



Autopilot Functional Example



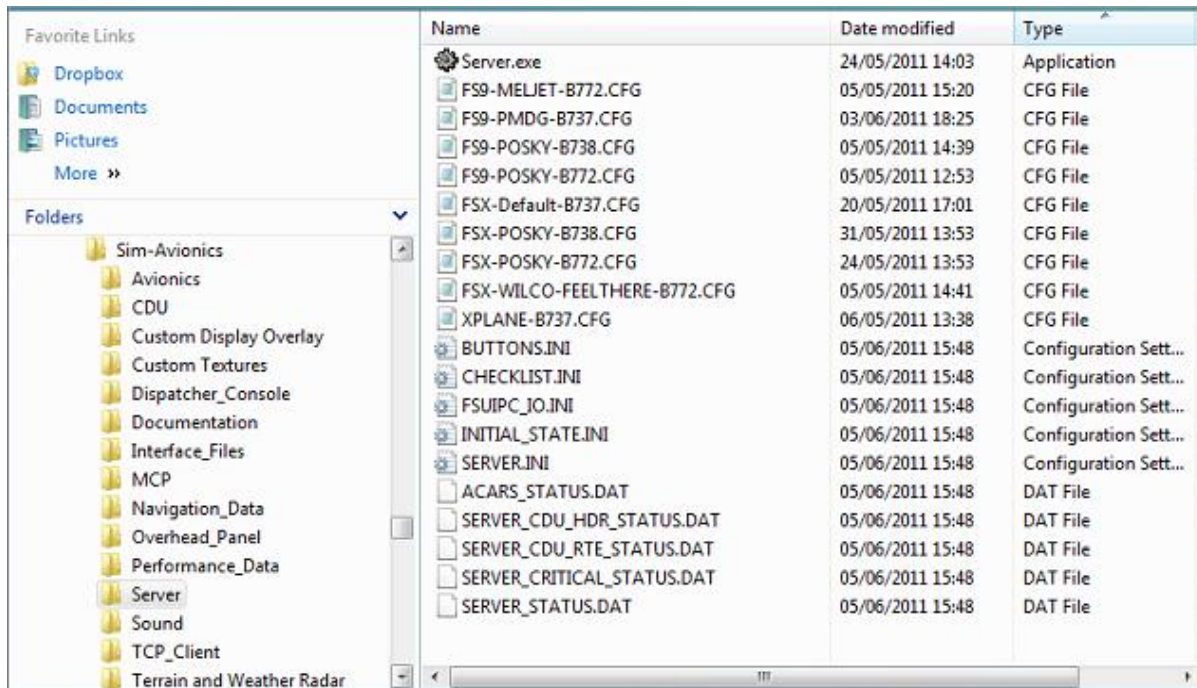
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Setup

When the Server is started, it checks that all of the required files are available. If any are missing, they are created. This includes the .INI files and aircraft .CFG files.



Supplied Aircraft Configuration files:

- FS9 Meljet 777
- FS9 POSKY 777
- FS9 POSKY 737
- FS9 PMDG 737

- FSX POSKY 777
- FSX POSKY 737
- FSX Default 737
- FSX Wilco 777

- Xplane 737

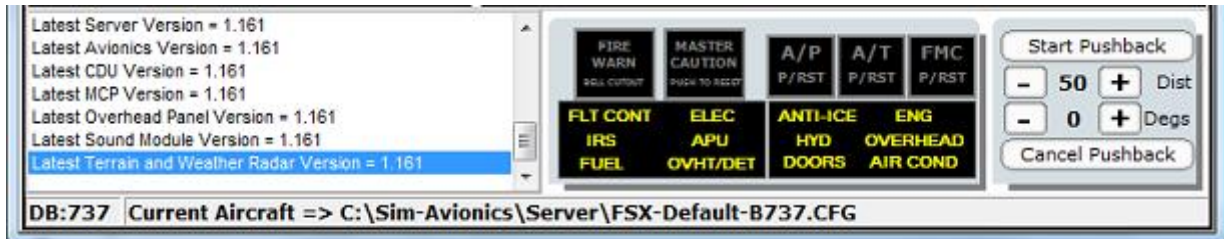
The .CFG files contains specific information for the type of aircraft select. Most of this information is displayed and can be changed on the "Aircraft Details" tab in the Server. These files also include the information found on the Autopilot tuning tab.

it is important that the correct file is loaded to match the aircraft you are using.

