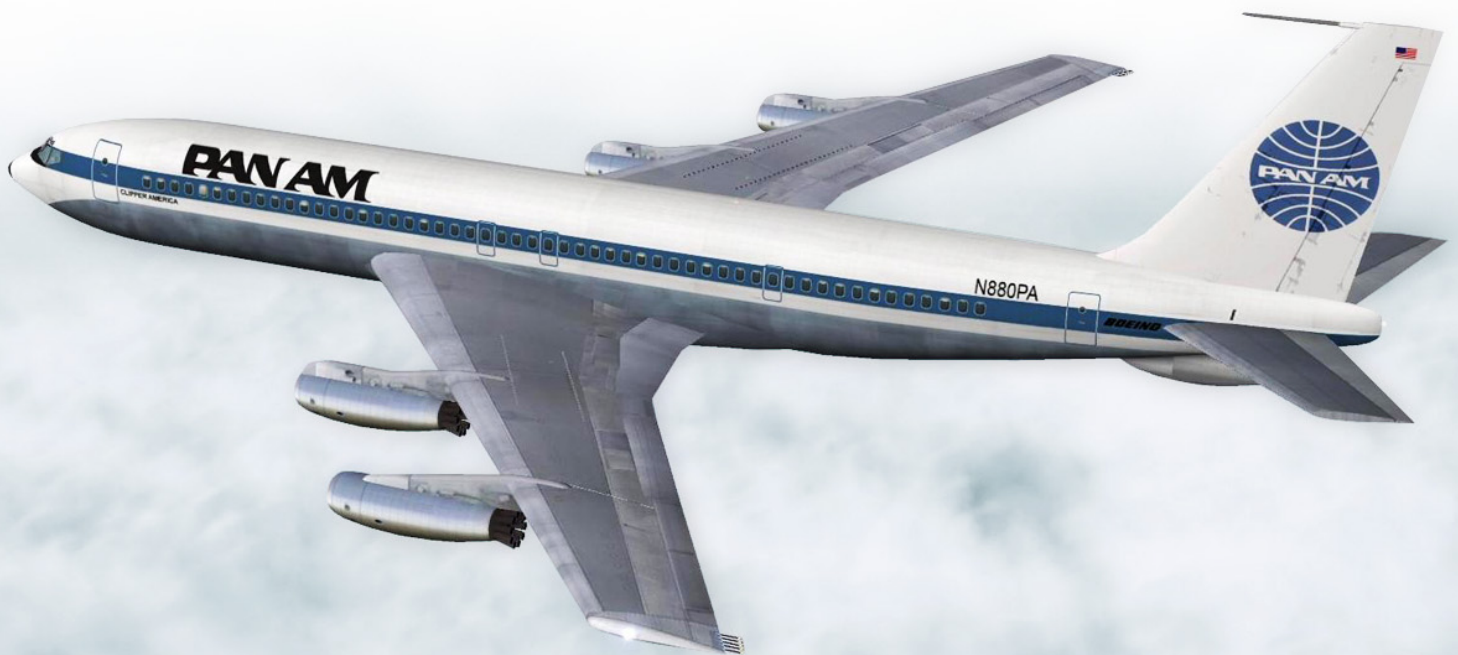


Boeing 707 **MANUAL**

for X-Plane 11



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INSTALLATION & SETTINGS

These aircrafts are meant to be run in **X-Plane 11**, on **Windows**, **OSX** and **Linux** platforms.
Due to the continual development of X-Plane, some issues can occur that will be fixed in the next updates of the plane.

RECOMMENDED SYSTEM SPECIFICATIONS

X-Plane 11+
Multi-core processor 3.0GHz
8 GB of RAM or more
3 GB of VRAM or more

INSTALLATION

Copy the Boeing 707 folder contained in the compressed package, to the folder of your choice inside the "Aircraft" folder of your X-Plane installation. That's all!

If you want to use the CIVA Navigation System plugin with the Boeing 707 (purchase on the org store), just put the uncompressed xciva package in the plugin folder of the airplane.



These aircrafts use **3D lighting** for both interior and exterior night textures.

For the best experience, ensure that the **HDR is activated** in your rendering options.

Also note that the **rudder illuminates** when **taxi light is ON**.

Animations can be done using **custom slider keys** (to be defined in your "SETTINGS" menu in X-Plane), or **switches** in the cockpit.

show/hide First Officer & Flight Engineer

custom slider 01 or button (85) on the pedestal

show/hide ground services (GPU/stairs)

custom slider 03 or button (151) on Flight Engineer panel



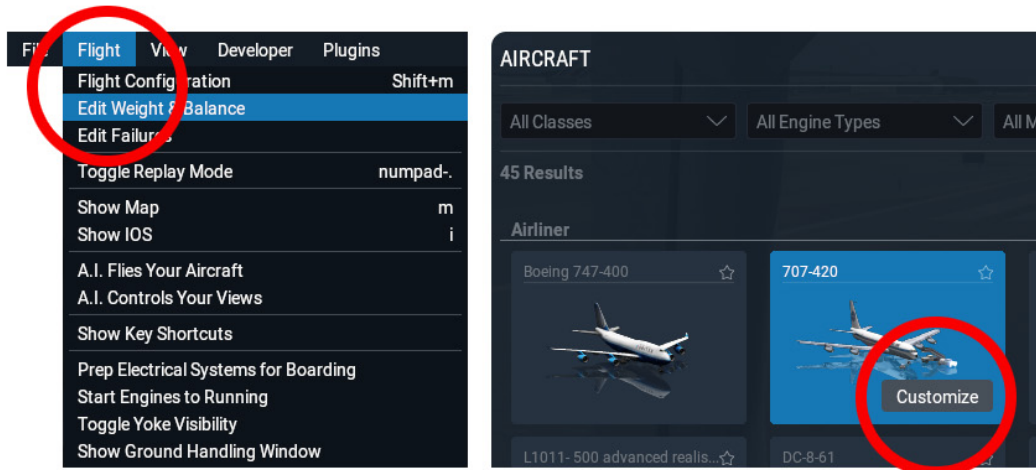
LIGHT PANEL

You can find the lighting knobs on the overhead.



