

FLYSIMWARE

— FLY THE VINTAGE SKIES —



C-24-R

Version 1.2

NOTE: The Xbox version will not include the TDS GTN750Xi due to limitations!

NOTE: Some switches, button and knobs should not use the default sim bindings. We include a hardware binding documentation included in our download zip file if you purchased from an online store. If you purchased through the sim marketplace you can get all of our documentation from our main website product page called MSFS PC & Xbox help files.

NOTE: Product support and update information can be found on Flysimware's Discord Community.

To report bugs or find solutions please locate the PRODUCT SUPPORT section!

Discord link.

<https://flysimware.com/website2019/contact/>

Technical Specifications

C-24-R

Exterior

Exterior Height: 8ft 5 inches
Wing Span: 32 ft 9 inches
Length: 25 ft 9 inches

Interior

Cabin Volume: 110 cubic ft
Internal Baggage: 200 lb

Occupancy

Crew: 1
Passengers: 0-3

Operating Weights

Max T/O Weight: 2758 lbs
Max Landing Weight: 2750 lbs
Usable Weight: 872 lbs
Empty Weight: 1886 lbs
Fuel Capacity: 59.8 gal
Payload W/Full Fuel: 513.2 lbs
Max Payload: 692 lbs

Range

Range: 660nm
Service Ceiling: 14000 ft

Distances

Takeoff Distance: 1860 ft
Balanced Field Length: 1860 ft
Landing Distance: 1320 ft

Performance

Rate of Climb: 891 fpm
Max Speed: 142 ktas
Cruise Speed: 135 ktas
Economy Cruise: 125 ktas
Endurance Cruise: 115 ktas

