

HPG H160 Quick-Start Guide

Content Creator Preview

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[Installation](#)

[Configure your controls](#)

[Primary Flight Controls](#)

[Collective controls](#)

[Cyclic controls](#)

[Normal Procedures \(Checklists\)](#)

[Power-Up](#)

[Starting Engine 1](#)

[Starting Engine 2](#)

[After Engine Start](#)

[AFCS Pre-Flight Test](#)

[Taxiing](#)

[Before Takeoff](#)

[Takeoff - Clear Area CAT A](#)

[Takeoff - Ground Helipad CAT A](#)

[Climb](#)

[Level Flight](#)

[Descent](#)

[Before Landing](#)

[Landing - Standard \(Level surface\)](#)

[Landing - Sloped](#)

[Shutdown](#)

[Avionics](#)

[FND \(Flight and Navigation Display\) page](#)

[VMS \(Vehicle Management System\) page](#)

[VMS page - MAIN format](#)

[VMS page - SYSTEM format](#)

[VMS page - RECONFIGURE format](#)

[VMS page - HYDRAULIC format](#)

[VMS page - FUEL format](#)

[VMS page - XMSN \(TRANSMISSION\) format](#)

[VMS page - ELEC \(ELECTRICAL\) format](#)

[NAVD \(Navigation Display\) page](#)

[DMAP \(Digital Map\) page](#)

[MISC \(Miscellaneous\) page](#)

[Flight Management System](#)

[GTN750](#)

[CMA9000](#)

[AFCS \(Autopilot\)](#)

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Installation

You've either been presented with manual installation ZIP files to unpack to Community, or Hype Operations Center should be used to install:

<https://davux.com/docs/ops/#download-install>

Configure your controls

In the documentation below, text styled as **MSFS Binding** refers to a function you may immediately assign in the MSFS CONTROLS OPTIONS display. Additional bindings for the cockpit (all functions) are available via Hype Operations Center.

Primary Flight Controls

Common name MSFS Binding	
Collective THROTTLE AXIS -or- COLLECTIVE AXIS	Pick only one axis. The H160 has a FADEC (full authority digital engine control) which controls the engine fuel metering without a manual throttle axis, even in reversion mode.
Cyclic Pitch ELEVATOR AXIS -or- CYCLIC LONGITUDINAL AXIS	
Cyclic Roll AILERONS AXIS -or- CYCLIC LATERAL AXIS	
Yaw Pedals RUDDER AXIS -or- TAIL ROTOR AXIS	You may also use the split-rudder axis: RUDDER AXIS LEFT and RUDDER AXIS RIGHT
Cyclic Trim Release ROTOR TRIM RESET	Pause the AFCS logic to take manual control, as well as communicating your intents to the AFCS. Hold this button down while manipulating the cyclic.

Collective controls

These controls are recommended to be bound to your controller, but they are also available for quick access on the tablet by clicking the clock at the top of the screen.

Common Name MSFS Binding	
COLLECTIVE GA AUTO THROTTLE TO GA	Engage Go Around mode
4-Way Collective Beep Trim INCREASE AUTOPILOT N1 REFERENCE DECREASE AUTOPILOT N1 REFERENCE RUDDER TRIM LEFT RUDDER TRIM RIGHT	Contextual to the engaged AFCS modes.

Cyclic controls

These controls are recommended to be bound to your controller, but they are also available for quick access on the tablet by clicking the clock at the top of the screen.

Common Name MSFS Binding	
AP/BKUP ON AUTOPILOT ON	Press once: Engage AP1 , AP2 , & BKUP Press twice: Select ALT , HDG , & IAS .
AP/BKUP CUT TOGGLE DISENGAGE AUTOPILOT	Press once: Disengage AP1 and AP2 Press twice: Disengage BKUP
AP/UM OFF AUTOPILOT OFF	Press once: Cancel selected upper modes Hold for 2SEC: Clear preselections (bugs)
AP/GTC TOGGLE AUTO HOVER	Press once: Engage GTC Press twice: Engage HOVER
4-Way Cyclic Beep Trim INCREASE ROTOR LONGITUDINAL TRIM DECREASE ROTOR LONGITUDINAL TRIM INCREASE ROTOR LATERAL TRIM DECREASE ROTOR LATERAL TRIM	Contextual to the engaged AFCS modes.

For more information please see the H145 documentation for CONTROLS and SETTINGS

<https://davux.com/docs/h145/CONTROLS.html>

<https://davux.com/docs/h145/SETTINGS.html>

Don't forget to use Trim Release anytime that you manipulate the cyclic!

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Normal Procedures (Checklists)

A typical flight may make use of the included procedures as follows:

Power-Up	Bring power to the aircraft after storage or otherwise being off. After Power-Up the pilots have several options: 1. Start engines 2. Engage RLG (Radio Listening on Ground) to activate the position lights, radios and navigation equipment 3. Connect a GPU (Ground Power Unit) to the aircraft to avoid draining the batteries Eventually, the pilots must either proceed to start engines, or conduct the Shutdown checklist.
1. Starting Engine 1 2. Starting Engine 2 3. After Engine Start 4. AFCS Pre-Flight Test	These 4 checklists should be conducted together in sequence. If there is a problem starting engines, the start should be aborted and the Shutdown checklist executed.
1. Taxiing 2. Before Takeoff	Taxiing checklist needs to be executed before leaving the parking position, and is used even if ground taxi or air taxi will not be conducted (e.g. if departing from the parking position directly).
1. Takeoff - Clear Area (CAT A) -OR- 2. Takeoff - Ground Helipad (CAT A)	Clear Area takeoff may be used when there are no obstructions in front of you (such as a runway). Should an engine fail before the TDP (takeoff decision point), then you can land on the runway. A vertical takeoff (suitable for restricted area, like an offsite landing) or rearward takeoff can be used and should an engine fail before the TDP, the pilot may return to the start position.
Climb Level Flight Descent Before Landing	
Landing - Standard -OR- Landing - Sloped	Adhere to the sloped landing limitations.
Shutdown	Remove power from the aircraft.

