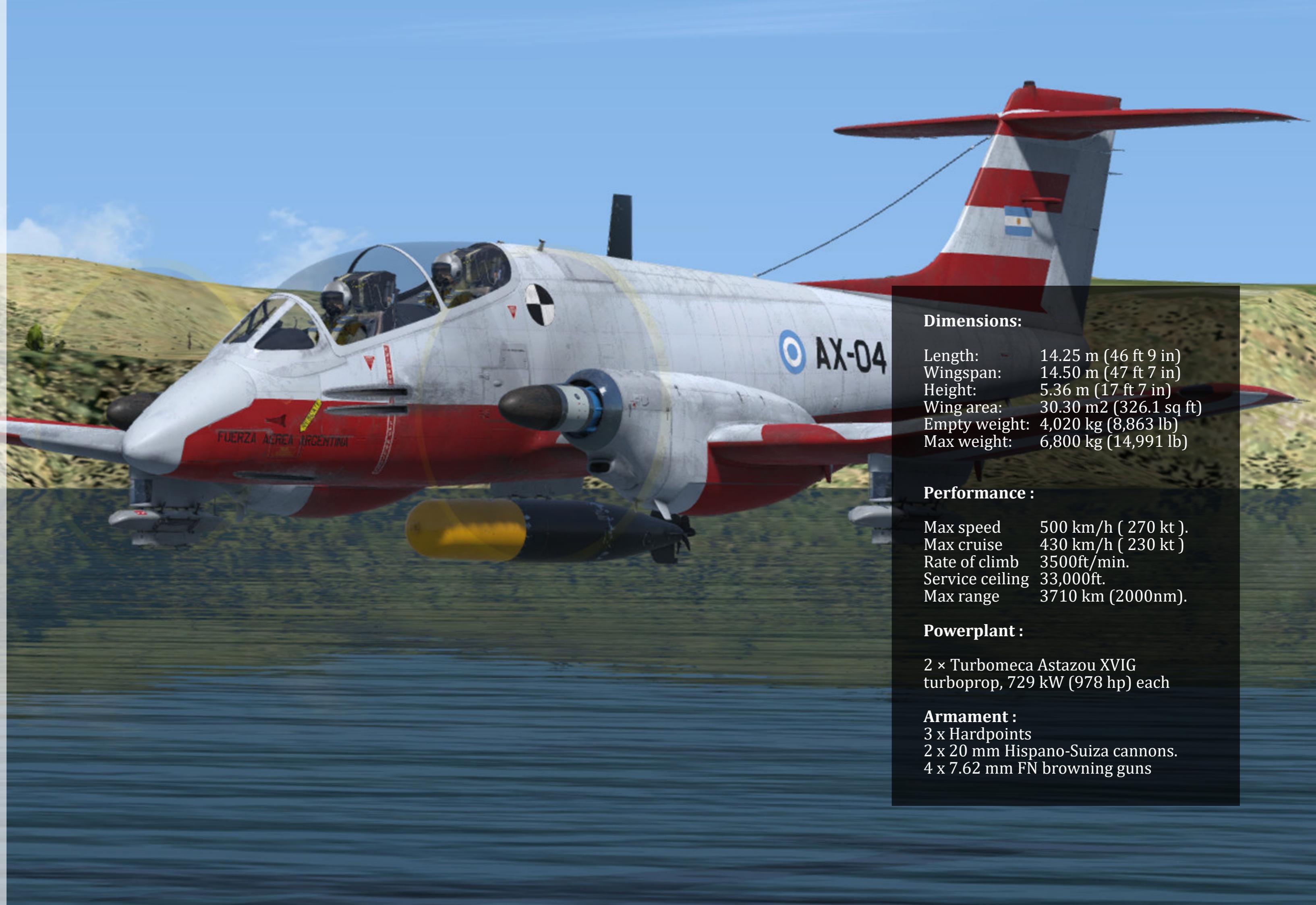
This FMA IA-58 Cockpit and Flying guide has been produced to make getting acquainted with your new aeroplane, both simpler and more fun. To this end, this is not an “official” pilot’s manual and should not be considered such.

The Pucara (Quechuan for “fortress”) is an Argentinian Ground attack and counter insurgency aircraft. A very capable and formidable aircraft it saw action in the Falklands war and the Sri-lankan civil war.

The Ctrl-ezy Pucara comes with a good selection of liveries and a loadout system allowing you to personalise your weapons loadout.

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 Pucara are super simple to get to , it is a ctrl-ezy product after all. In fact due to the nature of the aircraft you can achieve everything you need to with the use of your own keyboard.