Power Plant

Engines: 1
Horse Power: 200 hp
Engine Mfg: Lycoming
Engine Model: IO-360-A1B6



INTERIOR

PASSENGERS & LUGGAGE

Rear Door

Floor Storage

INTERIOR

DETAILED INFORMATION

EXTERIOR

AIRCRAFT

Pilot Door

Pilot Door Open

Copilot Door

Copilot door open

Rear Door

Rear Door Open

Cowl Cover

Top Cover

Tail Cover

Ground Power Unit

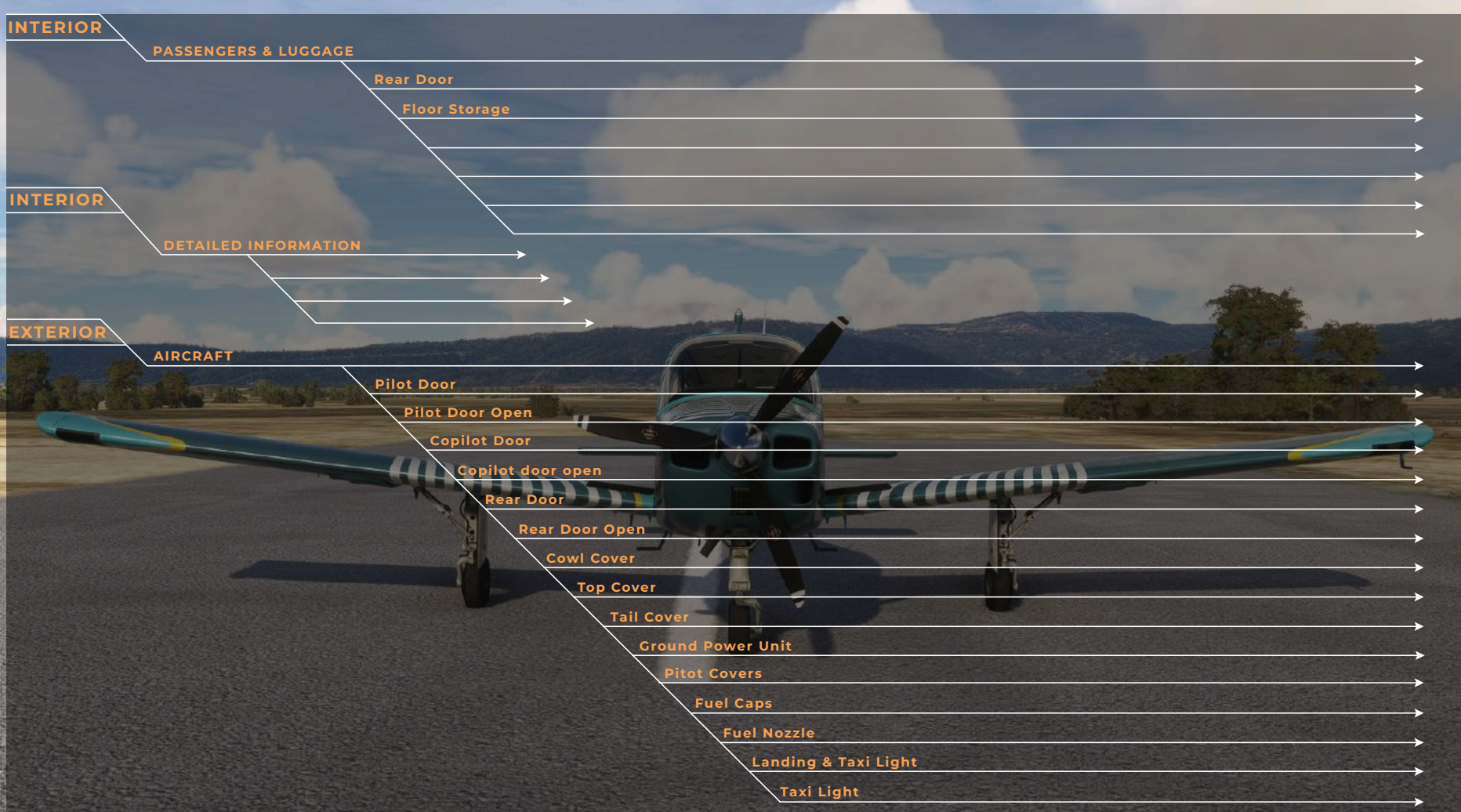
Pitot Covers

Fuel Caps

Fuel Nozzle

Landing & Taxi Light

Taxi Light



EXTERIOR

AIRCRAFT

Navigation & Strobe Light

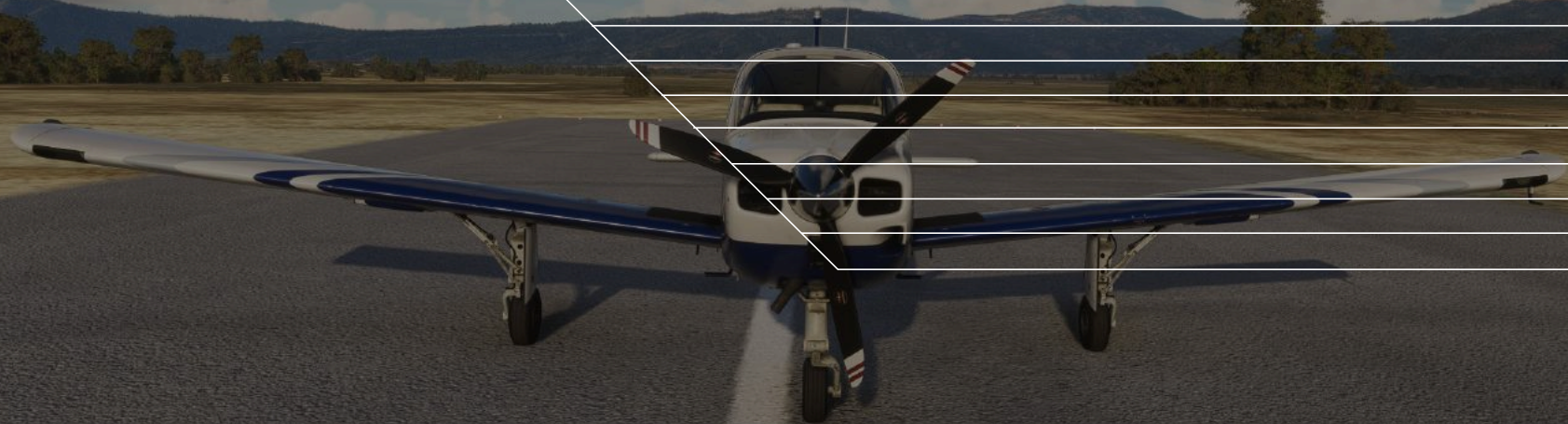
Beacon & Navigation Light

Chocks

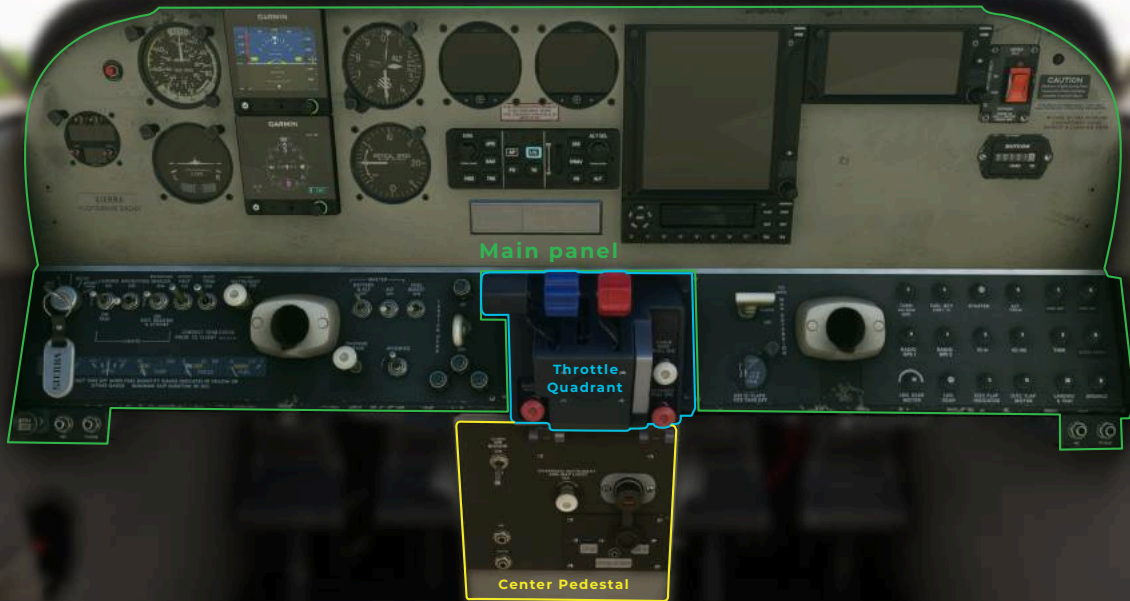
Upper & Lower Engine Cowling

Oil Cover / Cap

Tiedowns



All Panels



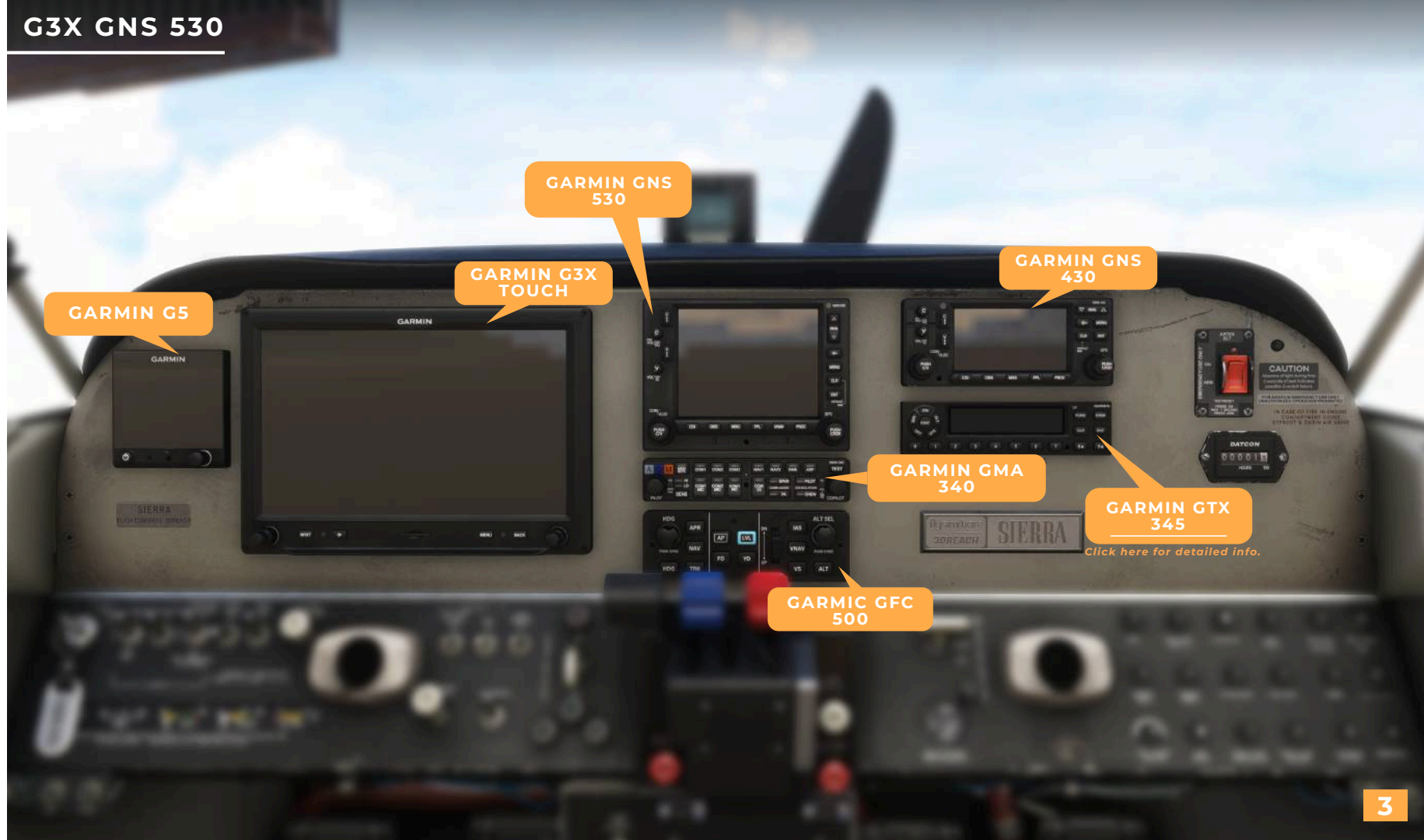
Main Panel

Common Panel

Pilot Lower Panel

Copilot Lower Panel

G3X GNS 530



GARMIN G5

GARMIN G3X TOUCH

GARMIN GNS 530

GARMIN GNS 430

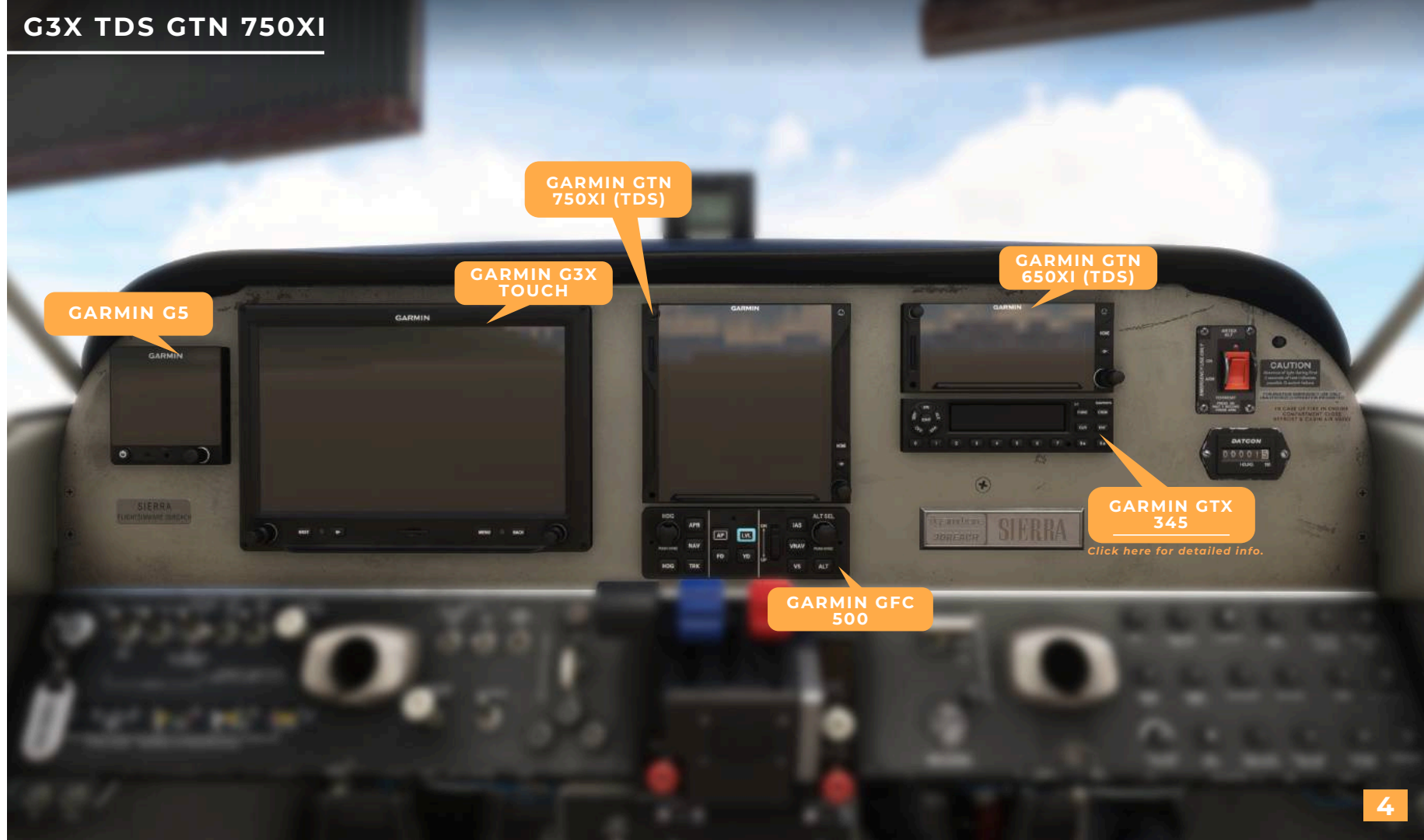
GARMIN GMA 340

GARMIN GTX 345

GARMIN GFC 500

[Click here for detailed info.](#)

G3X TDS GTN 750XI



GARMIN G5

GARMIN G3X
TOUCH

GARMIN GTN
750XI (TDS)

GARMIN GTN
650XI (TDS)

GARMIN GTX
345

[Click here for detailed info.](#)

GARMIN GFC
500

G3X PMS50 GTN 750

GARMIN G5

GARMIN G3X
TOUCH

GARMIN GTN
750 (PMS50)

GARMIN GTN
650 (PMS50)

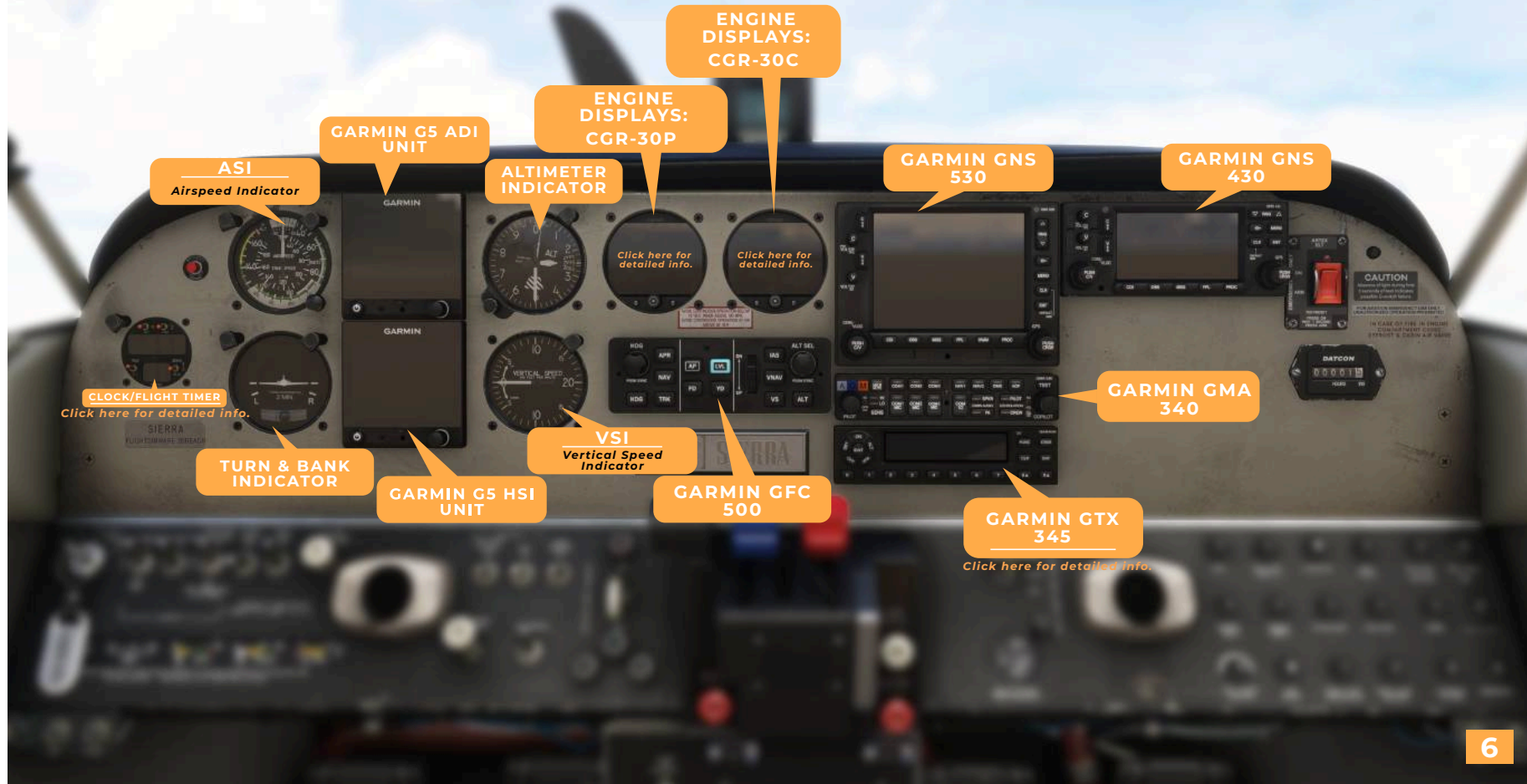
GARMIN GMA
340

GARMIN GTX
345

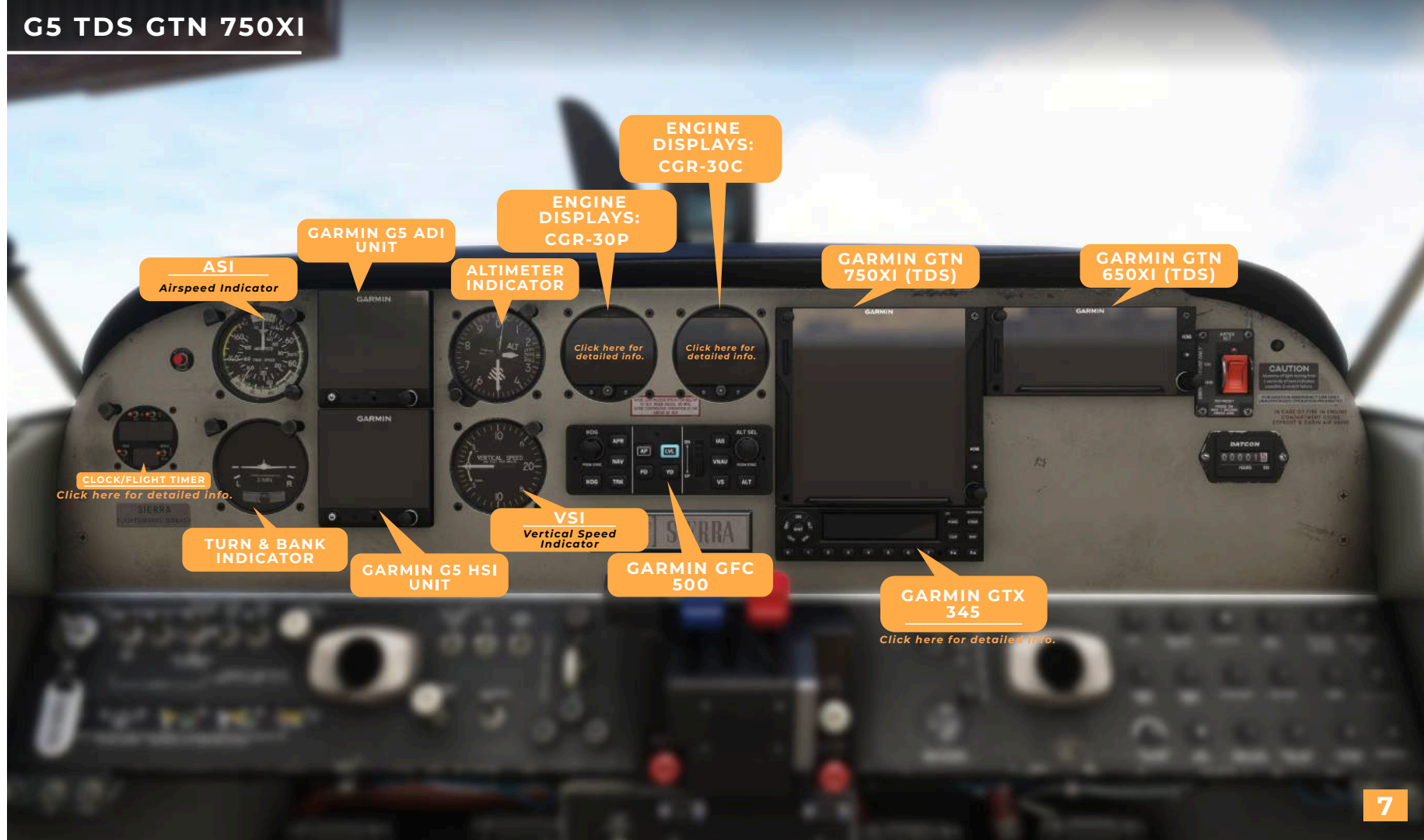
GARMIN GFC
500

[Click here for detailed info.](#)