Power-Up

This is the first checklist. This checklist brings power onto the aircraft and is used prior to starting engines.

Overhead Panel 1. BAT 1, BAT 2 ON 2. GEN 1, GEN2, EGEN ON 3. DC GPU (If Connected) ON 4. PWR-UP TEST OK CHECK 5. RA1, RA2 ON 6. FMS1, FMS2 ON 7. LAMP TEST..... TEST a. "AUDIO TEST" voice message AUDIBLE b. Lights illuminated CHECK	NOTE: MFD3 (copilot inboard) will not have any power until either the GPU is connected or a generator is online. GPU Status <table border="1" style="width: 100%;"> <tr> <td style="text-align: center; width: 50%;">  Available </td><td style="text-align: center; width: 50%;">  Connected </td></tr> </table>	 Available	 Connected
 Available	 Connected		
Pilot MFD (FND page) 7. Message List CHECK and ACKNOWLEDGE 8. FND page CHECK parameters validity 9. Heading COMPARE with Standby Compass 10. Altimeters and IESI SET 11. Decision Height and Decision Altitude... AS REQUIRED 12. Fuel Quantity CHECK	There are 3 air data systems (copilot, pilot and IESI). You will need to set the pressure setting on all 3.		
Lighting Panel (Center Console) 13. POS and ACOL Lights AS REQUIRED 14. SIGNS AS REQUIRED 15. EMER EXIT ARMED 16. Cockpit LightingAS REQUIRED	Generally position lights (POS) should be on anytime the battery is on. Red ACOL shall be used prior to engine start to warn any nearby personnel. Red+White ACOL shall normally be used in flight.		
Forward Center Console 17. FLOATS (If Installed) OFF 18. WIPERS AS REQUIRED 19. HTAWS ON Weather Radar Control Panel (Rear Center Console) 20. WXR (if required)..... TEST and then STBY	Note: currently prior to starting engines, the weather radar can only be activated by using the SHED OVER switch (in the pilot footwell area).		
MFD (DMAP page) 21. DMAP CHECK or AS REQUIRED MFD (VMS page) 22. VMS MAIN page CHECK parameters validity 23. VMS SYST page CHECK equipment status 24. VMS WEIGHT data ENTER and (VAL)IDATE 25. Engine oil levels and temperatures CHECK	Entering weight data will SET the aircraft payload (similar to using the MSFS payload menu). The payload menu may alternatively be used and the VMS WEIGHT Page will reflect accurate payload information.		
26. OEI Rating Selection..... CHECK	You can access the OEI HI/LO selector on the tablet autopilot panel (expanded section), or by		

	binding the hotkeys. You can't click on our collective OEI HI/LO button (as it would be difficult anyway).
Flight Controls Check - To be performed once per day. Overhead Panel 27. AUX PUMP ON 28. Cyclic stick (longitudinal & lateral) FREE TRAVEL 29. Collective pitch FREE TRAVEL 30. Pedals FREE TRAVEL 31. Cyclic, Pedals CENTER 32. Collective DOWN 33. AUX PUMP OFF	Stick forces are not simulated unless using Force Feedback controllers, but you can still check your controls have free travel. Auxiliary hydraulic pump (electric) is required for testing the flight controls. It is not needed during flight.

Starting Engine 1

This checklist will start the first engine. You can pick to start engine 2 or 1 first.

Inboard Pilot MFD (MFD4) 1. VMS page (MFD4) SELECT Overhead Panel 2. ENG1 or ENG2 IDLE Inboard Pilot MFD (MFD4) 3. START CHECK 4. N1 and TOT MONITOR 5. Rotor spinning BEFORE N1 > 25% 6. START Disengaged at ~50% N1 7. N2 and NR OBSERVE acceleration 8. TRQ Increases 9. HYD Pressure Increases 10. MGB Pressure Increases 11. NR CHECK stabilized 80% Center Console 12. ECS (climate control) AS REQUIRED	
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Starting Engine 2

This checklist will start the second engine after the first is already running.

Overhead Panel 1. ENG1 or ENG2 IDLE Inboard Pilot MFD 2. START CHECK 3. N1 and TOT MONITOR 5. START Disengaged at ~50% N1 6. N2 (1 & 2) and NR OBSERVE synchronization	
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After Engine Start

This checklist must be run directly after starting the second engine

Overhead Panel 1. DC GPU (if coupled) PRESS (DISCONNECT) 2. GPU DOORCHECK 3. FLOATS (if installed)AUTO or AS REQUIRED	NOTE: GPU DOOR is not simulated yet.
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AFCS Pre-Flight Test

The pre-flight test should be run on the first flight of the day.

1. COLLECTIVE PITCH MINIMUM 2. Cyclic Stick and Pedals HANDS OFF and FEET OFF Autopilot Control Panel 7. A.TRIM, AP1, AP2, BKUP ON Overhead Panel 3. TEST switch PRE-FLT 4. P-FLT TST on message list CHECK 5. P-FLT TST OK on message list CHECK 6. AFCS OFF (fast cut) then ON	To fast-cut the AFCS, use AP/BKUP CUT (twice) and then AP/BKUP ON , or use the APCP and manually click AP1, AP2, and BKUP. APCP Status <table><tr><td>OFF System Off</td><td>OFF System On</td></tr></table>	OFF System Off	OFF System On
OFF System Off	OFF System On		

Taxiing

This checklist is to be run after both engines are started and before takeoff. If taxi is not needed, this checklist still must be completed through step 6.

Overhead Panel 1. ENG1 and ENG2 FLIGHT (guarded) 2. Message list CHECK 3. Inboard Pilot MFD format AS REQUIRED 4. Landing Lights AS REQUIRED Forward Center Console 5. NOSE WHEEL FREE 6. PARK BRAKE OFF	Landing light control is on the collective (not usable - make a key binding or use the tablet lights panel).
To Begin Taxi: 7. Collective pitch INCREASE (as necessary) 8. Cyclic Stick ADJUST (forward and into the wind) 9. Collective pitch ADJUST (to maintain speed) 10. Pedals USE for turning Stopping: 11. Collective pitch REDUCE to MINIMUM 12. Wheel Brakes APPLY gradually 13. Cyclic Stick NEUTRAL position	Minimal cyclic and collective should be used for ground taxi. Expect to use between FLI 1.5-2.5 depending on weight.

