VISTALINERS
SilverJet 727

README & INSTRUCTIONS

Introduction

Thank you for downloading the Vistaliners SilverJet 727! 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.

This 727 is designed to fill a very specific role in the VA community as a simple, easy-to-use, easy-to-paint aircraft with a reasonable FDE so that it could be quickly implemented into VA fleets as an FS2004 replacement for the old (and outdated) FS2002 FFX 727. It was designed with three guidelines in mind:

1.) To be ready within a few weeks as it was needed immediately
2.) To not come with a very thorough FDE. That's just too much development time to waste
3.) Product support would not be required nor given

The aircraft was developed for Virtual Eastern, however, this does not mean it isn't freely available to the public and it does not grant them any exclusive license to use it. The repaint policy on this aircraft is completely open. You will find a complete suite of 24-bit blank textures is available for download separately, and you may paint it in any livery and release at any site not requiring pay-for-use without asking our permission, be you a VA or just another hapless painter (like myself). You MUST include a copy of this readme and give proper credit to us, and that's it. We don't want to handle repaint permission requests or distribution requests, and we wouldn't want to handle them in your position, so why bother?

Installation

To install this aircraft, simply extract the folder in this zip to your main FS2004 aircraft folder. The aircraft and associated sounds will be automatically placed in their correct locations and the aircraft are already configured to use the correct sounds.

We have pre-configured the -200 and -200Adv models to use the correct FDEs. The -200 (painted by Steve) is equipped with the JT8D-7B and the -200Adv (painted by myself) is equipped with the JT8D-15A (which Eastern needed for its aircraft operating in South America). Included in each aircraft's folder is a table of MCT setting for the various JT8D engines. If you are experienced at modifying the aircraft.cfg, feel free to use these to customize your aircraft to use whatever engine you want, however, it's not necessary - just for people who like to mess around. ;)

Configuration

It is recommended that you set all of your realism values to maximum as this will allow you to experience the 727 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 open the cockpit windows. You will also need to bind a key to your "Wing Folder/Unfold" command in Flight Simulator, required to open and close the airstairs, located on the underside of the tail.

The 727 FDE is not to the usual level of the others that we usually deliver, in order to get this aircraft into service when it needs to be. However, those who have tested it feel it meets and exceeds all requirements set forth and also outdoes any other 727 FDE ever done previously! I'd say quite an accolade for an FDE developed in this kind of timeframe, and you have none other than master programmer Fraser Turner to thank for this. One thing you will want to be sure of - always keep the power on unless you don't need it! Getting behind the power curve in this aircraft will mean a high probability of disaster (as some real 727 crews learned the hard way, unfortunately). Don't let it scare you, though, as the 727 isn't a complete monster! Her flying characteristics are revered the world over and she will give you all she's got so long as you keep up your end of the bargain. It's often said that you only need to know three speeds - and for the most part, this is true. These speeds are a rough guideline that real 727 pilots use - 140 knots, 250 knots, and "really fast." You should rotate around 140 knots, keep it below 250 knots under 10,000 feet, go "really fast" during cruise, be below 250 at 10,000 feet, and approach at 140. Your results during the "really fast" periods may vary. ;)

In addition to the flying characteristics, the engines perform very much like the real ones, requiring a certain startup sequence in order for them to start properly.

1.) The engine startup procedures below must be followed or you might experience 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

If you want some more flying tips, and loads of useless information (such as how to float a nav light bulb), check out http://www.boeing-727.com/

Credits

XML Programming and FDE: Fraser Turner
Model, textures, and Eastern -200Adv paint: Erick Cantu
Eastern -200basic paint (and loads of others): Steve Drabek
We would also love to thank the rest of the painters at SGA and out of SGA who
have contributed to this project, look for their liveries at the sim sites!

Support

Please note: This is an unsupported model and we will not provide tech support for it.

Enough of this BS, go fly!