G5 GNS 530



G5 TDS GTN 750XI



ASI
Airspeed Indicator

GARMIN G5 ADI UNIT

ALTIMETER INDICATOR

ENGINE DISPLAYS: CGR-30P

ENGINE DISPLAYS: CGR-30C

GARMIN GTN 750XI (TDS)

GARMIN GTN 650XI (TDS)

CLOCK/FLIGHT TIMER
Click here for detailed info.

TURN & BANK INDICATOR

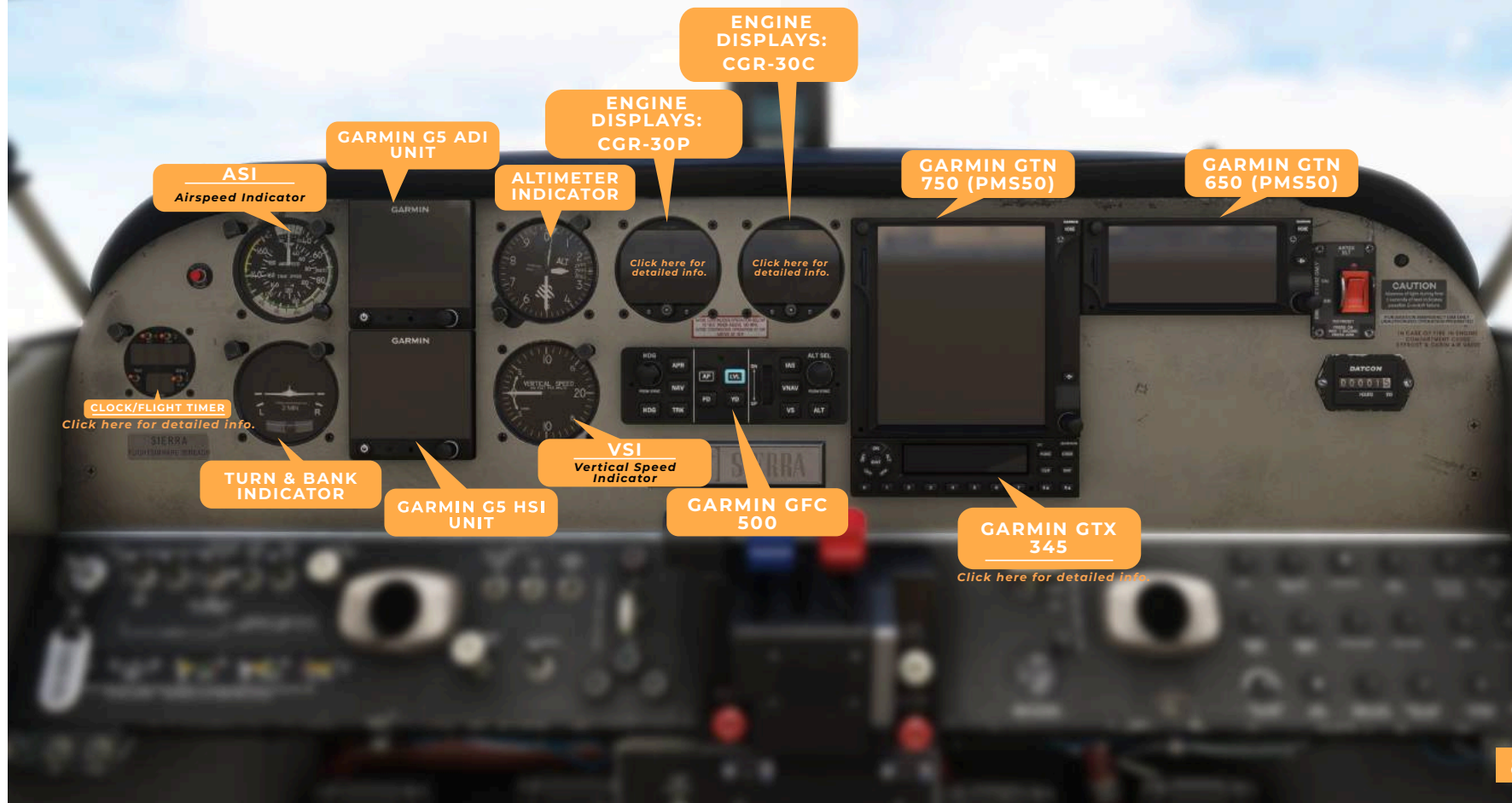
GARMIN G5 HSI UNIT

VSI
Vertical Speed Indicator

GARMIN GFC 500

GARMIN GTX 345
Click here for detailed info.

G5 PMS50 GTN 750



Common Panel

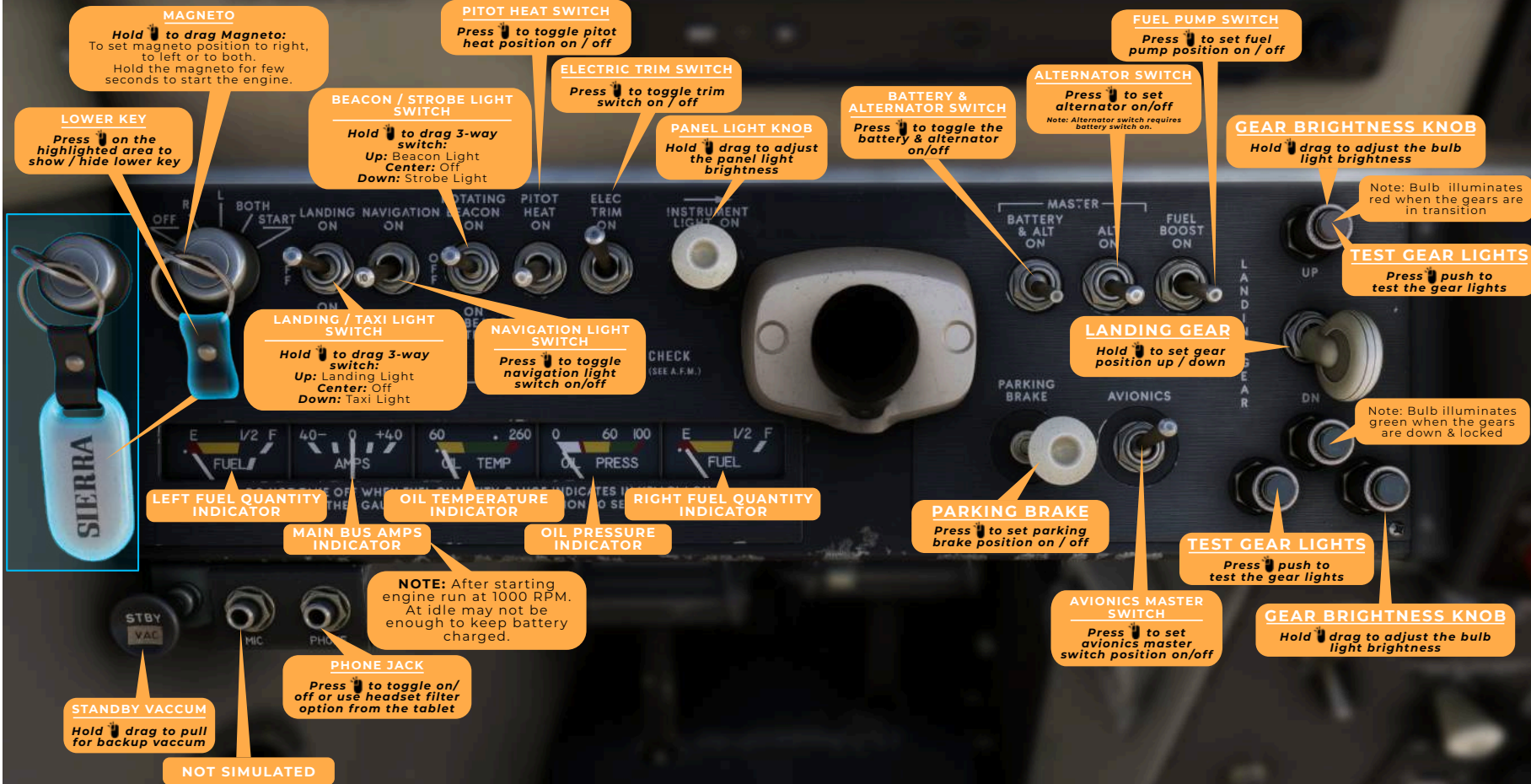


TAIL NUMBER

EMERGENCY LOCATOR
TRANSMITTER (ELT)
Press  to set ELT
position to arm or on.

DATCON HOUR METER

Pilot Lower Panel




Copilot Lower Panel


FLAPS SWITCH
Hold  to position the flaps up / down

FLAPS INDICATOR

CIRCUIT BREAKERS G5 PANELS

Press  to toggle on/off
Note: All of the circuit breakers are precisely simulated

CIRCUIT BREAKERS G3X PANELS

Press  to toggle on/off
Note: All of the circuit breakers are precisely simulated

