SGA

DC-9 README & INSTRUCTIONS

Introduction

Thank you for downloading the Stewart-Global Aircraft (SGA) DC-9 Series! We hope you will enjoy flying this new aircraft. However, to ensure the best possible experience, we ask that you take a couple minutes and read through this brief readme file. Please note that many of the questions you may have for us are probably already answered in here.

Installation

Installation is a breeze when it comes to SGA. Just extract our aircraft to your main FS2004 folder and you're ready to go! If you downloaded our optional sound set, please reference its readme file for further instructions needed to use the sounds. Please note that third party upgrades, features, repaints, and other items may not follow the same installation guidelines. Please be sure to always read the author's instructions.

Configuration

It is recommended that you set all of your realism values to maximum as this will allow you to experience the DC-9 the way it really is. You will also need to bind a key to the "Tail Hook" command in Flight Simulator. This is needed in order for you to be able to "extend" the landing lights, located on the underside of each wingtip. You will also need to bind a key to your "Wing Folder/Unfold" command in Flight Simulator, required to open and close the air stairs, located on the underside of the tail.

The DC-9 Series is the first of SGA's aircraft to feature hyper-realistic FDE's, produced by the very talented Fraser Turner. What does this mean? Our FDE's will cause the aircraft to behave and perform in a manner very close to that of the real thing.
In addition to the flying characteristics, the engines perform very much like the real one's, requiring a certain startup sequence in order for them to start properly.

1. The engine startup procedures below must be followed or you might experiance some rather interesting stall outs or surges.

- Fuel Flow check OFF.
- Start valve to open.
- at 15% N2 Fuel Flow On.
- ignition should occur at around 20% N2.
- let the engine spool up and stabilize (approx 20-30 seconds)
- repeat above for the next engine.

2. From idle to about 50% N1 the engine will respond to throttle inputs slowly, so be patient, this is an old turbine.

3. Using the default autopilot, i.e. the 737, can cause some sloppiness in holding altitude at low airspeeds and low altitude. ILS and G/S intercepts vary as well.

Credits

Model: Erick Cantu
XML Programming: Fraser Turner
Master Textures: Erick Cantu
FDE: Fraser Turner

Support

If you have any technical questions or require support for one of SGA's release, please visit our Support forum found at http://www.sgair.net/forum.