Before Takeoff

This checklist must be run prior to takeoff.

1. Flight Performance (VMS) COMPUTED Forward Center Console 2. PARK BRAKE AS REQUIRED 3. AFCS UPPER MODES PREPARED (AS REQUIRED) 4. DA, DH, Baro setting CHECK 5. Transponder CHECK 6. Floats (if installed) AUTO 7. Message list CHECK	Check WEIGHT & PERFORMANCE to determine suitability for use of OEI ratings of capability of CAT A takeoff.
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Takeoff - Clear Area CAT A

This is a takeoff option checklist for ground level with no obstructions. If an engine were to fail at a critical time, rejection would result in landing (e.g. on the runway in front of you).

1. Hover (IGE) at 6ft, into the wind PERFORM 2. Attitude NOSE DOWN approx 10 degrees 3. IAS INCREASE to VY When height is > 100ft 4. Collective pitch MAX CONTINUOUS POWER Forward Center Console 5. L/G UP	IGE: In ground effect
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Takeoff - Ground Helipad CAT A

This procedure can be used to engage a rearward or vertical profile takeoff with assistance from the AFCS to maintain trajectory. These are VFR procedures that do not reduce the minimums but rather support the pilot and reduce workload.

1. PARK BRAKE ON 2. NR HI ON 3. DA, DH, Baro setting SET 4. HOV subformat (FND page) SELECT 5. T/O mode (FND page) SELECT 6. REARWARD TAKEOFF or VERTICAL TAKEOFF CHECK 7. T/O TDP (FND page) SELECT 8. Hover (IGE) at 6ft, into the wind PERFORM 9. AP/GTCPRESS TWICE 10. HEIGHT and HOVER CHECK 11. GO AROUND PRESS (engage procedure) 12. REARWARD TAKEOFF or VERTICAL TAKEOFF CHECK If an engine fails before TDP 13. REJECTED CHECK	NR HI switch is between the engine start switches on the overhead panel. It engages rotor rpm of 105%. HOV subformat has the brown ground-speed lines (under the HSI/SCT/HOV button). Select the TDP (Takeoff decision point) using the MFD knob. The GO AROUND command is available as a key binding and also on the tablet autopilot panel.
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14. Aircraft descent trajectory MANAGE if needed If an engine fails after TDP 15. CONTINUED TAKEOFFCHECK At the TDP 16. GO AROUND PRESS (engage Fly-Away) 17. GO AROUND CHECK At VY 18. NR HI OFF 19. PARK BRAKE OFF 20. L/G UP	IFR flight is possible from the TDP onward. Be advised that after touchdown, your collective will become active again so you should lower it during the REJECTED segment. You may also use Collective Trim Release to intervene and cushion the landing
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Climb

This checklist is to be used after any takeoff procedure is performed.

1. Collective pitch MAX CONTINUOUS POWER 2. Recommended climb speedVY 3. AFCS UPPER MODES AS REQUIRED 4. DA, DH, Baro setting CHECK 5. Landing Lights OFF Lighting Panel (Center Console) 6. SIGNSAS REQUIRED	VY is about 65 kt and visible on the airspeed tape. Landing light control is on the collective (not usable - make a key binding or use the tablet lights panel).
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Level Flight

This checklist is to be used during the cruise portion of the flight.

1. AFCS UPPER MODES AS REQUIRED 2. DA, DH, Baro setting ADJUST 3. Fuel Quantity CHECK 4. Navigation, Radios AS REQUIRED	
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Descent

This checklist is to be used after the cruise portion of the flight.

1. SIGNSAS REQUIRED 2. AFCS UPPER MODES AS REQUIRED 3. DA, DH, Baro setting ADJUST 4. FLI CHECK above desync lines 5. IAS AS REQUIRED	The FLI desync lines are at FLI 2.5 and they are two horizontal white lines. This point on the FLI signifies where the rotor may begin autorotation and it is best to maintain the collective above this point.
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Before Landing

This checklist is to be used before landing.

Forward Center Console 1. L/G DOWN (3 green lights) 2. NOSE WHEEL AS REQUIRED 3. PARK BRAKE AS REQUIRED 4. DA, DH, Baro setting CHECK 5. Landing Lights ON Lighting Panel (Center Console) 6. SIGNSAS REQUIRED 7. ANTICOL ON (color as required)	
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Landing - Standard (Level surface)

This checklist is to be used for a standard landing on a reasonably level surface like an airport or helipad.

1. IAS 50kt 2. Rate of Descent approx. -500fpm When at 50ft 3. IAS REDUCE continuously Before touchdown 4. Attitude NOSE UP to stop the helicopter 5. HOVER at 6ft PERFORM 6. Collective pitch REDUCE When on ground 7. Collective pitch MINIMUM	
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Landing - Sloped

This procedure is to be used when landing on a slope.

1. PARK BRAKE ON 2. NOSE WHEEL LOCK 3. HOVER at 6ft PERFORM 4. Collective pitch GRADUALLY REDUCE 5. Cyclic stick USE to prevent rolling When all wheels are on the ground 6. Collective pitch MINIMUM 7. Cyclic stick CENTER	Respect sloped landing limitations.
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Shutdown