PHONE JACK

Press  to toggle on/off or use headset filter option from the tablet

NOT SIMULATED



Throttle Quadrant

THROTTLE LEVER

Hold  drag to adjust throttle lever

MIXTURE LEVER

Hold  drag to adjust mixture lever

PROPELLOR LEVER

Hold  to adjust propellor RPM control

Press  to show / hide quadrant levers

CABIN AIR
PULL ON

CABIN AIR PULL

Hold  drag to open / close the cabin air valve

CABIN
HEAT
PULL ON

CABIN HEAT PULL

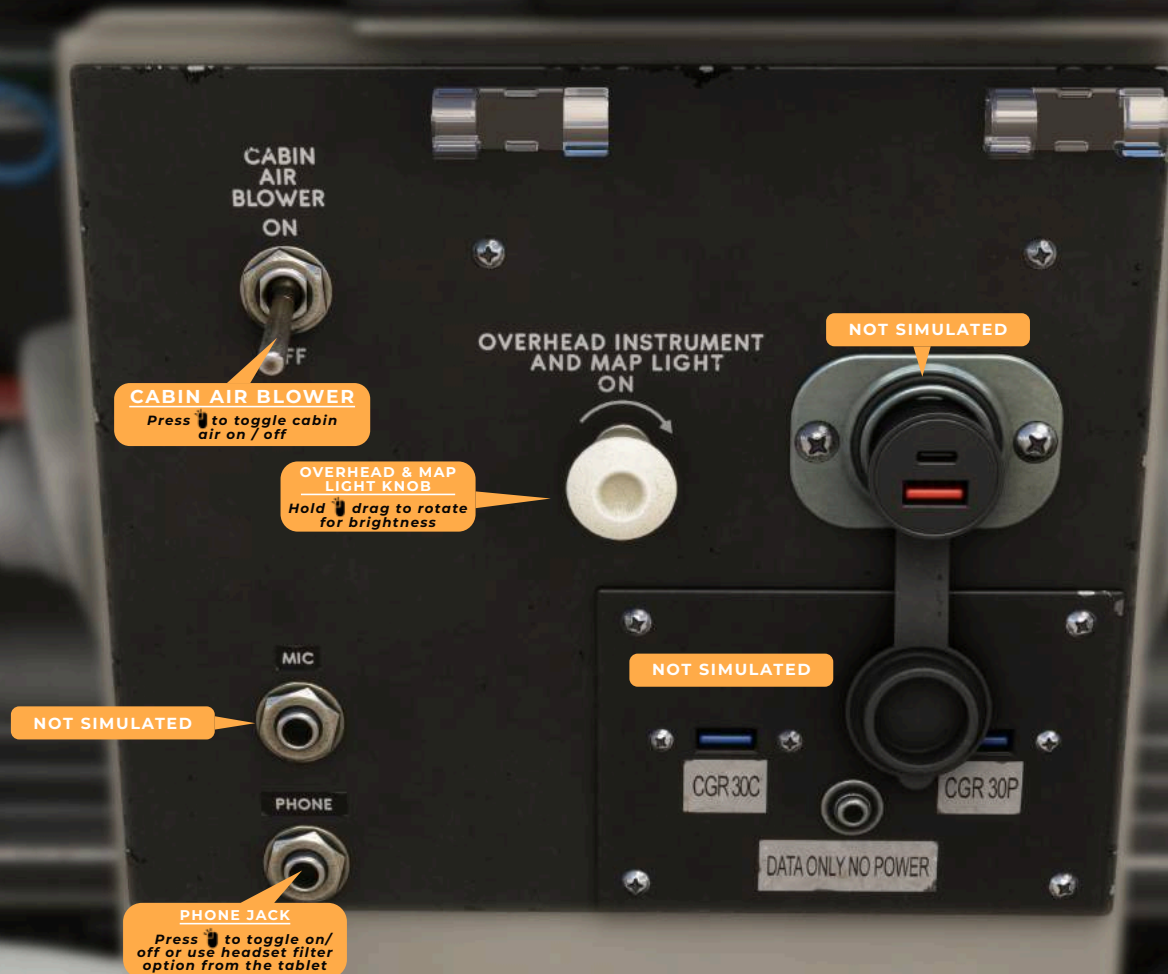
Hold  drag pull to open / close the cabin heat valve

DEFROST
PULL ON




DEFROST KNOB

Hold  drag pull to open / close the windshield defrost valve

Pedestal



Pilot Yoke / Elevator Trim

	Click the highlighted area to hide / unhide the yoke
	Click the highlighted area to unmount the lock pin for yoke
	Click the highlighted area to mount the lock pin for yoke

Note: You can adjust the pitch trim using the yoke button or the elevator trim wheel located between the seats.