WEIGHT, BALANCE & FUEL

At any time during the flight, you can customize the weight, balance & fuel of your airplane **from the menu** or from the **“customize”** button on your airplane icon in the flight configuration menu.



WEIGHT, BALANCE, & FUEL

Show Units In US Customary Metric Default

Center of Gravity Slider

Payload Weight 7965.0 lbs

Total Fuel Weight 84658.0 lbs

Left Side Fuel Total 23965.9 lbs

Fuel Tank 1 8383.8 lbs

Fuel Tank 2 14650.5 lbs

Fuel Tank 6 931.5 lbs

Right Side Fuel Total 23965.9 lbs

Fuel Tank 3 14650.5 lbs

Fuel Tank 4 8383.8 lbs

Fuel Tank 7 931.5 lbs

Fuel Tank 5 (Center) 36726.3 lbs

Restore Defaults Done

240923 lbs
TOTAL WEIGHT

148300 lbs
EMPTY WEIGHT

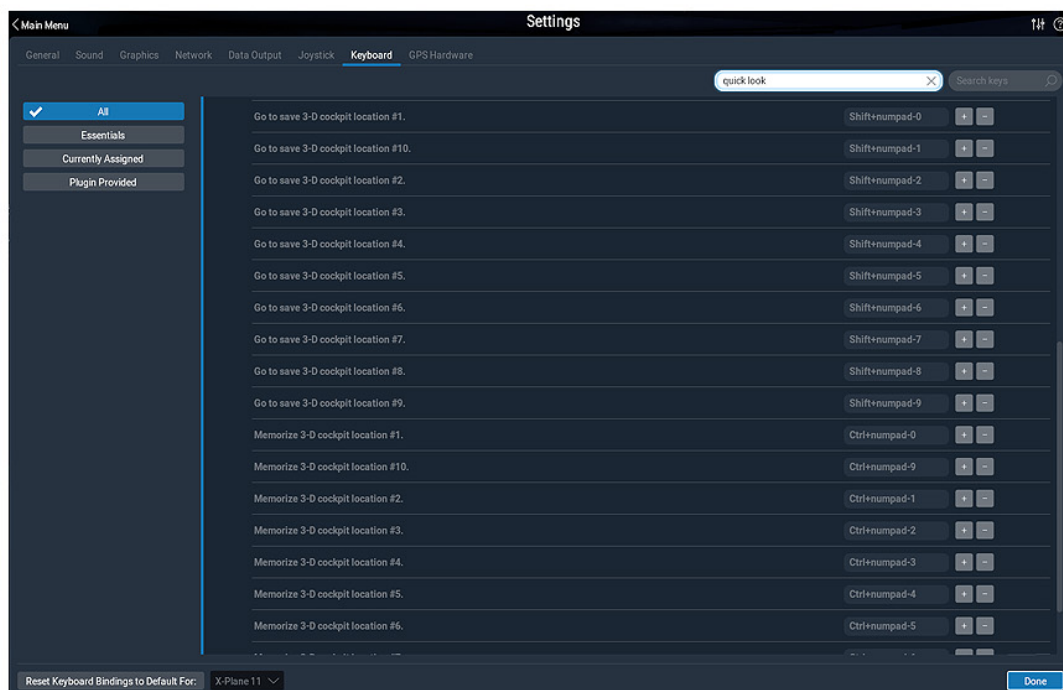
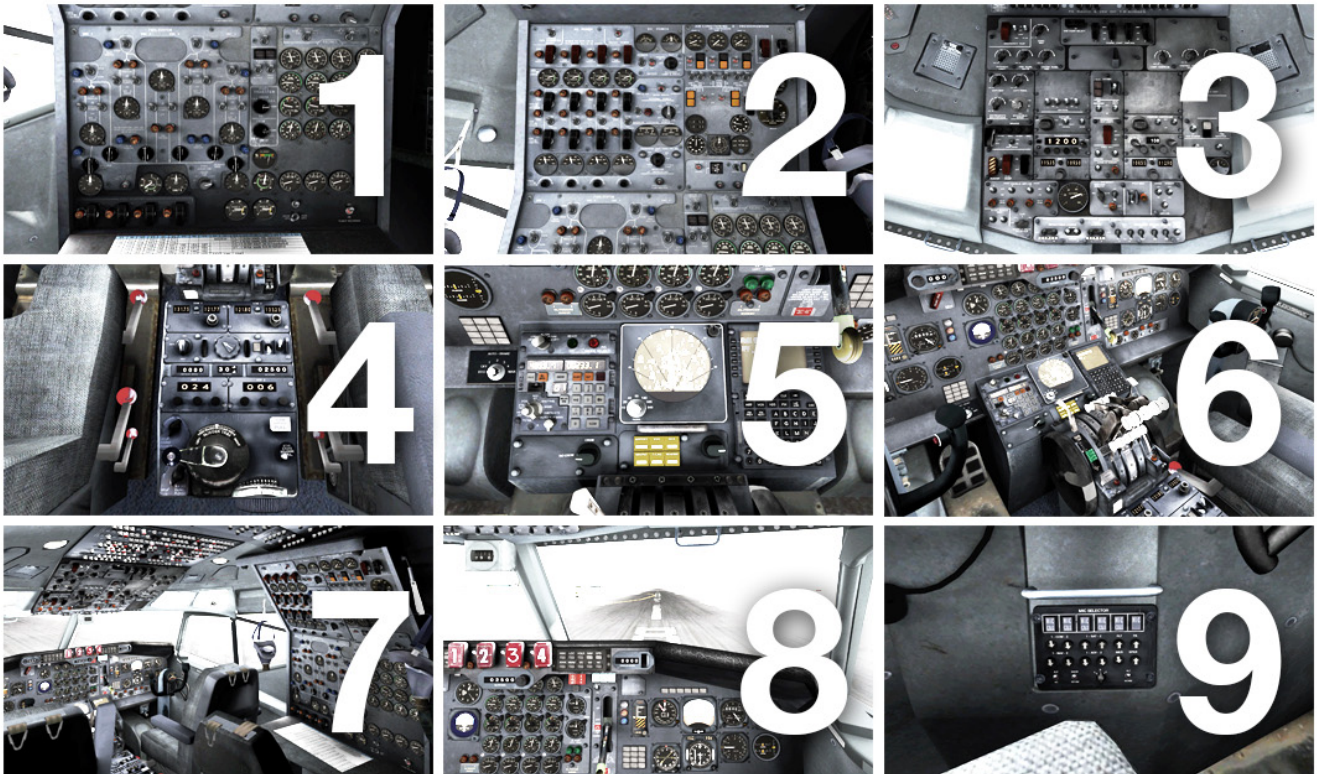
333600 lbs
MAX WEIGHT