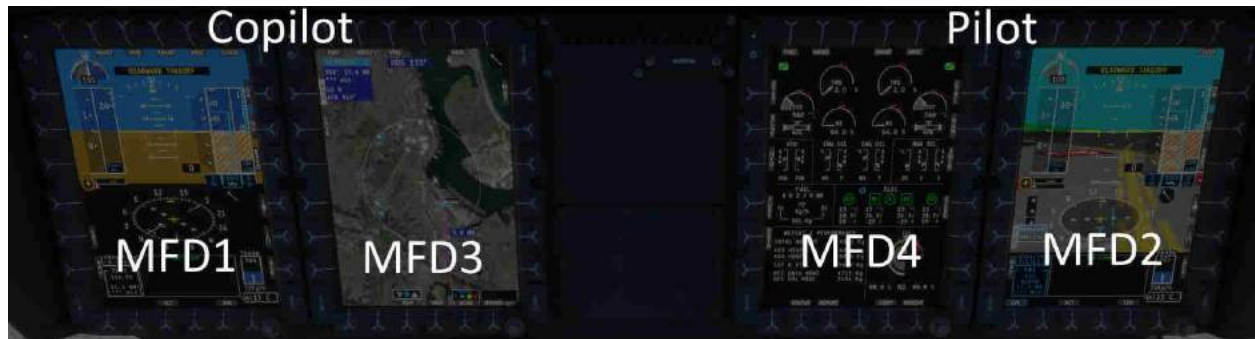
This checklist shuts down the engines and removes power from the aircraft. It is the last checklist as the aircraft will subsequently be Cold & Dark.

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1. PARK BRAKE	ON	
2. Collective pitch	MINIMUM	
3. Cyclic stick and pedals	CENTER	
4. ENG1, ENG2	IDLE	
5. Floats (if installed)	OFF	
6. RA1, RA2	OFF	
7. ECS	OFF	
After 30 seconds cooldown		
8. ENG1, ENG2	OFF	
9. Rotor brake	APPLY when NR < 50%	
After the rotor stops		
10. Rotor brake	RELEASE	
11. Flight Report (VMS)	CHECK	
12. Lighting (external, cockpit, emergency)	OFF	
13. DOWNLOAD COMPLETE	CHECK	
14. BAT1, BAT2	OFF	
15 All switches	OFF	

Rotor brake handle is in the center of the overhead area

Avionics



There are 4 Helionix MFDs installed, two for the pilot and two for the copilot. With the exception of the outboard pilot MFD, the pages may be selected freely between the different formats.

FND (Flight and Navigation Display)	FND contains the basic pilot information and is the most important format.
NAVD (Navigation Display)	NAVD is to be used during enroute navigation and has use of the weather radar.
VMS (Vehicle & Systems Management)	VMS contains detailed information about the aircraft systems, and is to be used to monitor engines during startup.
DMAP (Digital Map System)	DMAP is a map system with online weather and various map styles.
MISC (Auxiliary cameras)	MISC is used for integration of cameras.

Each of the pages above are available by selecting named keys at the top of each MFD.

Each MFD has various brightness controls in addition to the power button:

LUM (Luminance)	This controls overall display brightness
CTRS (Contrast)	This controls overlay display brightness (HTAWS, WXR)
BRT (Brightness)	This controls underlay display brightness (DMAP, SVS)

VMS (Vehicle Management System) page

The Vehicle Management System (VMS) page shows detailed system status. It is required to be open during engine starting but may be closed for the flight unless some condition warrants investigation.

VMS page - MAIN format

The MAIN format is the default format and contains detailed engine information, as well as hydraulic, main gearbox, fuel and electrical overview. The lower panel contains additional subformat status pages.

SYST: System status sub-page RCNF: Reconfigure sub-page HYD: Hydraulic system sub-page FUEL: Fuel system sub-page DATA: Data view: 1. Weight & Performance 2. Timezone 3. Hoist 4. Sling load 5. Tank status	MAIN FNDNAVD DMAPMISC IDLE TRQ 9.0 % TOT 515 °C IBF 40% TRQ 9.0 % N1 74.8 % N1 74.8 % IBF 40% HYD ENG OIL ENG OIL MGB OIL 206 206 80 7 80 7 30 2 2 FUEL 10 h 55 / 0 NM 25 FF Kg/h 25 551 Kg ELEC G1 B1 E B2 G2 15 °C 15 °C 15 °C 15 °C 28.5V 24.3V 24.3V 28.5V 19 A -25 A -25 A 19 A WEIGHT & PERFORMANCE TOTAL WEIGHT 4522 Kg AEO HIGE 6050 Kg AEO HOG E 6050 Kg CAT A VTOL 5680 Kg OEI 2min HOG E 4715 Kg OEI 30s HOG E 5194 Kg 80.0 80.0 % N2 80.0 % STATUS REPORT CONF WEIGHT	CTRL: Flight controls page NUM: Show digital values for parameters. XMSN: Transmission system sub-page ELEC: Electrical system sub-page
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VMS page - SYSTEM format

The SYSTEM format has an overview of connected equipment status, as well as detailed status for the AFCS components. The PRE-FLIGHT test status will also be visible in the lower section.