PITCH TRIM
Hold  drag the button up/down to adjust pitch trim

NOT SIMULATED

NOT SIMULATED

ELEVATOR TRIM WHEEL

TAKE OFF RANGE

MAX TRIM UP

MAX TRIM UP


ELEVATOR TRIM INDICATOR

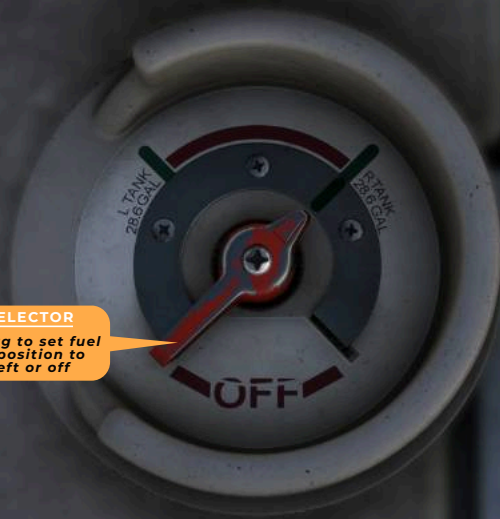
COMPASS



Fuel Selector

FUEL SELECTOR

Hold  drag to set fuel selector position to right, left or off



Emergency Gear Extension Door

EMERGENCY GEAR WRENCH

EMERGENCY GEAR
EXTENSION DOOR
OPENED

EMERGENCY GEAR
VALVE

Press **H** to twist the
wrench to open / close
the hydraulic gear
valve

EMERGENCY GEAR
EXTENSION DOOR

Press **H** to open
emergency gear
extension door

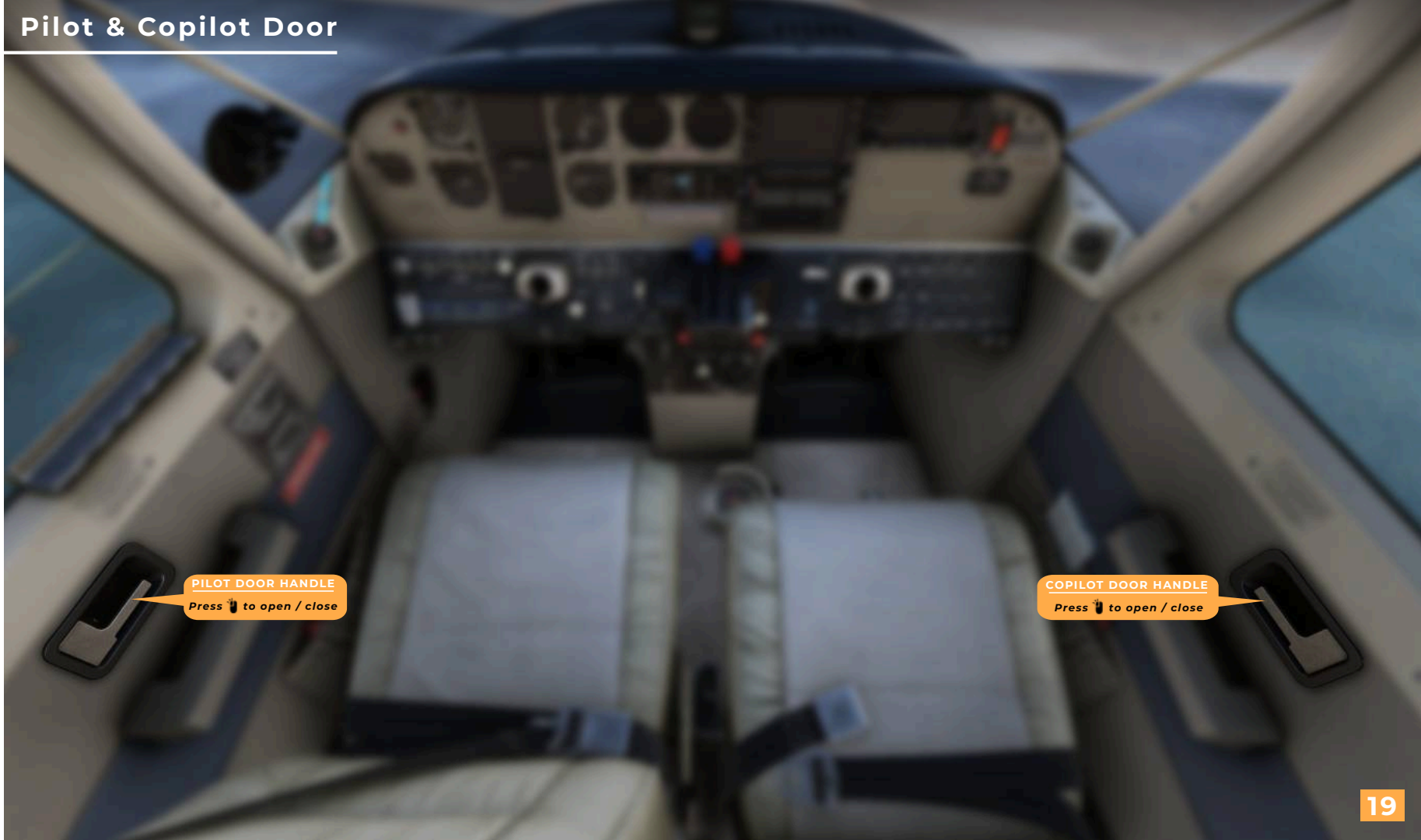
Emergency Alternate Air



ALTERNATE AIR

Press **I** to toggle the alternate air emergency source


Pilot & Copilot Door



PILOT DOOR HANDLE

Press  to open / close

COPILOT DOOR HANDLE

Press  to open / close

Celing Panel

MAP LIGHT COVER

Press  to cover / uncover

OVERHEAD PANEL LIGHT

CABIN LIGHT SWITCH

Press  to toggle cabin light on / off

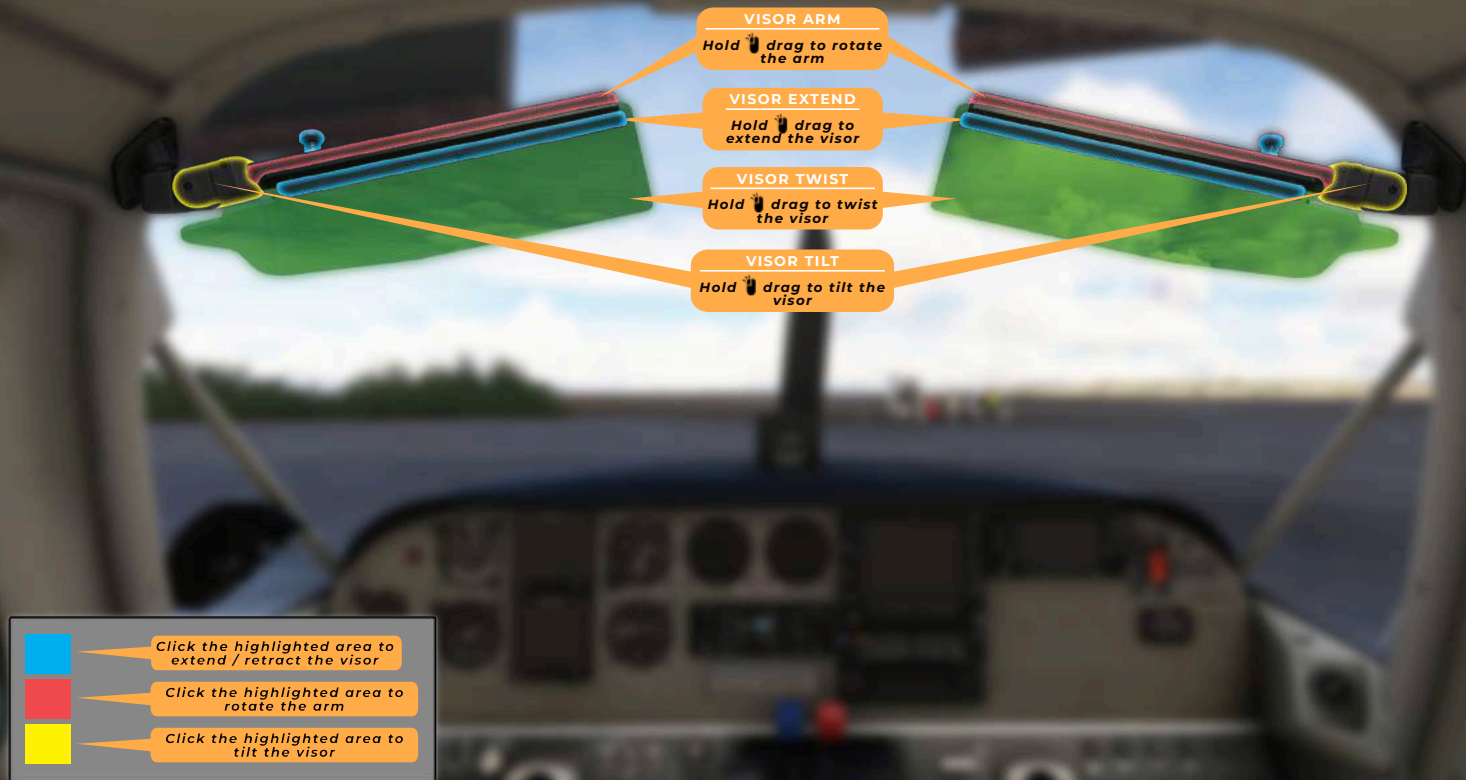
COCKPIT CABIN LIGHT

Sun Visors Type 1

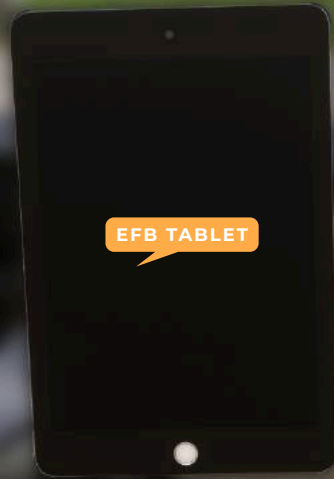
SUN VISORS

Hold  drag to adjust the visors

Sun Visors Type 2



Electronic Flight Bag Tablet



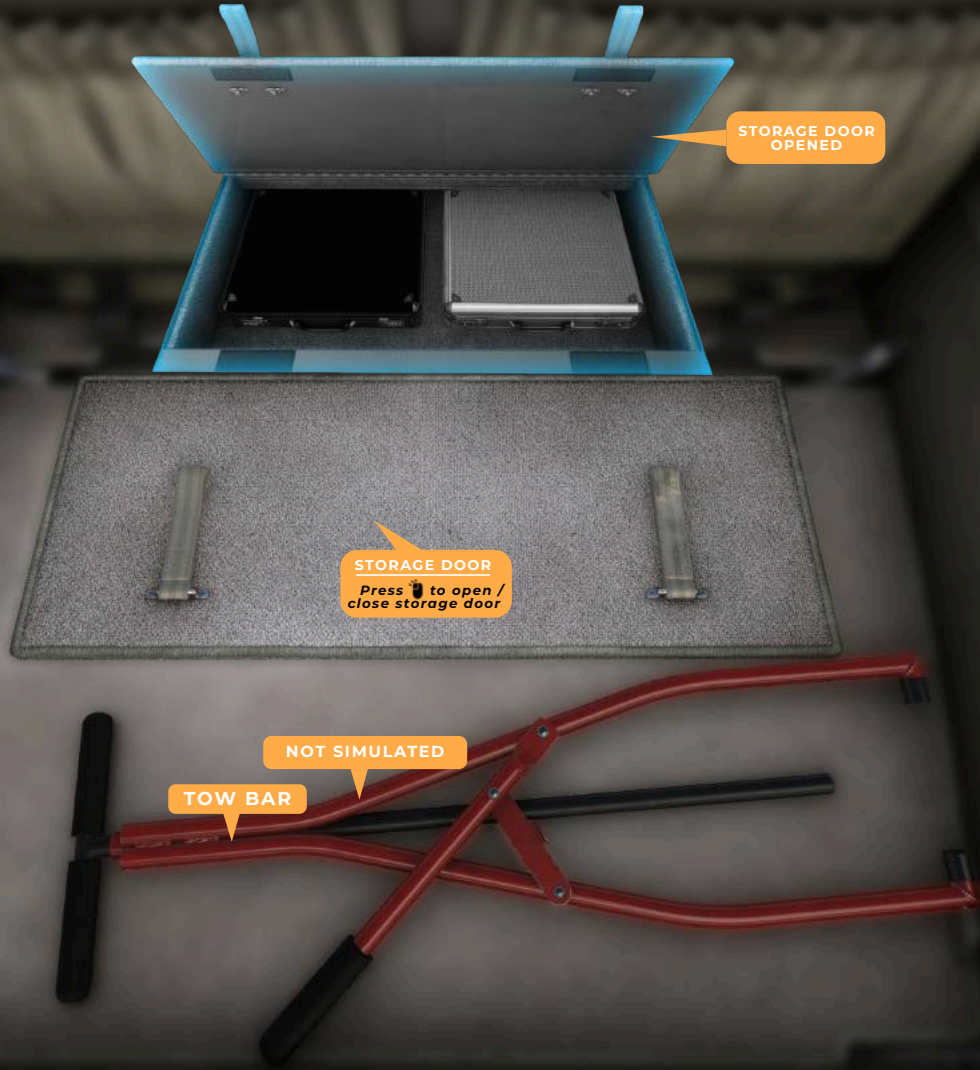
[Click for the detailed info.](#)

Rear Door

REAR DOOR HANDLE

Press  to open /
close rear door

Floor Storage



Pilot Door



Pilot Door Open



PILOT DOOR

Use tablet to close
pilot door

Copilot Door

COPILOT DOOR
Use tablet to open
copilot door

Copilot Door Open



COPILOT DOOR

Use tablet to close
copilot door

Rear Door



Rear Door Open

REAR DOOR OPEN
Use tablet to close
rear door

Engine Cover

COWL COVER

Use tablet to place /
remove cowl cover

Top Cover



Tail Cover



Ground Power Unit



Access this GPU from the EFB Tablet.