06:43:32
FLIGHT TIME
NORMAL CRUISE

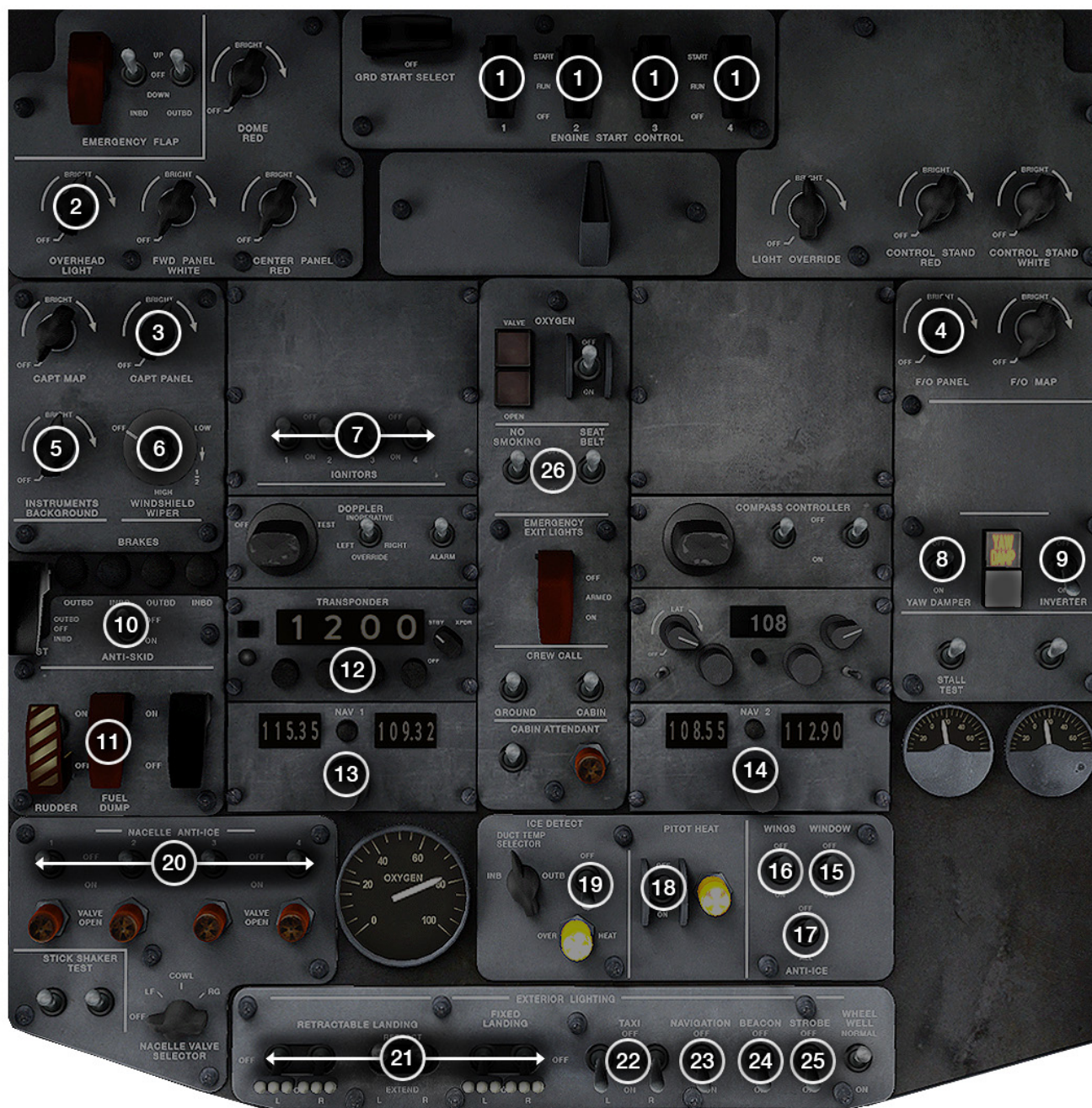
VIEW PRESETS

For a better use of the cockpit, **9 view presets** have been added.

You can slide from one to another using the numpad, or assign new keyboard keys in the “SETTINGS --> Keyboard” menu.