	SYSTEM FND NAVD DMAP MISC FMS1 FMS2 DME VOR1 VOR2 GPS1 GPS2 IESI DF ACAS HTAWS RA1 RA2 WXR RNC HYD CTRL AFCS CTRL PANEL BACKUP AP1 AP2 TRIMS ACTUATORS COLL PITCH ROLL YAW FUEL PREV ORIF	Equipment is displayed at the top. Disconnected or failed equipment will be highlighted in red. AFCS component status: 1. APCP 2. AP1, AP2, BKUP 3. Cyclic controls 4. Collective controls 5. Trim status 6. SEMA status
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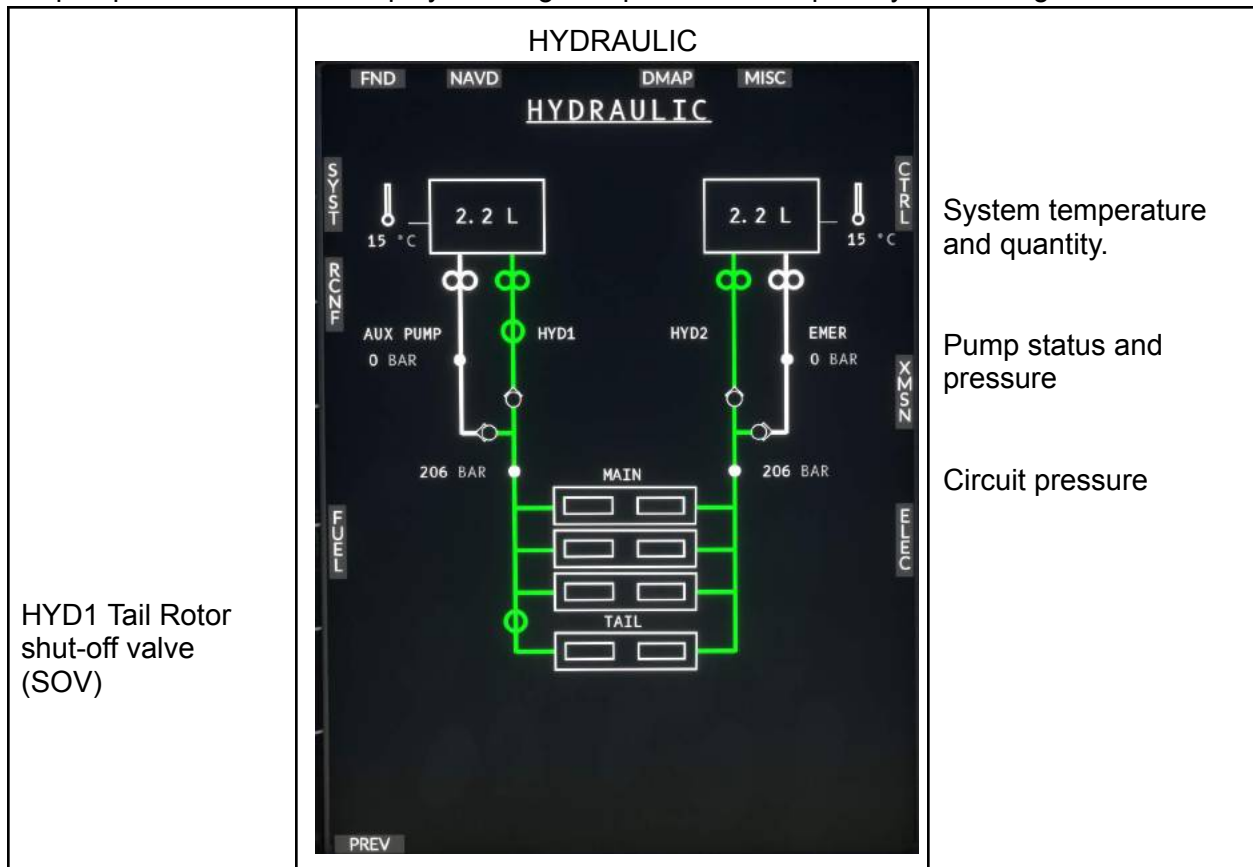
VMS page - RECONFIGURE format

The RECONFIGURE format displays the sensor status and configuration. Each MFD automatically configures itself to best use the available sensors.

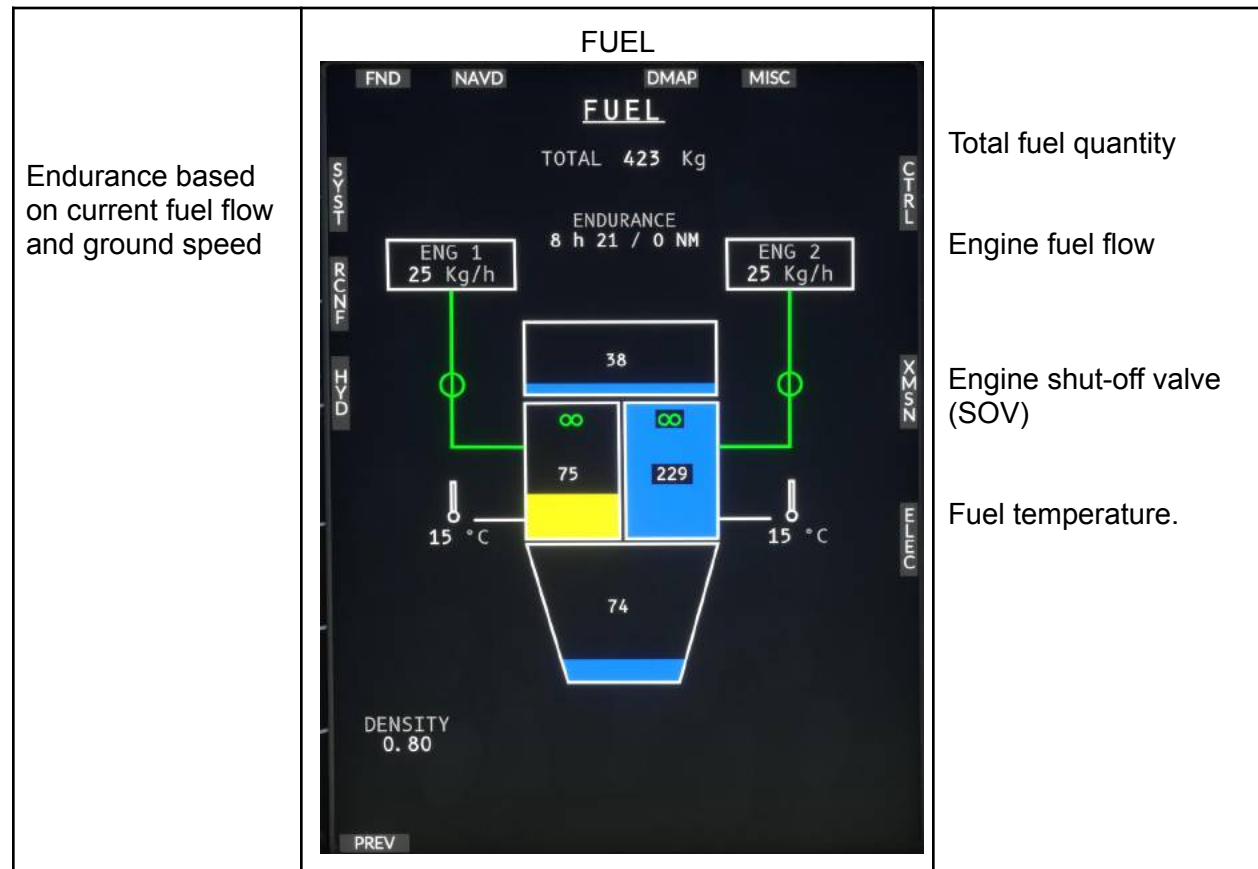
	RECONFIGURE FND NAVD DMAP MISC MFD1 MFD3 MFD4 MFD2 ATT1 AIR1 HDG1 RA1 FMS1 ATT1 AIR1 HDG1 RA1 FMS1 ATT2 AIR2 HDG2 RA2 FMS2 ATT2 AIR2 HDG2 RA2 FMS2 SYST HYD FUEL CTRL XMS ORF ATT1 PIT: -0 ROL: -0 IESI PIT: -0 ROL: -0 ATT2 PIT: -0 ROL: -0 AIR1 Hp: 1013 IAS: 0 IESI Hp: 1013 IAS: 0 AIR2 Hp: 1013 IAS: 0 HDG1 MAG: 133 HDG2 MAG: 133 RA1 -0 RA2 -0 PREV
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VMS page - HYDRAULIC format