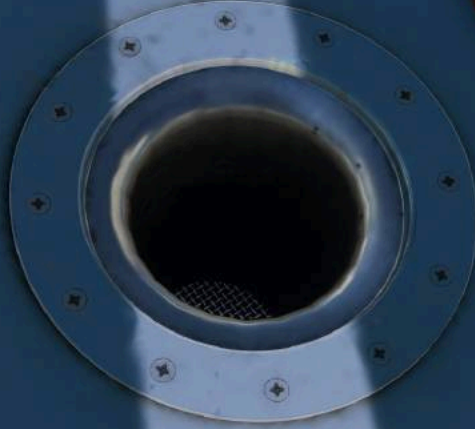
Pitot Cover



L.PITOT COVER
Use tablet to place or
remove

Fuel Cap

CAUTION
USE 100/130 OCTANE
FUEL OR HIGHER
TANK CAPACITY 29 US GALS
USABLE FUEL 28.6 US GALS



L.FUEL CAP

Use tablet to place or
remove

Fuel Nozzle

FUEL NOZZLE

Shows when you call the fuel truck from ATC

CAUTION OCTANE
USE 100/130
FUEL OR HIGHER
CAPACITY 20 US
FUEL 286 US GAL'S
GAL'S

Request fuel supply services from the ground crew through ATC

Landing & Taxi Light

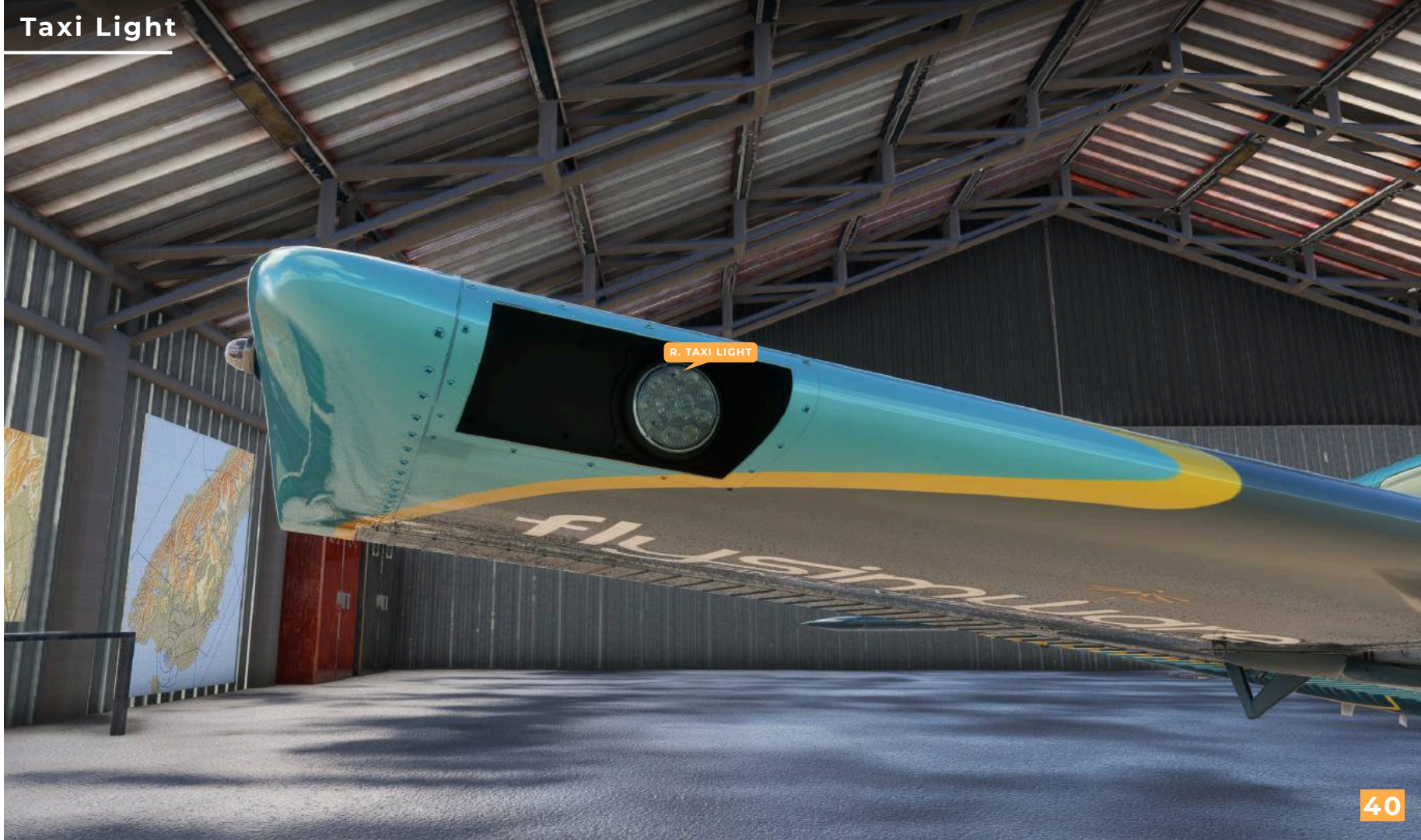


L. TAXI LIGHT

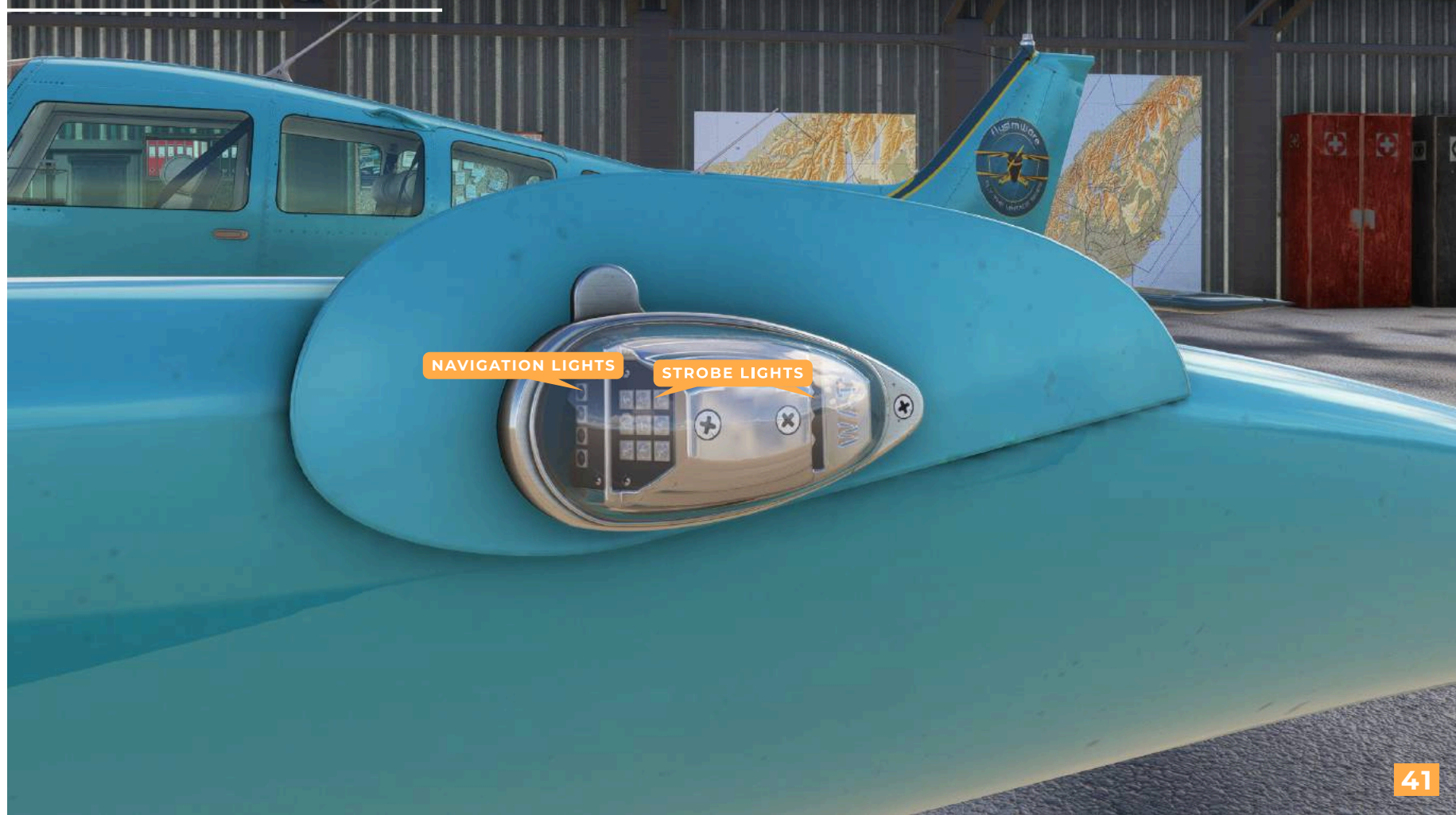
LANDING LIGHT

The landing light on this plane is located only on the left side

Taxi Light



Navigation & Strobe Light



Beacon & Navigation Light



BEACON LIGHT

NAVIGATION LIGHT

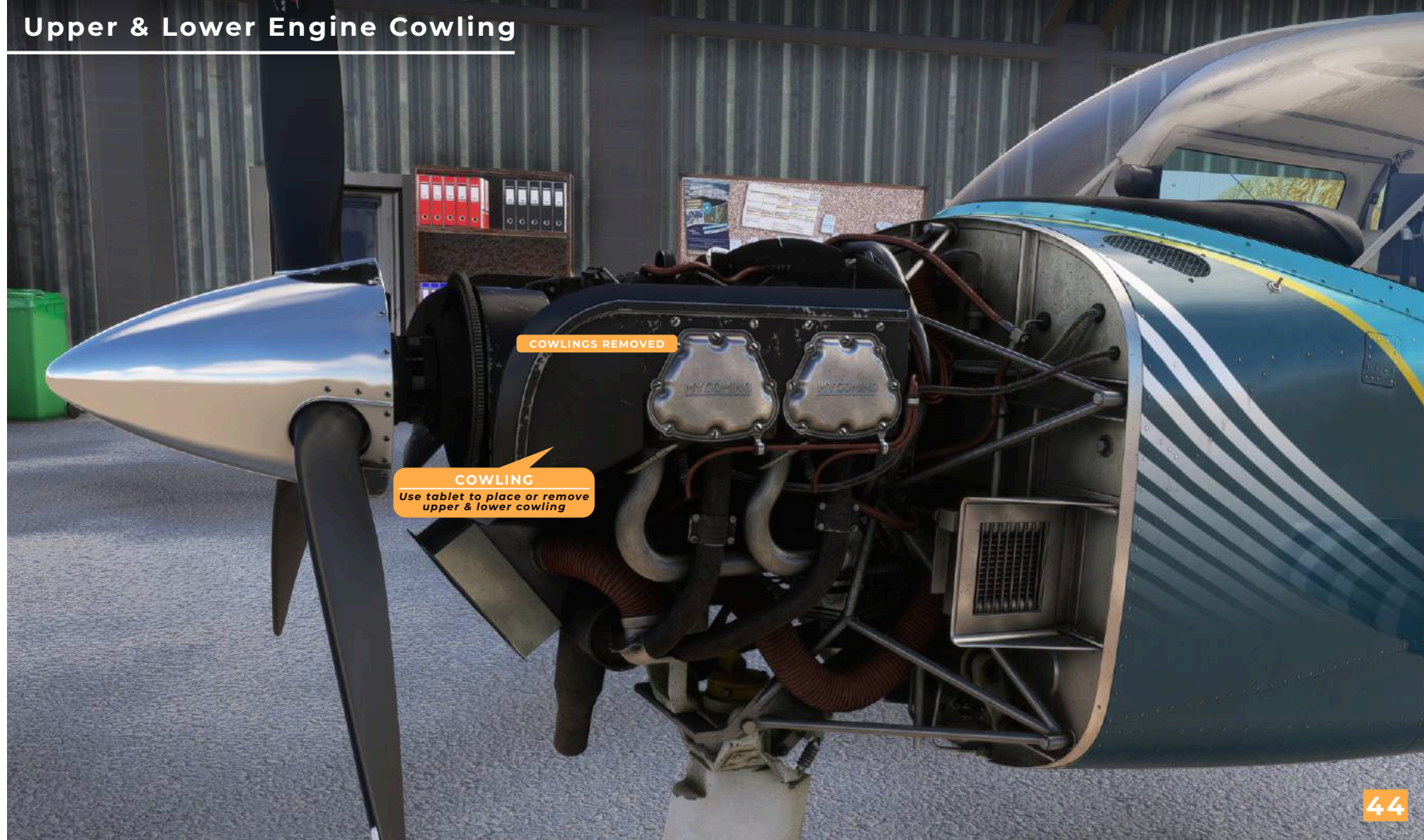
Chocks



CHOCKS

Use tablet to place or
remove

Upper & Lower Engine Cowling



COWLINGS REMOVED

COWLING

Use tablet to place or remove
upper & lower cowling

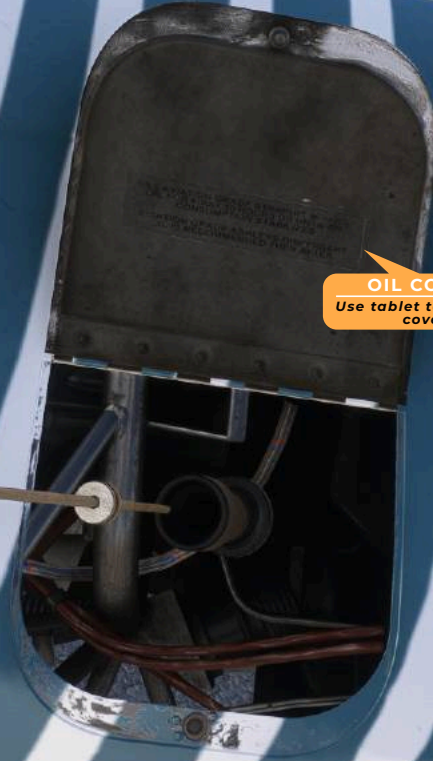
Upper & Lower Engine Cowling



Oil Cover / Cap



OIL CAP
Use tablet to open oil cap to check the oil level



OIL COVER
Use tablet to open oil cover

Tiedowns



L. TIE DOWN

Use tablet to place or remove

EFB Tablet Detailed Info.

HOTSPOT
Replace battery

HIDE EFB TABLET

Note: Tablet stores to the left side of the pilot. Click the camera again to mount the tablet.

POWER BUTTON

Return

EFB Tablet Detailed Info.

PARKING MODE

Press the buttons to turn them on/off
Note: Parking modes include a save state

DOORS

Press the buttons to open / close the doors

MAINTENANCE & OTHERS

Press the buttons to turn them on/off

CABIN LIGHTS

Press the buttons to turn lights on/off

What is save state: Upon exiting the flight, the system will save your current position, allowing you to resume from the same point when you return.

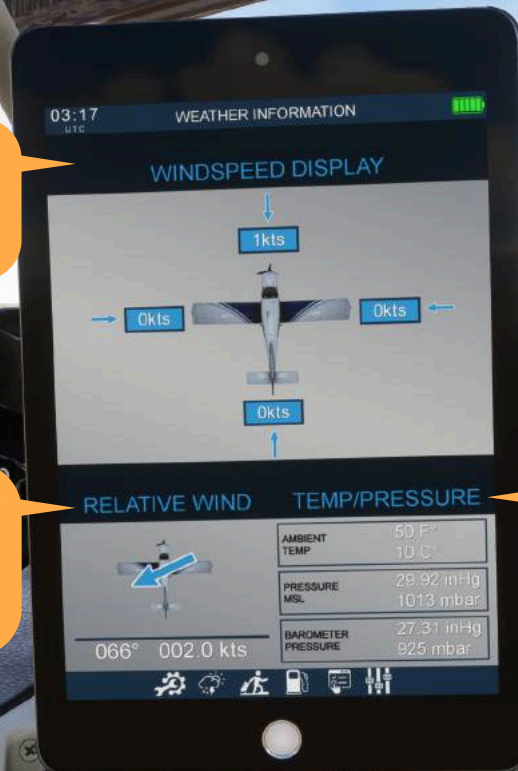
EFB Tablet Detailed Info.

WINDSPEED DISPLAY INFORMATION

The windspeed display provides real-time information on the current wind speed in knots (kts). This information is crucial for monitoring weather conditions and ensuring safe operation of the aircraft.

RELATIVE WIND INFORMATION

The concept of relative wind involves the direction of the airflow in relation to an aircraft in motion. An arrow representing the relative wind direction would rotate to indicate this airflow direction as it varies with the aircraft's orientation and movement through the air.



TEMP/PRESSURE INFORMATION

The Ambient temp. display indicates temperature of air surrounding the aircraft. This is reported in Celsius (°C) or Fahrenheit (°F).

The pressure at mean sea level (MSL) refers to the atmospheric pressure measure at the average sea level. Pressure at MSL is typically measure in units such as inches of mercury (inHg) or millibars (mbar).

The barometer pressure is information is used to set altimeters, which measure the aircraft's altitude above sea level. It is measure in the same units as the pressure at MSL.

EFB Tablet Detailed Info.

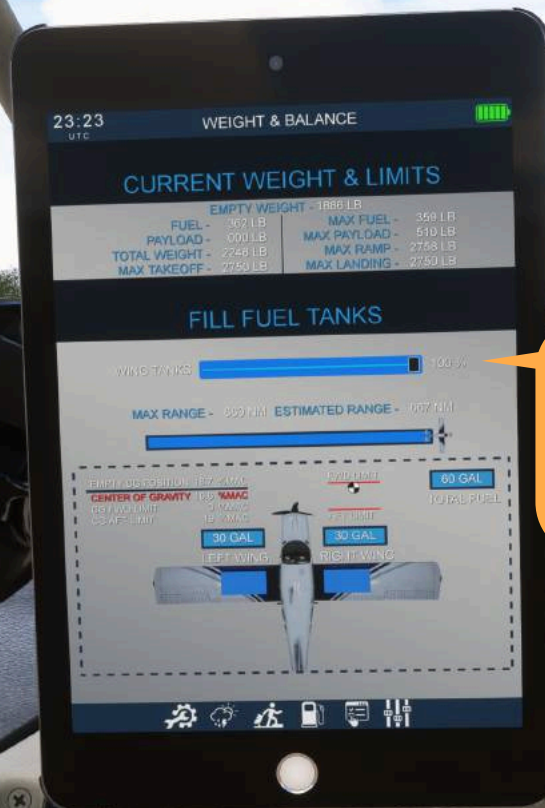


PASSENGER AND BAGGAGE DISPLAY CONTROL

Use the "On/Off" button on the tablet to show or hide the pilot, copilot, passengers, and baggage based on the desired configuration and weight distribution.

[Return](#)

EFB Tablet Detailed Info.



WEIGHT & BALANCE INFORMATION

The sliders allow you to adjust the tank levels and display the corresponding weights and limits. Additionally, the system calculates and shows the distance that can be covered with the available or set fuel in nautical miles (nm). Fuel units are measured in gallons.

You can also change the units from gallons(GAL) to liters(L) and pounds(LBS) to kilograms(KG) in the settings tab.

EFB Tablet Detailed Info.

**SELECT CHECKLIST
OPTION**
Click the 'Select Checklist'
option to prompt the
checklist window to
appear.



[Return](#)

EFB Tablet Detailed Info.

CHECKLIST

Carefully select each checklist option to ensure comprehensive inspection and readiness across all Pre-flight, Prestart, Start, Before taxi, Taxi&before takeoff, Runway lineup, After takeoff, Climb, Cruise, Descent, Approach & final, After landing, and Shutdown procedures.



[Return](#)

EFB Tablet Detailed Info.

Note: The settings panel includes a save state

SOUNDS CONTROL INSTRUCTIONS

You can turn on or off the following sounds:

Disable Tablet Click Sound

Use the corresponding controls to manage these sound settings as needed.

UNITS CONTROL INSTRUCTIONS

"Activate the option to switch the default units to standard/metric."

"Activate the option to switch the time format"

OPTIONS

"Options include payload sync, fuel save state, showing passengers and sun visor type."

FUEL INSTRUCTIONS

"Select the button to convert the fuel units from gallons to pounds."

What is save state: When exiting the flight, the system will save your current park modes and all function on the options page, allowing you to resume these save states when you load a new flight.

Return

EFB Tablet Detailed Info.

SHOW/HIDE EFB
TABLET

[Return](#)

Davtron Clock Detailed Info.