If the wrong aircraft file is loaded the Autopilot will not be able to control the aircraft properly.

Loading the Aircraft Configuration File

You can see the Aircraft Configuration File currently loaded in the status bar at the bottom of the Server window.



Here you can see that the **FSX-Default-B737.CFG** file is loaded

You can load a new aircraft configuration file via the Server Menu:

Aircraft Specific > Load Aircraft

This selection is then stored in the Server.ini file when the Server is closed and the correct aircraft file will then be automatically loaded when the server is restarted.

This means that you do not have to 'Load Aircraft' everytime you start the Server.



Modifying the Aircraft Configuration File

You can make changes to the information on the **Aircraft Details** tab but need to ensure that you **SAVE** the aircraft config before closing the Server. If you close the server and restart without saving the aircraft, the changes will be lost.

You can Save the aircraft configuration file changes via the Server Menu:

Aircraft Specific > Save Aircraft

The **Autopilot Tuning** tab is for making adjustment to the way the Autopilot controls the selected flight model.

We would recommend that you DO NOT make any changes to the values in this tab until you are familiar with the software. If these values are incorrectly changed it could cause the Autopilot to lose control of the aircraft.

Autopilot Functional Test Flight

This section will describe how to perform a basic flight, testing some of the Autopilot functionality.

We will NOT be using the CDU, so LNAV and VNAV will not be used.

The purpose of this flight is to test the handling, stability and a few of the different modes of the autopilot.

In addition to explaining some of the MCP modes, this will highlight if the wrong configuration file has been loaded or if there are any problems in the aircraft config file.

Before TakeOff

For this test you will need to have

- Flight Simulator Running
- Server Running and connected to FS
- Press the Quickstart button on the Server to Power the aircraft systems
- Avionics running displaying the PFD. (Also the ND and EICAS may help but this is optional)
- MCP.exe

Ensure that you have loaded the correct aircraft configuration file on the server which matches your FS version and flight model.

ie If you are using the Default 737 aircraft in FSX you would load the file :

FSX-Default-B737.CFG

For this flight we will assume that we are flying a 737.

Once everything is running set the MCP to :

Speed = **170**

HDG = RWY Heading

Altitude = **30000**

A/T Arm = ON

CPT F/D = ON

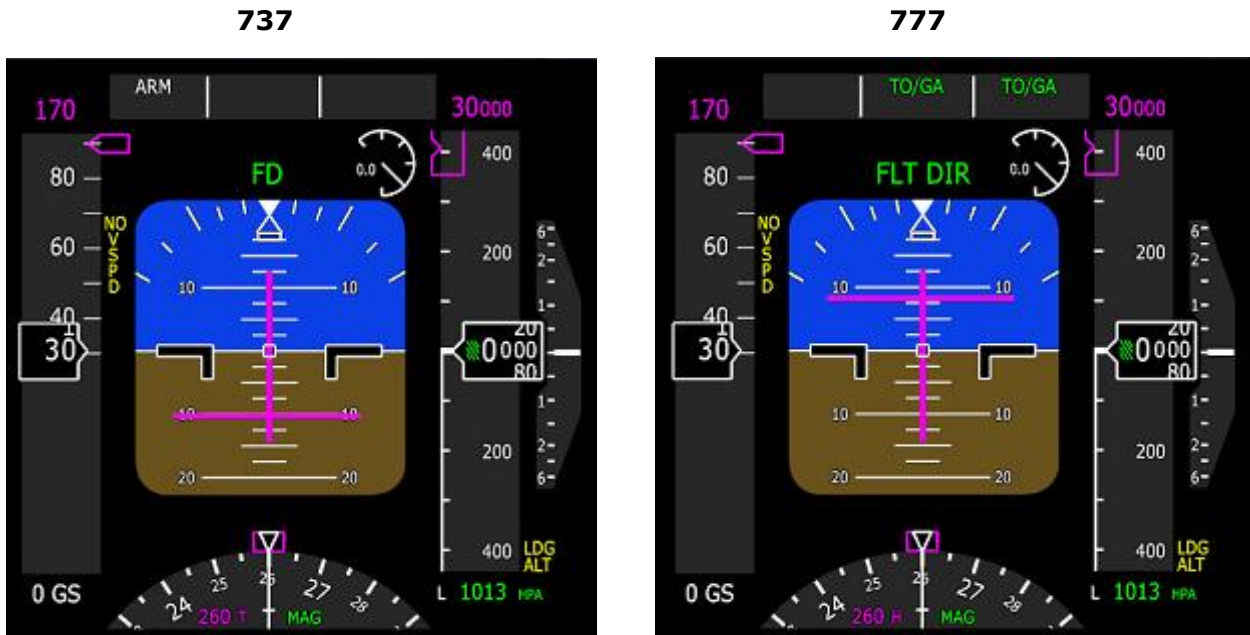
Now your MCP should look like this.