Dimensions:

Length:	14.25 m (46 ft 9 in)
Wingspan:	14.50 m (47 ft 7 in)
Height:	5.36 m (17 ft 7 in)
Wing area:	30.30 m ² (326.1 sq ft)
Empty weight:	4,020 kg (8,863 lb)
Max weight:	6,800 kg (14,991 lb)

Performance :

Max speed	500 km/h (270 kt).
Max cruise	430 km/h (230 kt)
Rate of climb	3500ft/min.
Service ceiling	33,000ft.
Max range	3710 km (2000nm).

Powerplant :

2 × Turbomeca Astazou XVIG turboprop, 729 kW (978 hp) each

Armament :

3 x Hardpoints
2 x 20 mm Hispano-Suiza cannons.
4 x 7.62 mm FN browning guns

PANEL GUIDE

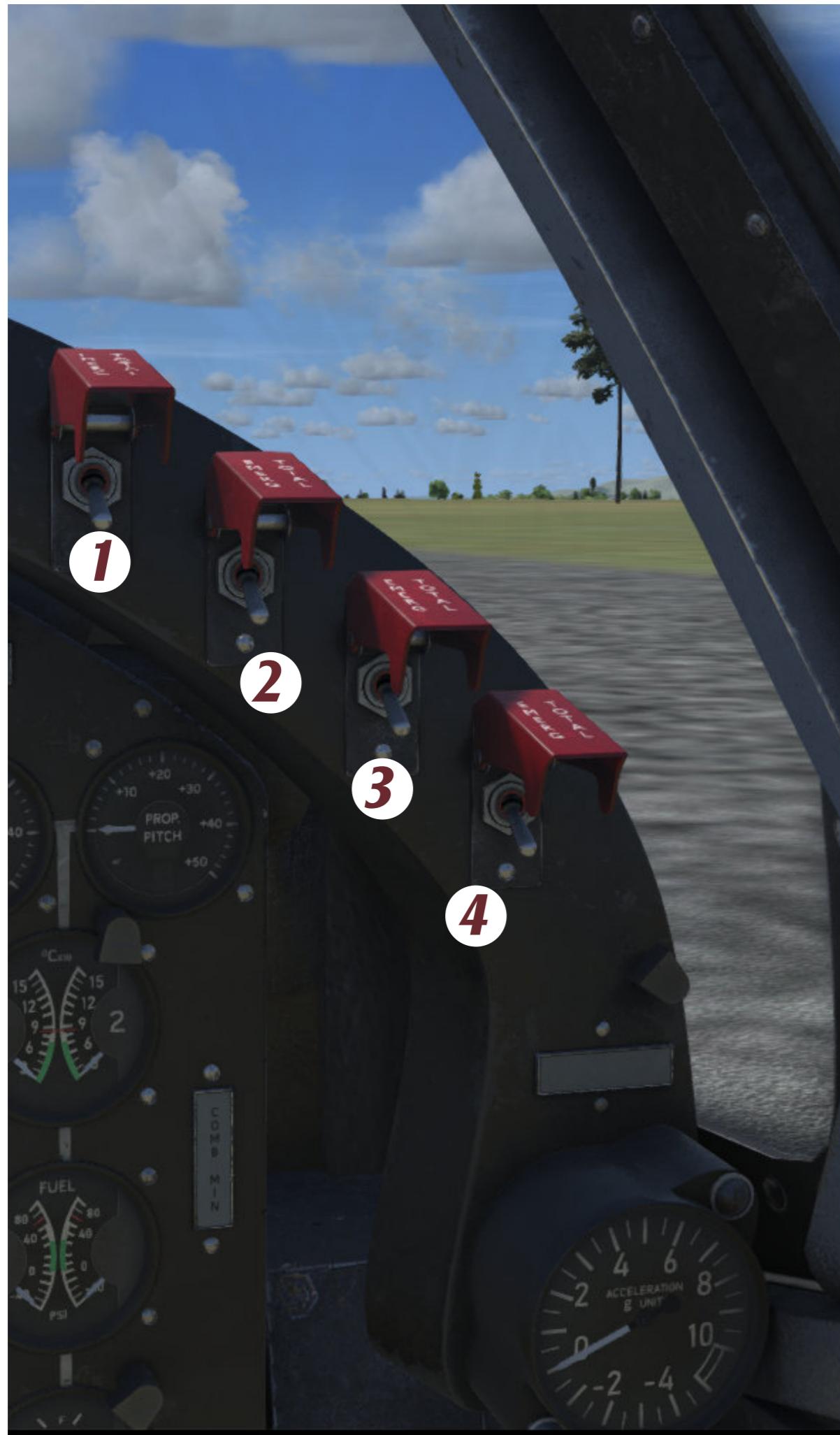


1. Mirrors (working in P3d)
2. Radio set toggle (Nb : see ravvdio section)
3. Generator switch
4. Avionics switch
5. Loadout control (Nb: see torpedo notev)
6. Lighting controls. (Nav : beacon : landing)
7. Panel lighting
8. Stores dump (not simulated)
9. Canopy switch
10. Gear lever
11. Prop feather switches
12. Auto 100 % fuel reload
13. Hud power (hud shown may vary)
14. Click here to remove gun sight
15. Gauge dimmer switch (P3D only)
16. Battery Switch
17. Avionics switch (again)
18. Engine 1 auto-start/ auto-shutdown
19. Engine 2 auto-start/ auto-shutdown
20. Aileron Trim control
21. Pilot removal.
22. Copilot removal.



* Ensure you have enough fuel before using this keyboard combination.

QUICK START GUIDE



Ok so perhaps you might want to use something a little different to the keyboard short cut to start the Pucara.

Or you simply want to start a different engine first.

We have designed a simple starting procedure using the 4 safety switches that can be found on the right hand side of the glare shield. It is as simple as going from left to right.

1. Battery switch
2. Avionics switch
3. Auto-start engine 1
4. Auto-start engine 2

The auto-start and auto-shutdown switches will turn on the battery and set your parking brake as well.

Auto-start / Auto-shutdown switches.

These switches in the down position are auto start switches. When you then use them to start the engine then you can the use the switch again to shut down that engine as an auto-shutdown switch.

Some handy Keyboard shortcuts (default)

CTRL + E - Auto start	Miscellaneous :
F5 - F8 - Flaps control	F9 - Virtual cockpit
G - Gear up and down	F11 - Locked spot view
CTRL + SHIFT + F1 - Mixture cut.	Shift + 1 - GPS popup.
CTRL + SHIFT + F4 - Mixture rich	CTRL + Space - reset view.
CTRL + SHIFT + F1 - Auto shutdown	