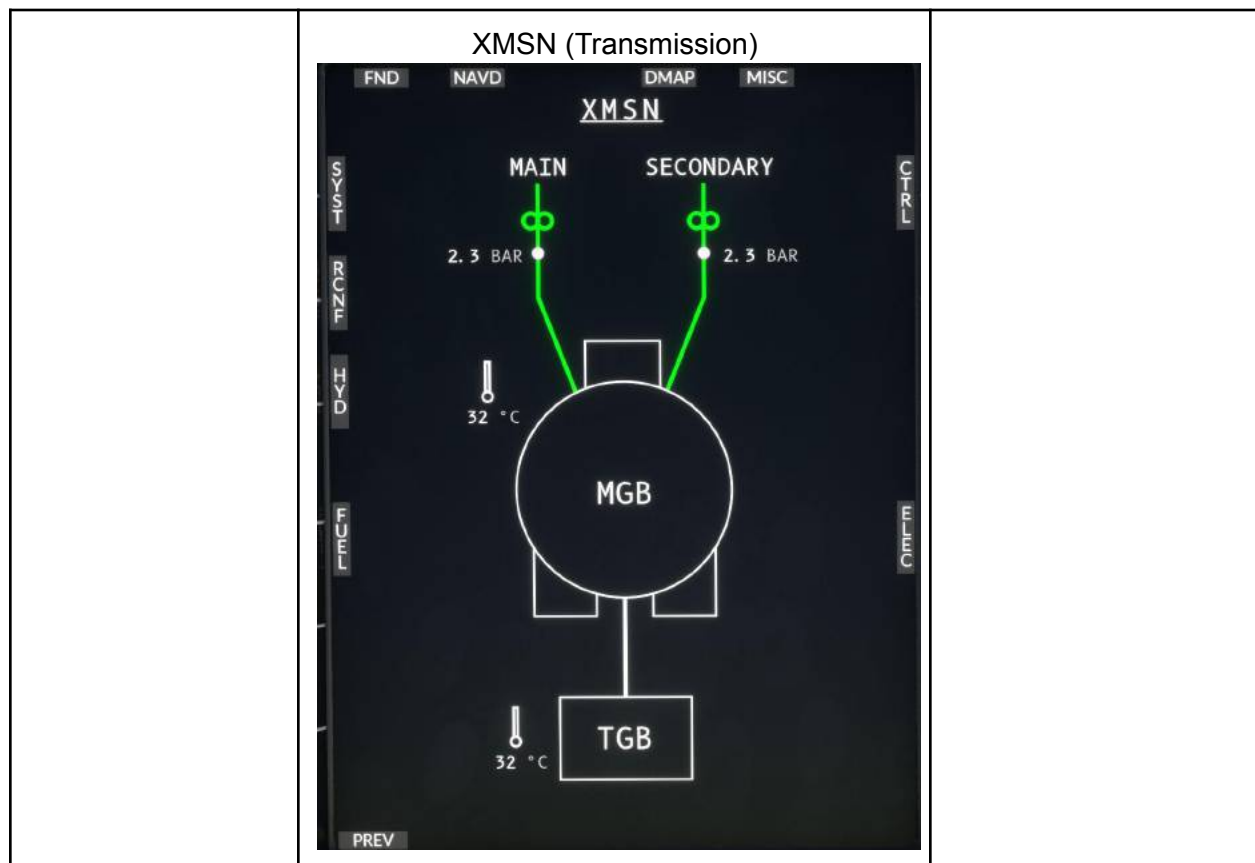
The HYDRAULIC format displays detailed system status for hydraulic system 1 and 2. Each of the pumps and valves are displayed along with pressure and quantity monitoring.