Select Flaps 1, 2 or 5 for takeoff.

* Please be aware that you may find that some of the VREF speeds will be incorrect. This is because we are not running the CDU and it's ok to ignore this.

Your PFD should now look like this :



TakeOff

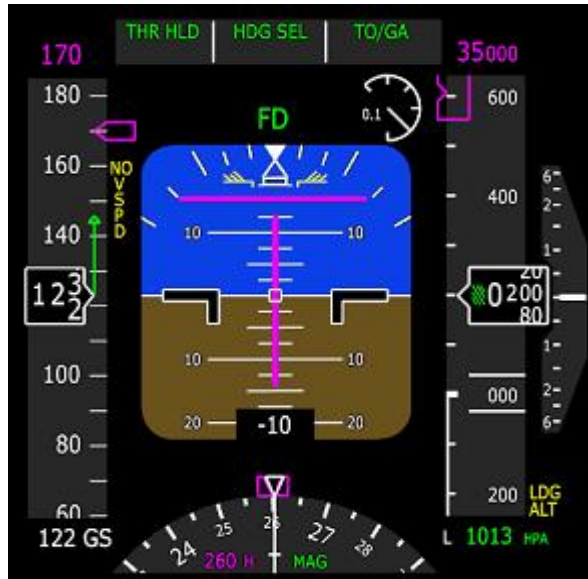
- Release the brakes
- Increase the throttles to 60-70%
- Before reaching 60kts Press the N1 button (737) or CLB button (777) to engage TOGA (You would normally press the TOGA buttons on the throttles, but this is an easy way for testing purposes.)

After pressing TOGA you will see:

- Thrust Mode = N1 (737) or THR REF (777)
- HDG Mode = HDG SEL (737) or TOGA (777)
- Pitch Mode = TOGA



After 80kts the Thrust FMA will change to THR HLD (Throttle Hold)



At aprx 140kts – Rotate the aircraft and pitch to approx 18-20 degs to stabilize the acceleration and to target the V2+25 speed set on the MCP of 170kts.

Set Gear Up.

At 800ft RA the Thrust FMA will change back to ARM mode. (737 Only)



Acceleration Height

The Acceleration height is set on the Takeoff page in the CDU and is normally set to 1000ft RA, but this will change depending on Noise Procedure, Airline Policy and aircraft performance. This is the height where in VNAV mode, the CDU would increase the Speed bug from the V2 target speed to the planned Climb Speed.

The Climb Speed is set on the VNAV CLIMB page of the CDU and is either the :

- Climb Speed
- Transition Speed
- Alt Restriction Speed
- Waypoint Constraint Speed

Which ever is lower.

Assuming there are no waypoint constraint speeds this would usually be 250kts below 10000ft.

But, as we are not using VNAV, at the 1000ft acceleration height you should manually increase the MCP speed bug to 250kts.