OVERHEAD



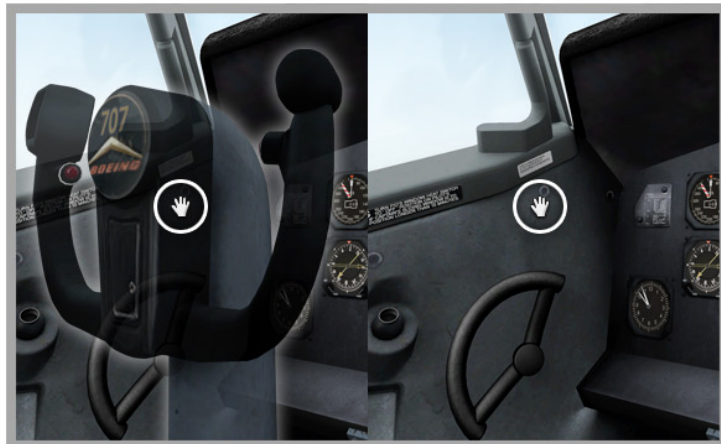
- | | | | |
|----|--|----|--|
| 1 | engine starters. <i>One per engine</i> | 14 | NAV 2 controller |
| 2 | flood light | 15 | windshield heat |
| 3 | captain's panel light | 16 | wings heat |
| 4 | first officer panel light | 17 | de-ice all systems |
| 5 | main instruments light | 18 | pitot heat |
| 6 | wipers | 19 | ice detection |
| 7 | igniters. <i>One per engine</i> | 20 | engine anti-ice. <i>One per engine</i> |
| 8 | yaw damper | 21 | landing light |
| 9 | inverter | 22 | taxi light |
| 10 | anti-skid | 23 | navigation light |
| 11 | fuel dump | 24 | beacon light |
| 12 | transponder | 25 | strobe light |
| 13 | NAV 1 controller | 26 | no smoking & seat belt signs |

PANEL



- 27 engine fire shut-off
- 28 emergency pneumatic brake *(not simulated)*
- 29 stall warning
- 30 master warning indicator
- 31 flight director engage indicators
- 32 airspeed indicator *(can be used to set the auto-throttle)*
- 33 artificial horizon
- 34 radio altimeter
- 35 altimeter / set the barometric pressure
- 36 radio markers indicators
- 37 clock
- 38 RMI to NAV/ADF
- 39 HSI to NAV/GPS *(can be used to set the heading for autopilot)*
- 40 rate of climb
- 41 aileron / elevator / rudder deflection indicators
- 42 warning annunciators
- 43 autobrake
- 44 altimeter
- 45 artificial horizon
- 46 oil pressure warning
- 47 engine pressure ratio
- 48 N1 indicators
- 49 exhaust gas temperature
- 50 N2 compressor speed
- 51 fuel flow indicators
- 52 engine reversers annunciators:
- white lights on
- 53 landing gear annunciator
- 54 flaps indicator - outbound
- 55 flaps indicator - inbound
- 56 flaps annunciator: green when in transit
- 57 landing gear lever

You can hide the yokes by clicking on them.



AUTOPILOT & PEDESTAL



- 58 autopilot speed selector
- 59 selected speed (*kts/mach*)
- 60 knots / mach selector
- 61 autopilot altitude selector
- 62 target altitude
- 63 autopilot climb rate selector
- 64 selected climb rate
- 65 autopilot heading selector
- 66 selected heading
- 67 navigation source selector: nav1 / nav2 / FMS
- 68 autopilot engage mode selectors (NAV & SPD non-functional)
- 69 flight director mode: OFF / ON / AUTO
- 70 COM 1 controller
- 71 COM 2 controller
- 72 ADF 1 controller
- 73 ADF 2 controller
- 74 rudder trim
- 75 rudder trim indicator
- 76 aileron trim
- 77 aileron trim indicator
- 78 pitch trim
- 79 pitch trim indicator
- 80 parking brake: red light when on
- 81 speed brake handle
- 82 flaps handle
- 83 fuel selector: one per engine
- 84 throttle



NAVIGATION & AUDIOPANEL



85 autopilot heading selector

86 CIVA Navigation System

Not included in the Boeing 707 package. Refer to the product manual for a comprehensive procedure.

87 CIVA 2D popup toggle

When purchased and installed, the CIVA plugin can be used both in 3D and 2D. Pressing the red battery button allows the use of the 2D popup panel.

88 EFIS moving map. Shows airports / VOR / NDB / FIX / TCAS / WEATHER.

89 moving map zoom

90 EFIS map options

91 standard X-Plane 11 FMS

Click on the screen to show the 2D pop-up FMS (see Laminar Research FMS tutorial for further instructions on how to use it).

92 X-FMC 2D popup toggle

When installed, the X-FMC plugin can be used by pressing the FMS screen. Only 2D panel of the X-FMC is provided.

Standard FMS is still useable when X-FMC and CIVA are activated.

93 mic selector (interphone / headphone)