VMS page - FUEL format

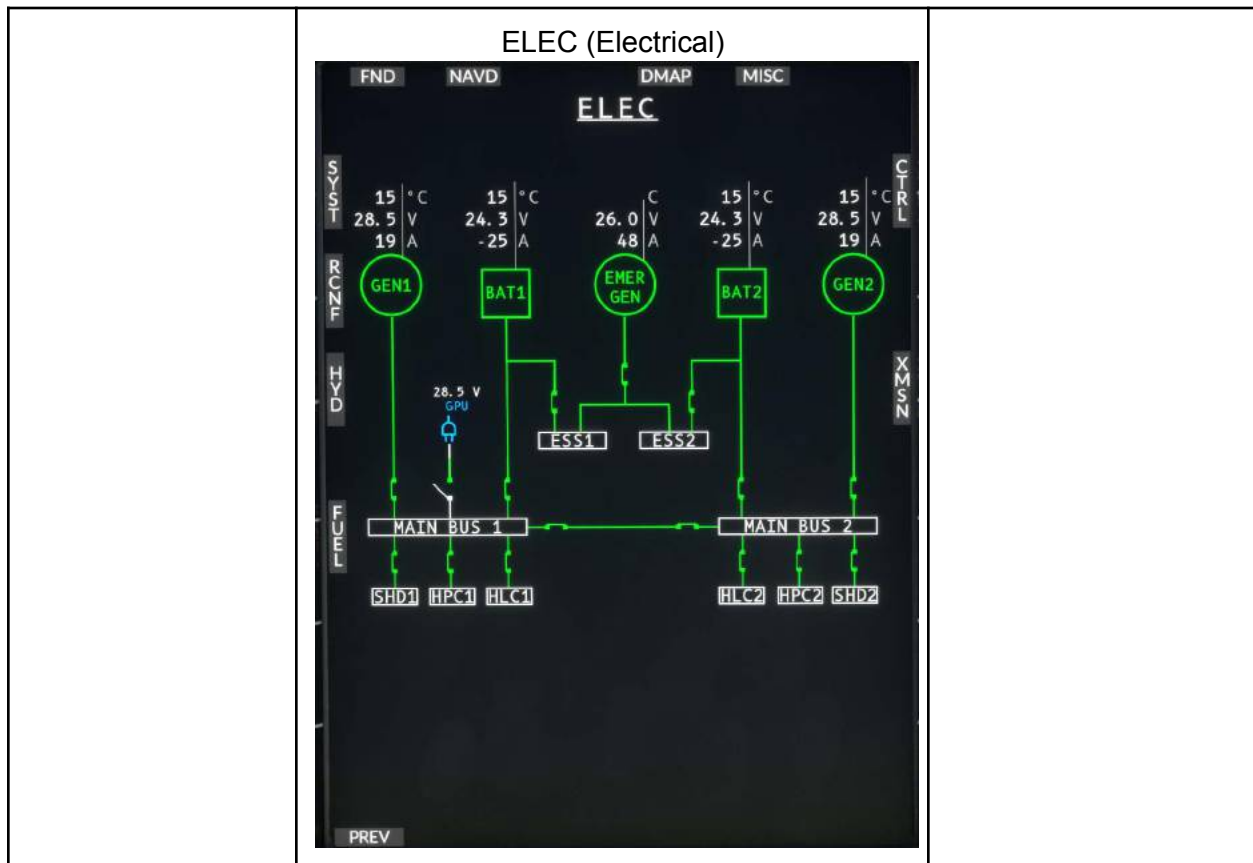


VMS page - XMSN (TRANSMISSION) format



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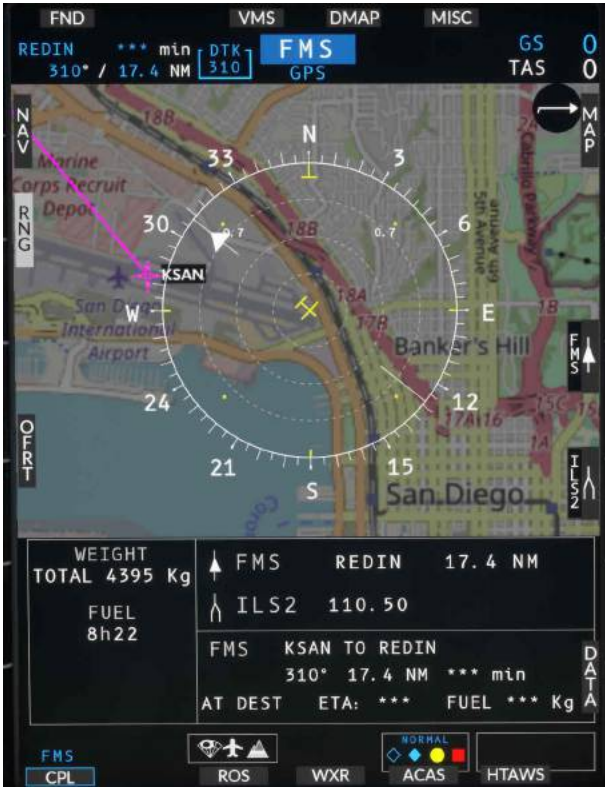
VMS page - ELEC (ELECTRICAL) format



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NAVD (Navigation Display) page

The navigation page is used for en-route navigation. It has the DMAP background selection as well as flight plan and multiple display modes.

NAV: Cycle navigation source RNG: Change map range (use knob) OFFRT: Show OFF-ROUTE waypoints.	 CPL: Couple or decouple navigation source. ROS/SCT/PLN: change map subformat. WXR: Toggle weather radar overlay. ACAS: Inop. HTAWS: Toggle HAT (Height Above Terrain).	MAP: Change map background (DMAP underlay) Change bearing 1 Change bearing 2 DATA: Show navigation source data.
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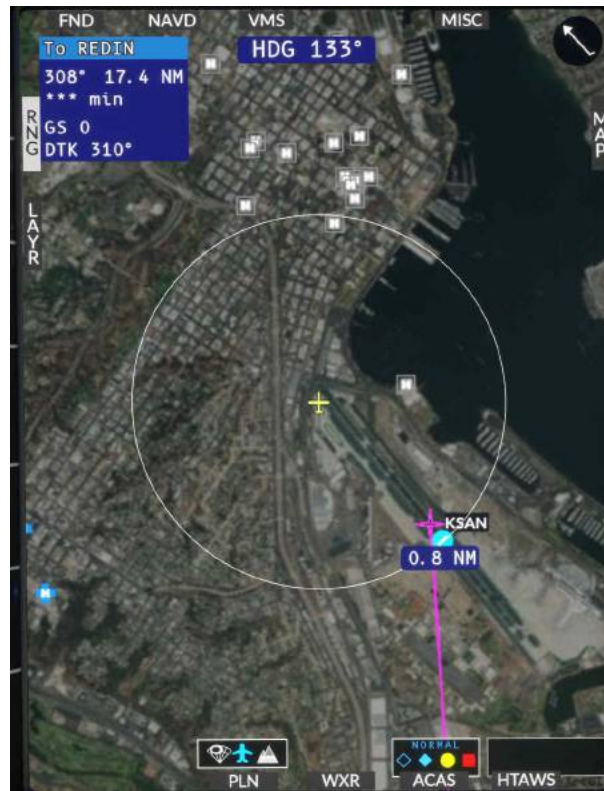
DMAP (Digital Map) page

The DMAP or digital map system is a full screen display with configurable map backgrounds and flight plan information.