CTRL F1 - F4 - Propellor pitch control.	
CTRL + . (Period) - Parking brake.	
CTRL + L - Landing lights only.	

QUICK START GUIDE - ALTERNATE



CERADIO V1.33

RADIO SET - (BASE CTRL-EZY ADDON RADIO)

This is the standard radio for all Ctrl-ezy products with only the finish changing depending on the actual aeroplane.

1. Nav 1 gauge
 2. Nav 1 frequencies
 3. Swap Nav frequency (stby frequency is the lower readout)
 4. Nav1 MHZ knob.
 5. Nav1 KHZ knob.
 6. Switch NAV/GPS
 7. ADF readout
 8. ADF decimal change
 9. ADF KHZ change
 10. NAV hold for Autopilot
 11. ALT hold for Autopilot.
 12. HDG hold for Autopilot.
 13. ADF 1 Gauge
- Refer to break-out box for information on autopilot.

AUTOPILOT ? ISN'T THIS CTRL-EZY?

Yes it is. The Autopilot that we have built here works a bit like cruise control rather than a fully fledged autopilot.

1. The NAV HOLD switch will hold the Nav direction that you have tuned to using the radio below.
2. The ALT hold will hold that altitude that you were at when you clicked the alt hold switch. There is no way to modify this other than to turn off the altitude hold switch modify your height then click the switch back on.
3. The HDG hold works the same way as the ALT hold switch in regards that it will hold the heading that you were flying when the switch was switched on. This may mean that the plane will overshoot and then correct back to the heading you were on when you switched the switch.

If you dont want to mess about with the nav radios then your best bet is to use the alt hold and hdg hold. Be at the height you want to be and heading in the direction you want to go in and hit Alt and hdg hold.

NOTES AND TIPS

- The torpedero loadout is only available on the torpedero livery. It is unavailable on other liveries.
- Pilots will flip their visors down once they get into the air.
- Working mirrors and dimmable gauge lighting is a function of P3d only.
- The nature of the turbo-prop engines are that you should wait at least 30 - 60 seconds after start to let the engines properly spool.
- You need the parking brake to be on at start due to the starter torque of a turbine engine.

CREDITS:

FDEv : Aeroplaneheaven

Sound: Skysong Soundworks

3d development: Aeroplaneheaven

Textures : Aeroplaneheaven

732 cups of tea, 14 packets of digestives were consumed during the building of this aeroplane.

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