94 COM 1 selector

95 COM 2 selector

96 NAV 1 selector

97 NAV 2 selector

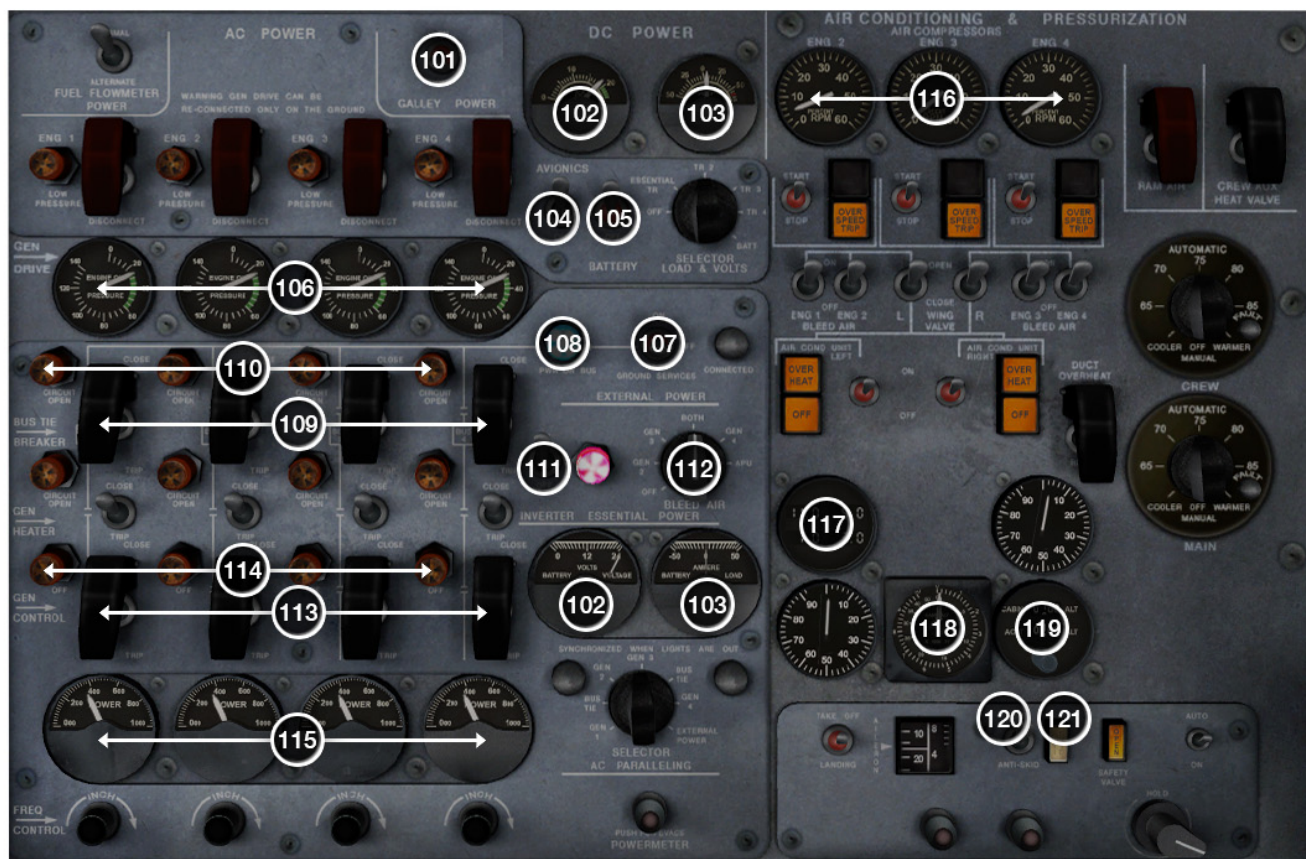
98 ADF 1 selector

99 ADF 2 selector

100 audio marker

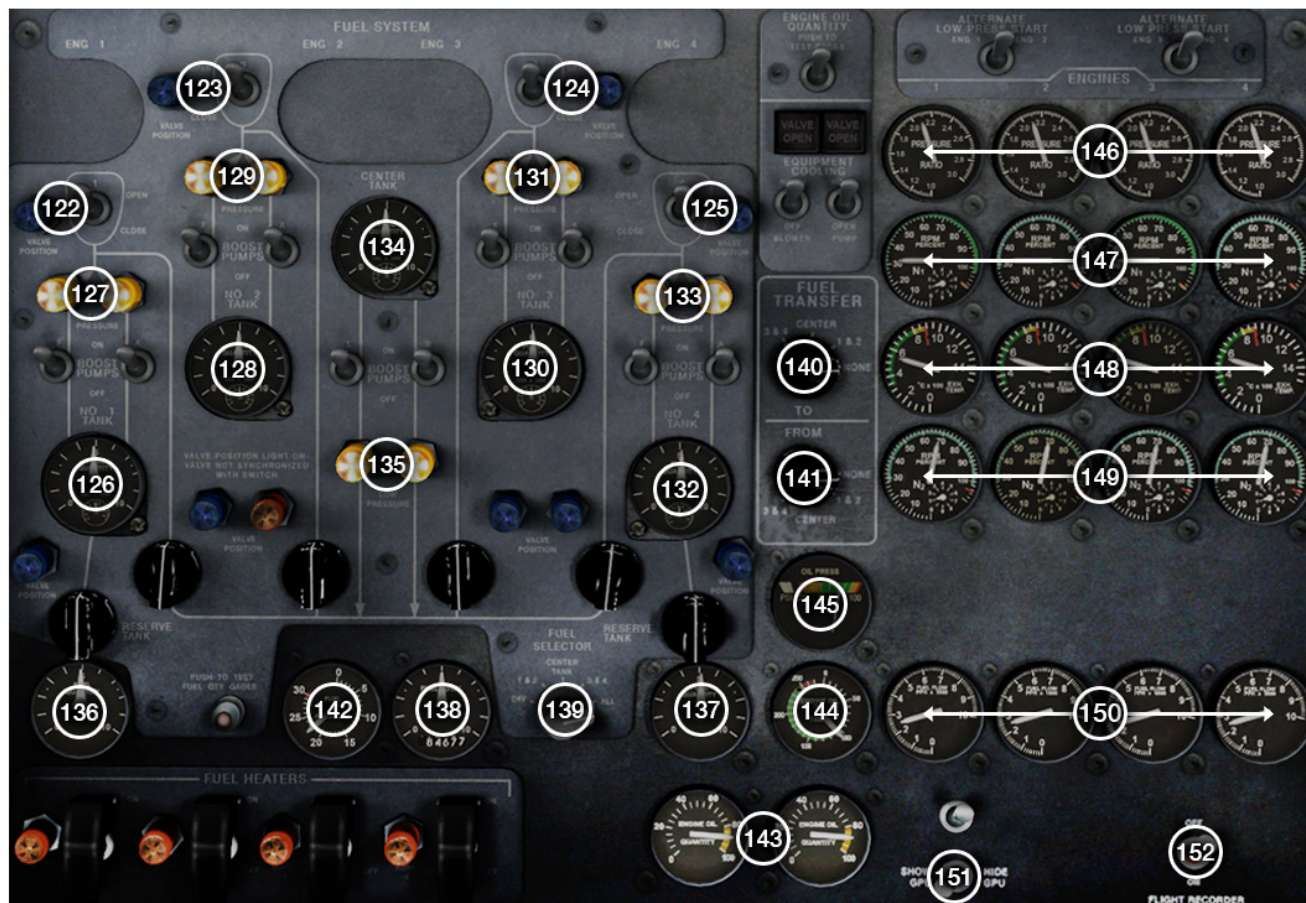


FLIGHT ENGINEER UPPER PANEL



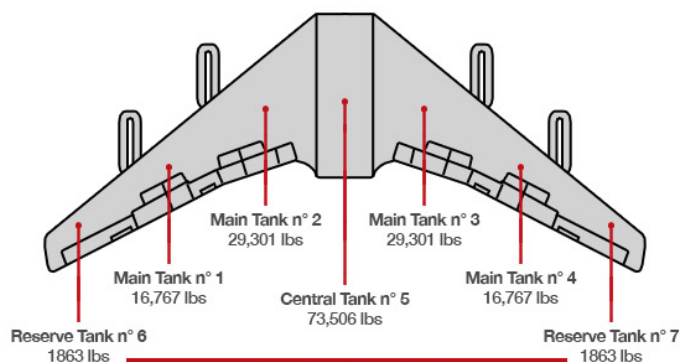
- | | | | |
|-----|---------------------------------------|-----|--|
| 101 | galley power | 112 | bleed air selector |
| 102 | battery voltmeter | 113 | generator power x4 |
| 103 | battery ammeter | 114 | generator power: orange light when off |
| 104 | avionics | 115 | engine power output x4 |
| 105 | battery | 116 | generators amperage (2,3,4) |
| 106 | engine oil pressure x4 | 117 | generators amperage (1,2,3,4) |
| 107 | ground power unit | 118 | cabin pressurization |
| 108 | ground power unit: blue light when on | 119 | cabin altitude setting |
| 109 | bus power x4 | 120 | anti-skid |
| 110 | bus power: orange light when off | 121 | anti-skid: orange light when off |
| 111 | inverter: red light when off | | |

FLIGHT ENGINEER LOWER PANEL



- 122 engine #1 fuel cut-off
- 123 engine #2 fuel cut-off
- 124 engine #3 fuel cut-off
- 125 engine #4 fuel cut-off
- 126 main tank n°1 level
- 127 main tank n°1: orange light when empty
- 128 main tank n°2 level
- 129 main tank n°2: orange light when empty
- 130 main tank n°3 level
- 131 main tank n°3: orange light when empty
- 132 main tank n°4 level
- 133 main tank n°4: orange light when empty
- 134 center tank n°5 level
- 135 center tank n°5: orange light when empty
- 136 reserve tank n°6 level
- 137 reserve tank n°7 level
- 138 total fuel level in lbs
- 139 fuel tank selector
- 140 fuel transfer selector TO-->
- 141 fuel transfer selector -->FROM
- 142 engines fuel pressure
- 143 engines oil quantity
- 144 engines oil temperature
- 145 engines oil pressure

- 146 engine pressure ratio
- 147 N1 indicators
- 148 exhaust gas temperature
- 149 N2 compressor speed
- 150 fuel flow indicators
- 151 show / hide stair cars & gpu
- 152 flight recorder



During fuel transfer:
 tank n°6 is couple with tanks n°1 & 2
 tank n°7 is couple with tanks n°3 & 4

CHECKLISTS

[COLD & DARK STARTING PROCEDURE]

As each company has his own philosophy, differences occur between their operating procedures. These checklists are based on a combination of various 707 checklists and adapted for this X-Plane 707 version.