RNG: Change the map range

LAYR: Select layers:

1. Helipad POI
2. Hospital POI
3. MSFS POI
4. Airports & More.



MAP: Change the map style

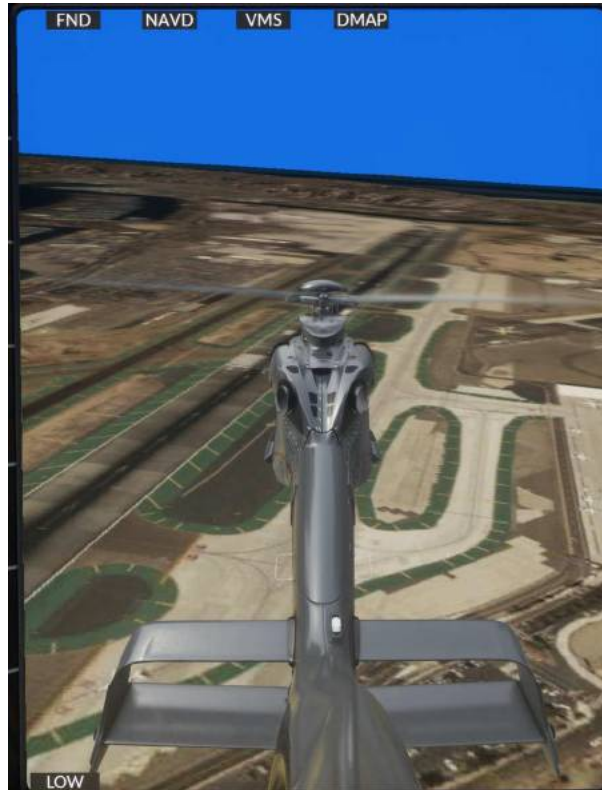
MISC (Miscellaneous) page

The MISC page integrates auxiliary cameras. Currently this connects to a single camera source, the tail camera.

LOW: Low performance mode

HIGH: High performance mode (with pitch/roll)

Despite the name, **HIGH** has marginal performance impact.



Flight Management System

GTN750

Available from either pms50 or TDSSim. Use the tablet Aircraft app (Options page) to select your preferred FMS.

pms50	TDSSim
https://pms50.com/msfs/	https://tdssim.com/tdsgtnxi

CMA9000

This FMS option will be coming later.

AFCS (Autopilot)

H160 has a powerful 4-axis autopilot with state of the art assisted takeoff modes as well as ground-referenced modes and traditional flight modes.

APCP (Autopilot control panel)	
	Systems: A.TRIM: Auto-trim system. Required for use of the AFCS. BKUP: Backup SAS, used in case of dual failure of the full autopilot computers. AP1: Main computer 1 AP2: Main computer 2 The main computers contain a SAS as well as the upper modes ability.
Modes (each knob has a push function to engage/disengage the mode, and a knob to change the reference): CR.HT: Cruise Height (radio altitude hold) IAS: Indicated airspeed hold ALT.A: Altitude acquire VS/FPA: Vertical speed (traditional) or Flight Path Angle. HDG/TRK: Heading (traditional) or ground track. ALT: Barometric altitude hold The butterfly knob chooses between traditional modes or ground-referenced (GPS) modes.	
Cyclic grip	
The cyclic grip has these important controls:	
Common Name MSFS Binding	
AP/BKUP ON AUTOPILOT ON	Press once: Engage AP1 , AP2 , & BKUP Press twice: Select ALT , HDG , & IAS .
AP/BKUP CUT TOGGLE DISENGAGE AUTOPILOT	Press once: Disengage AP1 and AP2 Press twice: Disengage BKUP
AP/UM OFF AUTOPILOT OFF	Press once: Cancel selected upper modes Hold for 2SEC: Clear preselections (bugs)
AP/GTC TOGGLE AUTO HOVER	Press once: Engage GTC Press twice: Engage HOVER

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4-Way Cyclic Beep Trim INCREASE ROTOR LONGITUDINAL TRIM DECREASE ROTOR LONGITUDINAL TRIM INCREASE ROTOR LATERAL TRIM DECREASE ROTOR LATERAL TRIM	Contextual to the engaged AFCS modes.						
Cyclic Trim Release ROTOR TRIM RESET	Pause the AFCS logic to take manual control, as well as communicating your intents to the AFCS.						
Collective grip The collective grip has these important controls: <table> <tr> <td> Common Name MSFS Binding </td><td></td></tr> <tr> <td> COLLECTIVE GA AUTO THROTTLE TO GA </td><td>Engage Go Around mode</td></tr> <tr> <td> 4-Way Collective Beep Trim INCREASE AUTOPILOT N1 REFERENCE DECREASE AUTOPILOT N1 REFERENCE RUDDER TRIM LEFT RUDDER TRIM RIGHT </td><td>Contextual to the engaged AFCS modes.</td></tr> </table>		Common Name MSFS Binding		COLLECTIVE GA AUTO THROTTLE TO GA	Engage Go Around mode	4-Way Collective Beep Trim INCREASE AUTOPILOT N1 REFERENCE DECREASE AUTOPILOT N1 REFERENCE RUDDER TRIM LEFT RUDDER TRIM RIGHT	Contextual to the engaged AFCS modes.
Common Name MSFS Binding							
COLLECTIVE GA AUTO THROTTLE TO GA	Engage Go Around mode						
4-Way Collective Beep Trim INCREASE AUTOPILOT N1 REFERENCE DECREASE AUTOPILOT N1 REFERENCE RUDDER TRIM LEFT RUDDER TRIM RIGHT	Contextual to the engaged AFCS modes.						

Additional ease-of-use controls are provided on the tablet, for those that can't bind all the functions directly to their controller.

Read more: <https://davux.com/docs/h145/AFCS.html>