TIME DISPLAY
In hours & minutes

TIME CORRECTION - THREE WAY SWITCH
Makes minor time corrections

BRIGHTNESS & HOUR CHANGE - THREE WAY SWITCH

Left Position: Sets display brightness for day time

Middle Position: Sets display brightness for night time

Right Position: Momentary position that increases the clock time by 1 hour for every time the switch is moved to this position. Note: Right click toggle the clock mode between 12 or 24 hour format only if the battery switch is off

CHANNEL SELECTOR - THREE WAY SWITCH

Up position: Selects real time. This channel may be set to GMT time or local time. Use time correction and hour change to set GMT or local time. Note: To change clock mode between 12 or 24 hour format, go to the setting page on the tablet

Middle Position: Select flight time

Right Position: Select elapsed time

TIME DISPLAY
In seconds

ELAPSED TIME METER - THREE WAY SWITCH

Up position: Is a momentary position and sets the elapsed time meter to zero. The switch returns to middle position when released. Note: Up position will zero flight time only if both inverters switches are off

Middle Position: Stops the elapsed time meter

Right Position: Starts the elapsed time meter

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GTX 345 Transponder

For more detailed information

[Click here to download](#)

(Right click for options to open a new tab)

Garmin GTX 330 Manual PDF

DISCLAIMER: ALTHOUGH THE BEZEL IS A GTX 345 IN THIS PRODUCT

THE CODE IS FROM THE ASOBO GTX 330



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G5 CGR-30P Engine Display



Overview

The CGR-30P is a state-of-the-art **Glass Panel Engine Monitor** that provides many of the engine and system instruments found in an aircraft panel. Each of the instruments displayed on the CGR's Main Engine Screen provides features not found in most multifunctional displays or traditional gauges.

Aircraft panels equipped with individual instruments require a pilot to scan and interpret a multitude of gauges spread across an entire panel.

By providing a single location for viewing the engine and many aircraft system instruments, the CGR reduces a pilot's workload and the chance of missing a problem. Additionally, the CGR provides both analog and digital displays with digits that blink and change colors when yellow or red operating ranges are reached. Also, an external Caution and Warning Light can be placed in front of the pilot. All of these features are designed to alert the pilot the moment any monitored function enters a red or yellow operating range.

G5 CGR-30P Engine Display



MAIN ENGINE SCREEN

The main engine screen displays most of the engine and aircraft instruments monitored by the CGR. This is the screen the CGR displays after power-up and is the screen the pilot will view for most of the flight.



Main Screen Annunciators

Located between the M.P. and RPM instruments on the Main Screen are the following annunciators:

FUEL: When the estimated total fuel drops below 10 gallons the “FUEL” annunciator will blink.

SWITCH: When the “Recurring Fuel Alarm Qty” has been burned the “SWITCH” annunciator will blink. This provides a reminder for the pilot to switch fuel tanks. The “Recurring Fuel Alarm Qty” is set to every 10 gallons.

VOLTS: When the Voltage deviates from the normal range and indicates a low or high voltage, “VOLTS” annunciator will blink.

G5 CGR-30P Engine Display



RPM & Manifold Pressure

The RPM and M.P. instruments incorporate a digital readout and an analog arc. The color of the digital readout will reflect the current range in which the function is operating (i.e., if the RPM is operating in the red, the digital readout will be displayed in red).

The digital display will blink when the RPM or M.P. operating level reaches a yellow or red operating range. To stop the blinking, push the Exit button.

G5 CGR-30P Engine Display



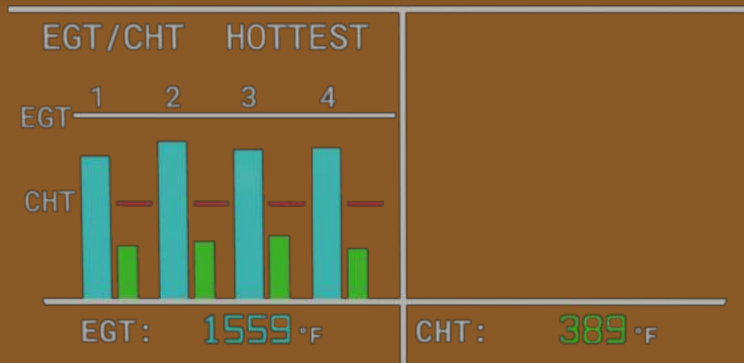
Horizontal Strip Gauges

On the Sierra C-24-R the horizontal strips includes Fuel Flow, Oil Pressure and Oil Temperature.

The three Horizontal Strip gauges provide the following features:

1. The Horizontal Strip Gauge features a pointer (triangle) marking the current operating level. Also, the pointer allows the pilot to interpret rate and trend information and provides field of vision.
2. A digital display is provided with each Horizontal Strip Gauge.
3. The digits on the digital display will blink when a function's operating level reaches a yellow or red operating range. To stop the blinking, push the Exit button.

G5 CGR-30P Engine Display



Bar Graph Analyzer

The Bar Graph Analyzer has six operating modes: **EGT/CHT, Normalized, Lean ROP, Lean LOP, EGT** and **CHT** but on this aircraft only EGT/CHT mode is simulated.

The CGR's current mode of operation is displayed in the top left portion of the Bar Graph Display.

"EGT/CHT" Operating Mode:

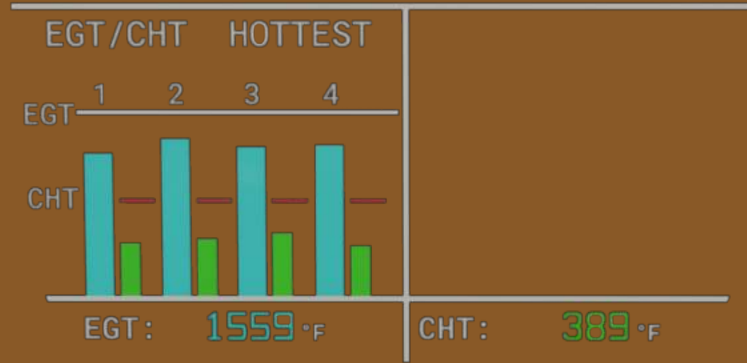
EGT stands for : Exhaust Gas Temperature

CHT stands for : Cylinder Head Temperature

The vertical bars are arranged to show the EGT and CHT for each cylinder. The operating ranges for the EGT bars are set to match the engine's operating temperatures

If the EGT for a cylinder exceeds the pilot set High EGT Range, the bar for that cylinder will turn white and blink. This feature provides the pilot with a warning of a high EGT. The FAA does not allow exceedance of user set EGTs to display in red or yellow.

G5 CGR-30P Engine Display



Bar Graph Analyzer

If the CHT for a cylinder exceeds the set limit, the bar for that cylinder will turn red and blink.

The current Digital Display Mode of operation is designated in the top right portion of the Engine Analyzer display.

There are four selections in the Digital Display Mode which are Select, Diff, Scan and Hottest. However, only the Hottest mode is simulated for this aircraft.

Hottest Mode: The Hottest Mode displays the hottest EGT and CHT in the digital display below the bars. This is the favorite mode of operation for most pilots.

Guage Buttons & knob



SCREENS Button: Pressing the SCREENS button sequences the CGR through the three display screens (Main, Secondary and Fuel Data).



SELECT Knob: The SELECT knob can be rotated. Depending on the screen and field being viewed, rotate the knob to scroll through fuel data screens on the fuel data screen.



EXIT Button: Pressing the EXIT button will exit you out of a specific operation. Repeated presses will exit you out of the current screen and return you to the Main Screen. Pressing the E after returning to the main screen will clear the any displayed / blinking warnings.

G5 CGR-30P Engine Display



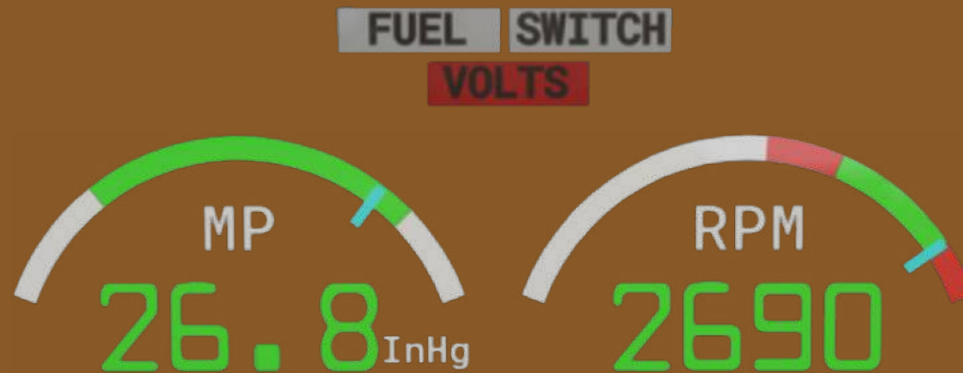
SECONDARY SCREEN

The Secondary screen is intended to display functions that do not need to be displayed continuously. Although, one function with a red (warning) and/or yellow (caution) can be placed on the Secondary screen.

If a primary function on the Secondary screen reaches a red or yellow operating range, an annunciator located between the two arc gauges located at the top of the Main Screen will blink. In this way the pilot is alerted of a potential problem and should view the Secondary screen for further information.

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G5 CGR-30P Engine Display



Main Annunciators, RPM & Manifold Pressure

The Main Annunciators, RPM and Manifold Pressure gauges are located at the top of the Secondary screen. Each of these instruments are carried over from the Main screen.

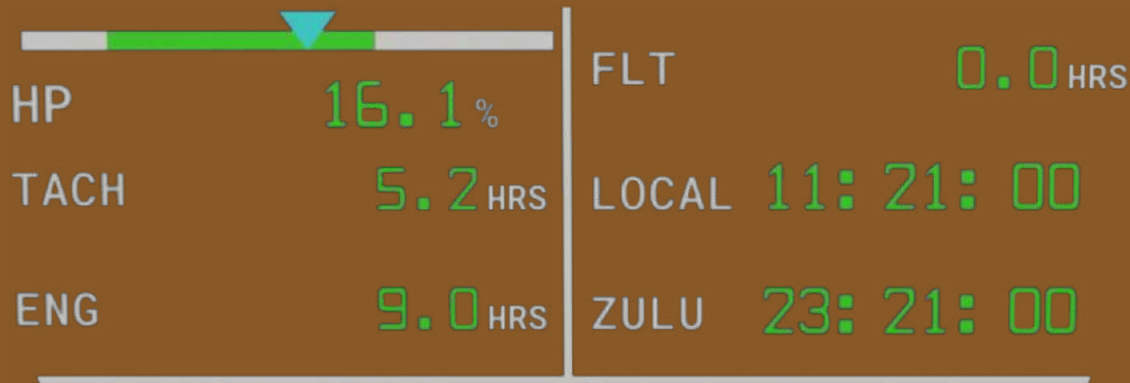
G5 CGR-30P Engine Display



Three Annunciators:

The three annunciators located just below the RPM and M.P. Gauges provide a status indicator for the three horizontal strip gauges found on the Main screen. If any one (or all) of the strip gauges on the Main screen transition into a yellow or red operating area, the appropriate annunciator on the Secondary screen will blink the name of the function in red. To acknowledge and stop the blinking, press the Exit button while viewing the Main screen. All functions monitored by the CGR-30P with yellow and/or red range markings are either viewed or annunciated on the Secondary screen.

G5 CGR-30P Engine Display



Six Horizontal Strip and/or Digital Gauges:

Six additional gauges (horizontal Strip and/or Digital) are provided on the Secondary screen.

The CGR-30P has a number of derived functions (Horse power, Tachometer, Engine Hrs, Flight Time, Local Time, Zulu Time, etc.) that can be placed on the Secondary screen.

G5 CGR-30P Engine Display

EGT: 1559 °F | CHT: 388 °F

EGT/CHT Digital Gauges:

The digital display located at the bottom of the Secondary screen provides the hottest EGT (EGT-H) and hottest CHT (CHT-H). This displayed data is carried over from the Main screen.

G5 CGR-30P Engine Display



FUEL DATA SCREEN

The Fuel Data Screen provides six sets of data based on Fuel Flow and GPS information. This data includes Range, Distance to Destination, Range after reaching your Destination, Fuel Remaining, Fuel to Destination, Fuel Reserve, Time to Empty, Time to Destination, Time Reserve, Fuel Used for the Flight, Fuel Used since fuel was Added, Economy (MPGs) and Total Fuel onboard.