Operations in BLACK refer to Captain and First Officer (overhead, panel, pedestal).

Operations in ORANGE refer to the Flight Engineer panel.

NUMBERS refer to instrument description.

BEFORE START CHECK

INSTRUMENTS LIGHT	SET	(05)
TAKE-OFF AND DEPARTURE BRIEFING	COMPLETE	
Pilot flying will give take-off & departure briefing. All three members will be included in this briefing which should included: power setting, speed call, special requirement, departure (SID), noise abatement if applicable & transition altitude.		
COCKPIT CHECK	COMPLETE	
INTERPHONE	CHECKED, ON & ALL	(93 to 100)
PARKING BRAKE	SET	(80)
START LEVERS	CUTOFF	(01)
BATTERY	SET	(105)
AVIONICS	SET	(104)
WINDSHIELD HEAT	AS REQUIRED	(15)
NO SMOKING SIGN	ON	(26)
ANTI-SKID	OFF/LIGHT ON	(10)
Captain will check that the system switch is selected "off" and anti-skid inoperative light is illuminated.		
ALTIMETERS	SET	(35)
RADIO ALTIMETERS	1,500 FT. SET	(34)
RADIO, RADAR & TRANSPONDER	SET & STANDBY	(70/71/12)
FINAL LOAD & T/O DATA	SET	
STAB TRIM	SET & CHECKED	(74/76)
MASK AND OXYGEN	CHECKED ON 100%	
GROUND SERVICES	SHOW & ON	(151/107)
Showing/hiding the ground services uses custom slider #3, to be defined in the settings menu in x-plane.		
Light will illuminate blue after a few seconds.		
PASSENGERS DOOR	OPEN	(108)
Not possible in the first release. Coming in a future update		
AC VOLT	CHECKED	(102)
GENERATOR 3 & 1	ON & ON	(113)
BUS POWER 1,2,3 & 4	ON LIGHTS OFF	(109)
FLIGHT RECORDER	ON	(152)
ENGINES OIL QUANTITY	CHECKED	(143)
FUEL QUANTITY	CHECKED	(126 to 138)
CABIN ALTITUDE PRESSURE	SET	(118/119)
BLEED AIR	SET TO APU	(112)

CLEAR FOR START

Operations in **BLACK** refer to Captain and First Officer (overhead, panel, pedestal).

Operations in **ORANGE** refer to the Flight Engineer panel.

NUMBERS refer to instrument description.

START SEQUENCE

GALLEY POWER	OFF FOR START SEQUENCE	(101)
INERTIAL NAVIGATION SYSTEM	SET TO FMS	(67)
BEACON	ON	(24)
IGNITORS	ALL	(07)
ENGINE #3 FUEL SWITCH	ON	(83)
ENGINE #3 START KNOB	PUSHED UNTIL COMPLETE START	(01)

The starter is air-driven and only engages ignition. The start knobs won't work until ignitors and fuel switch are on.

REPEAT FOR #4, #2 AND #1 IN THIS ORDER

Normal 4 engine starts are done in the 3,4,2,1 order. 2 engine starts are done by starting 3 then 2.

GENERATOR 2 & 4	ON & ON	(113)
INVERTER	ON	(111)
BLEED AIR	SET TO BOTH	(112)
EXTERNAL POWER UNIT	OFF	(107)
ANTI-SKID	ON/LIGHT OFF	(120/121)

First Officer will wait until the captain calls "brake off" before arming the anti-skid because momentary loss of brake may occur.

NAV LIGHTS	ON	(23)
TAXI LIGHTS	ON	(22)

AFTER START CHECK

DOORS AND WINDOWS	CLOSED	
ENGINE OIL PRESSURE	CHECKED	(145)
ENGINE OIL QUANTITY	CHECKED	(143)
ELECTRICAL PANEL	CHECKED	
GALLEY POWER	ON	(101)
SEATBELT SIGN	ON	(26)
PITOT HEAT	ON	(18)
ICE-DETECTION	ON	(19)
ENGINE ANTI-ICE	AS REQUIRED	(20)
GROUND EQUIPMENT	CLEAR, LEFT AND RIGHT	(151)

Captain and First Officer visually checks both side that the aircraft is clear of ground equipment.

Captain confirms "all clear" from the ground crew.

PARKING BRAKE	OFF	
----------------------	------------	--

TAXI AND TAKE-OFF CHECK

SPEED BRAKE LEVER	FULL FORWARD	(81)
FLAPS	CHECKED	(82)
YAW DAMPER	ON	(08)
FLIGHT CONTROLS	CHECKED	
FLIGHT INSTRUMENTS	CHECKED	
RADIOS AND NAV AIDS	CHECKED	
TRANSPONDER	ON	(12)
LANDING LIGHTS	ON	(21)

————— CLEAR FOR TAKE-OFF —————

Operations in BLACK refer to Captain and First Officer (overhead, panel, pedestal).

Operations in ORANGE refer to the Flight Engineer panel.

NUMBERS refer to instrument description.

AFTER TAKE-OFF CHECK

LANDING GEAR	UP (MIN. 1500 FT.)	(57)
FLAPS	UP	(82)
IGNITORS	OFF	(07)
AIRSPPEED	250 KNOTS MAX.	(32)
VERTICAL SPEED	1000 FT/MIN	(40)
AUTOPILOT	ON	(69)
TRANSITION 10,000 FT	SET (1013 Hpa / 29,92 In)	(35)

CLIMB CHECK

PITCH TRIM	SET	(78)
RADIO ALTIMETER	2,500 FT. SET	(34)
LANDING LIGHTS	OFF	(21)
SEATBELT SIGN	OFF OR AS REQUIRED	(26)

CRUISE

DESCENT CHECK

DESCENT AND APPROACH BRIEFING	CHECKED	
ILS FREQUENCY	CHECKED	
RUNWAY COURSE	SET	(39)
WINDSHIELD HEAT	AS REQUIRED	(15)
SEATBELT SIGN	ON	(26)
PRESSURIZATION	SET	(118/119)
LANDING LIGHT	ON	(21)

APPROACH CHECK

ALTIMETER	SET	(35)
FLIGHT INSTRUMENTS	CHECKED	
RADIOS AND APPROACH AIDS	SET	
RADIO ALTIMETER	SET	(34)
AUTOPILOT	SET (GS; HDG)	
GALLEY POWER	OFF	(101)

Operations in **BLACK** refer to Captain and First Officer (overhead, panel, pedestal).

Operations in **ORANGE** refer to the Flight Engineer panel.

NUMBERS refer to instrument description.

LANDING CHECK

IGNITORS	ALL	(07)
LANDING GEAR	DOWN	(57)
SPEED BRAKES	ARMED	(81)
FLAPS	SET	(82)
AUTOPILOT	OFF	(69)

AFTER LANDING CHECK

ANTI-SKID	OFF	(10)
RADAR AND TRANSPONDER	STANDBY	(12)
FLAPS AND SPEED BRAKES	RETRACTED	(81/82)
PITOT HEAT	OFF	(18)
TAXI LIGHTS	ON	(22)
LANDING LIGHTS	OFF	(21)
STAB TRIM	RESET	(74/75/78)
PARKING BRAKE (WHEN AT GATE)	ON	(80)

AT GATE

SHUT DOWN CHECK

ENGINES ANTI-ICE	OFF	(20)
ICE-DETECTION	OFF	(19)
FUEL SWITCHES	ALL OFF	(83)
INVERTERS	OFF	(111)
BLEED AIR	OFF	(112)
NAV LIGHTS	OFF	(23)
BEACON	OFF	(24)
SEATBELT SIGN	OFF	(26)
NO SMOKING SIGN	OFF	(26)
WINDSHIELD	OFF	(15)
RADIOS AND TRANSPONDER	OFF	(12)
YAW DAMPER	OFF	(08)
IGNITORS	OFF	(07)
GENERATORS	OFF	(113)
BUS POWER 1,2,3 & 4	OFF	(109)
FLIGHT RECORDER	OFF	(152)
AVIONICS	OFF	(104)
BATTERY	OFF	(105)

PERFORMANCE TABLES

707 MAX CONTINUOUS EPR VS TAT																	
alt x 1000	TAT C*																
	-40	-35	-30	-25	-20	-15	-10	-5	0	5	10	15	20	25	30	35	40
40	1.99	1.97	1.94	1.92	1.90	1.88	1.85										
35	2.02	2.00	1.97	1.95	1.90	1.91	1.88										
30	2.04	2.02	1.99	1.97	1.94	1.90	1.88	1.85	1.82								
25	2.04	2.02	1.99	1.97	1.94	1.90	1.87	1.83	1.81	1.79	1.75						
20	2.04	2.02	1.99	1.97	1.94	1.90	1.87	1.83	1.80	1.77	1.73	1.70	1.66				
15	2.04	2.02	1.99	1.97	1.94	1.90	1.87	1.83	1.80	1.77	1.73	1.70	1.66	1.63	1.59		
10	2.04	2.02	1.99	1.97	1.94	1.90	1.87	1.83	1.80	1.77	1.73	1.70	1.66	1.63	1.59	1.56	
5	2.04	2.02	1.99	1.97	1.94	1.90	1.87	1.83	1.80	1.77	1.73	1.70	1.66	1.63	1.59	1.56	1.52
2	1.93	1.93	1.93	1.93	1.93	1.90	1.87	1.83	1.80	1.77	1.73	1.70	1.66	1.63	1.59	1.56	1.52
S.L.	1.82	1.82	1.82	1.82	1.82	1.82	1.87	1.82	1.80	1.77	1.73	1.70	1.66	1.63	1.59	1.56	1.52
	-10	-10	-10	-10	-10	-9	-8	-8	-7	-7	-6						
REDUCE AS SHOWN USING ENGINE ANTI-ICE AND ICE PROTECTION WITH RAIN REMOVAL REDUCE EPR BY .01																	