The Fuel Data screens provide flight data based on fuel flow, fuel remaining, fuel used and GPS data. The screens provide the follow data:

G5 CGR-30P Engine Display

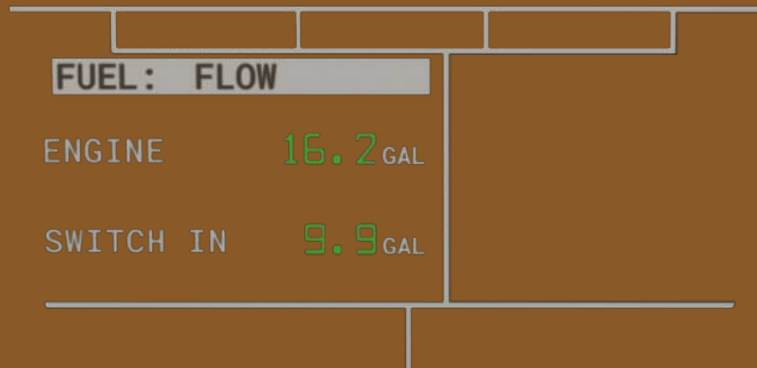


Total Fuel Cylinder:

For all the fuel data screens the estimated Total Fuel is provided in the right hand portion of the display. The bottom white portion of the displayed cylinder represents the last 45 minutes of fuel on-board. The fuel above this amount will be displayed in green.

When the estimated total fuel drops below 10 gallons the "FUEL" annunciator on the main screen will blink.

G5 CGR-30P Engine Display



Fuel: FLOW

This screen provides the current Fuel Flow for the engine and if the Recurring Fuel Alarm is set, the quantity or time before the next alarm.

G5 CGR-30P Engine Display



Fuel: EST DIST

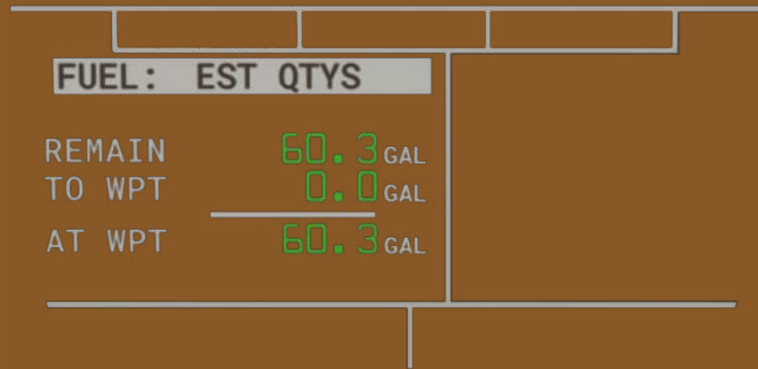
This screen provides the following Distance data:

RANGE – This is the distance the aircraft can travel based on the current fuel flow, fuel remaining and GPS ground speed.

To WPT – This is the distance to the destination based on GPS data.

At WPT – This is the calculated distance in reserve after the aircraft reaches its destination (Range – Distance to Destination).

G5 CGR-30P Engine Display



Fuel: EST QTYS

This screen provides the following calculated Fuel Quantity data:

REMAIN – This is the total estimated fuel remaining on-board the aircraft.

To WPT – This is the estimated fuel required to reach the GPS Destination.

At WPT – This is the calculated fuel in reserve after you reach your destination (Fuel Remain – Fuel required to reach your Destination).

G5 CGR-30P Engine Display



Fuel: EST TIME

This screen provides the following calculated Time data:

To EMPTY – This is the estimated time to empty based on the fuel remaining and the current fuel flow.

To WPT – This is the time required to reach your destination based on GPS data received.

At WPT – This is the reserve time after you reach your destination (Time to Empty – Time to Destination).

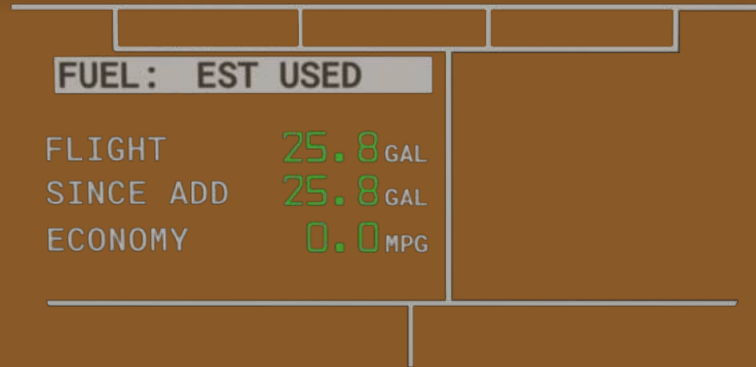
G5 CGR-30P Engine Display



Fuel: EST AT DEST

This is a display of all the estimated reserves (after you reach your destination). The CGR-30P calculates the Distance, Time and Fuel Qty in reserve early in the flight allowing the pilot to manage fuel and make critical decisions as the flight progresses.

G5 CGR-30P Engine Display



Fuel: EST USED

This screen provides the following calculated Fuel Used data:

Flight – This is the fuel used for the current flight. When the flight timer starts, this field is reset to zero and fuel accumulates as the flight progresses.

Since ADD – This is the fuel used since your last fill-up or if you did not fill-up, since you added fuel.

Economy – This is your current economy in nautical miles per gallon. It is calculated from the current fuel flow and GPS ground speed. This can be very helpful in dealing with winds aloft and leaning.

Leaning past 100 degrees rich of peak EGT reduces horsepower and therefore airspeed. It also reduces fuel flow. The displayed Economy allows you to determine if continuing to lean produces a true fuel savings and how much. Also, different altitudes can have different winds aloft. In this case the displayed Economy allows you to determine if one altitude provides a fuel saving over another.

CGR-30C Engine Display



Overview

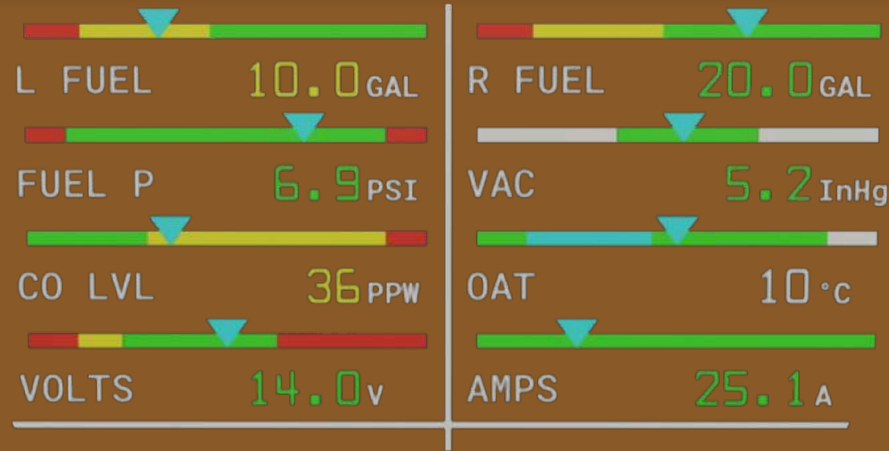
The CGR-30C provides you with several full-color strip gauges, which give pilots a quick reference view of critical parameters, along with digital readouts for the pinpoint accuracy. Pilots can configure the display to show the information they find most relevant, allowing for better situational awareness.

LANDING	BEACON	NAV
TAXI	STROBE	PITOT

PITOT HEAT AND LIGHTS INDICATORS

The Pitot Heat and Light Indicators are positioned at the top of the Secondary screen. They light up green when activated. By monitoring these indicators, you can ensure that both the pitot heat and lighting systems are working correctly, which is essential for safe and effective flight operations.

CGR-30C Engine Display



Horizontal Strips

On the CGR-30C Engine Display, the horizontal strips includes L Fuel, R Fuel, Fuel Pressure, Vacuum pressure, Carbon Monoxide Level, Outside Air Temperature, Volts And Amps.

The Horizontal Strip gauges provide the following features:

1. The Horizontal Strip Gauge features a pointer (triangle) marking the current operating level. Also, the pointer allows the pilot to interpret rate and trend information and provides field of vision.
2. A digital display is provided with each Horizontal Strip Gauge.
3. The digits on the digital display will blink when a function's operating level reaches a red operating range. To stop the blinking, push the Exit button.

CGR-30C Engine Display



L & R FUEL STRIP

Purpose: Displays the fuel level in the left and right fuel tank.

Display: Shown as a graphical strip on the gauge screen, indicating the amount of fuel remaining. The strip will visually deplete as fuel is used.

Monitoring: Helps in ensuring that the left and right tank has enough fuel for safe flight operations and in making decisions regarding fuel management and tank switching.

Alerts: The CGR-30 C also provide alerts if fuel levels approach critically low levels. The digits on the digital display will blink when a fuel level reaches a red operating range. To stop the blinking, push the Exit button.

CGR-30C Engine Display



FUEL PRESSURE

Purpose: Monitors and displays the fuel pressure in the system, which is crucial for ensuring that the fuel is being delivered to the engine at the correct pressure.

Display: Shown as a graphical strip on the gauge screen. It represents the current fuel pressure, with the level indicating whether the pressure is within the normal operating range.

Monitoring: Regularly check the Fuel Pressure Strip to ensure that the fuel pressure is stable and within the recommended range. Abnormal readings can indicate potential issues with the fuel system, such as a failing fuel pump or a blockage.

Alerts: The CGR-30 C will provide visual alerts if the fuel pressure falls below or rises above the preset limits. These alerts are designed to warn you of potential issues that could affect engine performance or safety. The digits on the digital display will blink when a fuel level reaches a red operating range. To stop the blinking, push the Exit button.

CGR-30C Engine Display



VACUUM PRESSURE

Purpose: Measures the vacuum pressure in the system. This is crucial for ensuring that vacuum-powered instruments operate correctly.

Display: Shown as a graphical strip on the screen, indicating the level of vacuum pressure. It helps you monitor whether the vacuum system is functioning within its normal range.

Monitoring: Regularly check the VAC strip to ensure that the vacuum pressure is stable and within the recommended range. Low or fluctuating vacuum pressure can indicate issues with the vacuum pump or system, potentially affecting instrument performance.

Alerts: The CGR-30 C may trigger visual or audible alerts if the vacuum pressure deviates from the normal range. These alerts are designed to notify you of potential issues with the vacuum system.

CGR-30C Engine Display



CARBON MONOXIDE LEVEL

Purpose: Measures and displays the concentration of carbon monoxide in the cockpit or cabin. High levels of CO can be dangerous and affect pilot performance and passenger safety.

Display: Shown as a graphical strip & numerical value on the gauge screen. It indicates the current level of carbon monoxide, allowing you to monitor its concentration.

Monitoring: Regularly check the CO LVL display to ensure that the carbon monoxide levels are within safe limits. This is important for ensuring a safe flying environment.

Alerts: The CGR-30 C may provide visual alerts if carbon monoxide levels exceed safe thresholds. These alerts help you take immediate action to address the issue. The digits on the digital display will blink when a fuel level reaches a red operating range. To stop the blinking, push the Exit button.



OUTSIDE AIR TEMPERATURE

Purpose: Displays the temperature of the air outside the aircraft. OAT is used to assess performance, fuel efficiency, and weather conditions.

Display: Shown as a numerical value & graphical indicator on the gauge screen. It provides real-time information about the ambient temperature outside the aircraft.

Monitoring: Regularly check the OAT display to understand how external temperature affects flight performance and to make necessary adjustments to flight operations.

CGR-30C Engine Display



VOLTS

Purpose: Displays the voltage level of the aircraft's electrical system, which typically operates at either 12V or 24V, depending on the aircraft's configuration.

Display: Shown as a numerical value & graphical strip on the gauge screen, representing the current voltage. This helps you monitor the health of the electrical system.

Monitoring: Regularly check the voltage reading to ensure that it remains within the normal operating range.

Alerts: The CGR-30 C will provide visual if the voltage deviates from the normal range. Low voltage may indicate a failing alternator or battery, while high voltage could suggest an issue with the voltage regulator. The digits on the digital display will blink when a fuel level reaches a red operating range. To stop the blinking, push the Exit button.

CGR-30C Engine Display



AMPS

Purpose: Displays the current in amps that the electrical system is using or providing. It shows the load being placed on the electrical system and the output from the alternator.

Display: Shown as a numerical value & graphical strip on the gauge screen, indicating the amount of current. Positive values typically represent current being provided by the alternator, while negative values may indicate current being drawn from the battery.