BOEING 707-320C Performance Tables

Wilson Aircraft

TEMPERATURE RANGE (°C)																	
PA (ft)																	
10000																	
8000																	
6000	-54 ~ -40	-39 ~ -21	-20 ~ -1	0 ~ +13	+14 ~ +37												
4000	-54 ~ -10	-9 ~ 0	+1 ~ +14	+15 ~ +38	+39 ~ +41												
2000	-54 ~ +6	+7 ~ +14	+15 ~ +37	+38 ~ +45													
1000	-54 ~ +13	+14 ~ +33	+34 ~ +42	+43 ~ +47													
SL	-54 ~ +32	+33 ~ +37	+38 ~ +46	+47 ~ +49													
-1000	-54 ~ +37	+38 ~ +42	+43 ~ +49	+50 ~ +51													
SPEEDS (KIAS)																	
TOGW	V1	Vr	V2	V1	Vr	V2	V1	Vr	V2	V1	Vr	V2	V1	Vr	V2	TOGW	
330	151	157	171	153	158	171				NOTES: V1: +1 kt for each 1% upslope						330	162
320	149	155	170	151	156	170				V1: -1 kt for each 1% downslope						320	160
310	146	152	167	148	153	167	150	154	167	V1: +1 kt for each 20 kt headwind						310	157
300	143	149	165	142	150	165	147	151	164	V1: -1 kt for each 2.5 kt tailwind						300	155
290	140	146	162	141	147	162	144	148	162							290	152
280	137	143	159	138	144	159	140	145	159	143	146	159				280	150
270	134	140	157	136	141	157	137	142	157	140	143	156				270	147
260	132	136	154	133	137	154	134	139	154	136	140	154	139	141	153	260	144
250	129	133	151	130	134	151	131	135	151	133	137	151	135	138	151	250	142
240	126	130	149	127	131	148	128	132	148	129	133	148	131	135	148	240	139
230	124	126	147	123	127	146	124	128	145	126	130	145	128	131	145	230	136
220	I	124	143	122	123	143	121	125	142	123	126	142	125	128	142	220	133
210	I	I	140	I	122	140	117	121	140	119	122	139	121	124	139	210	130
200	I	I	137	I	I	137	I	117	137	115	119	137	117	121	136	200	126
190	I	I	134	I	I	134	I	I	134	113	115	133	114	117	133	190	123
180	I	I	131	I	I	130	I	I	130	I	113	130	109	112	130	180	119
170	I	I	I	I	I	129	I	I	127	I	I	127	I	109	127	170	115
≤160	124	124	131	122	122	129	117	117	124	113	113	123	109	109	123	≤160	112
TAKEOFF THRUST																	
°C	40°	30°	20°	15°	10°	0°	-10°	-20°	-30°	PA (ft)	Vmo	Mmo	Vne	Mne	Va	Ma	Vlo
PA (ft)	N1	EPR	N1	EPR	N1	EPR	N1	EPR	N1	EPR	N1	EPR	N1	EPR	N1	EPR	N1
10000	106.8	1.73	109.2	1.81	107.6	1.82	106.7	1.82	107.1	1.86	108.2	1.91	106.4	1.91	108.8	2.00	108.2
8000	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
6000	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
4000	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
2000	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
1000	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
SL	I	I	109.2	1.81	107.6	1.82	106.7	1.82	105.7	1.82	103.7	1.82	101.8	1.82	99.8	1.82	97.9
-1000	106.8	1.73	107.7	1.78	105.8	1.78	104.8	1.78	103.9	1.78	102.0	1.78	100.0	1.78	98.1	1.78	96.2
AIRSPEED LIMITS (KIAS/M)																	
PA (ft)	Vmo	Mmo	Vne	Mne	Va	Ma	Vlo	Mlo	Vle	Mle							
40000	0.889				0.887	280											
35000	0.887				305												
30000	0.887				300												
25000	394				293												
20000	390				287												
15000	385				282												
10000	382				277												
5000	378				273												
SL	375				270												

FLIGHT PROFILE

Some info to keep handy by retired airline pilot Andre Poirier:

One should expect a fully loaded 707 at 59 degrees F (standard atmosphere) at sea level to roll between 7500 and 8500 feet before getting airborne.....That is normal.

If one engine quits at V1 and you keep accelerating to VR and liftoff at V2, raise the gear, by the time you reach 35feet AGL still at V2 you should have covered around 11,000 feet from the start of takeoff roll. That is normal.

A fully loaded 707 rarely climbed more than 1000 FPM rate of climb until you have accelerated to flap retraction speed and by the time you reach 250kts the jet age catches up to you with rates of climb of 2500fpm and better.....That is also normal.

Power should be set to 1.82 EPR (on a very tight takeoff, EPR can be reset to 1.82 after the start of the takeoff roll, but not after passing 80kts).

The RPMs are not expected to reach limits so are the turbine temperatures (they will be close to the yellow sector and sometimes in it but not above the red line. That is how the power is set.

You may find that you still have room on the throttle travel, but since you already have all the thrust the engines are designed to put out, there is no point on pushing the throttles further and risking blowing up an engine.



CREDITS

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