To accelerate the aircraft you will need to reduce the pitch angle down to 10-15 degrees.



Once you are within 20kts and accelerating towards the Flaps UP Speed Bug you can select Flaps UP.

Thrust Reduction Altitude

The next important height is the Thrust Reduction Altitude.

This is also set on the Takeoff page in the CDU and can be triggered by an Altitude or Flap setting.

The Thrust Reduction Altitude is the point at which the Takeoff thrust is reduced to the Climb Thrust setting. By default this is set to happen at 1500ft RA.

So at 1500ft RA the Thrust FMA will change to N1 (737) or THR REF (777) to command the CLB power.

At this point the Thrust Ref and Thrust mode will also change on the EICAS from TO to CLB.

Without the CDU running the default CLB thrust is 89.9% N1. This will produce a fairly gentle climb.



Climb Using Flight Level Change

At this point we're still flying manually. The HDG mode is Heading Select and the Pitch mode is TOGA.

You should now press **LVL CH** (737) or **FLCH** (777).

When you select this mode the MCP Speed will be set to the Current Indicated Airspeed, so if you press this before reaching 250kts, to continue the acceleration you will need to reset the Speed back to 250kts.

The Pitch FMA will change to MCP SPD (737) or FLCH (777).

Whenever you're ready you can engaged the Autopilot by pressing one of the **CMD** buttons (737) or one of the **MCP ON** buttons (777).

To indicate that the autopilot is enaged the A/P mode annunciator on the PFD will change from
FLT DIR to CMD (737)
or
F/D to A/P (777)



You can continue like this up to 10,000ft or until you are told there is no speed restriction by ATC.

At 10,000ft you can increase your speed from 250 up to your climb speed.

Lets assume your climb speed will be 280kts. **Set the MCP Speed to 280.**

This speed increase would happen automatically in VNAV.

The aircraft will now pitch down slightly to accelerate to 280kts.

In VNAV Mode

The MCP automatically changes from Speed to MACH when reaching the CRZ MACH selecte on the VNAV page.

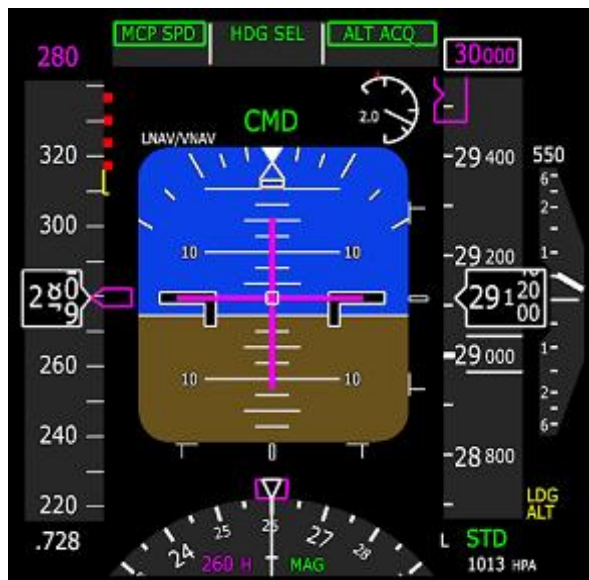
Altitude Capture

Within 900ft of the Target Altitude, the ALT ACQ mode will be annunciated and the Altitude Capture horn will sound (if the sound module is running)

The A/T will change to MCP SPD mode. This means the A/T stops targeting the CLB Thrust and starts targeting the speed of 280kts.

The EICAS Thrust Ref changes from CLB to CRZ.

The Altitude Capture box is illuminated to indicate an altitude is being captured.



Within 200ft of the Target Altitude, ALT HOLD is annunciated and the A/P will level and maintain the target altitude.

The Altitude Capture box is extinguished.



Heading Select

At any point you can change the aircraft's heading by adjusting the MCP HDG.
If the **HDG SEL** light is illuminated and the FMA HDG Mode = HDG SEL, then the aircraft will fly the heading set in the MCP HDG window.

Track Select

***777 ONLY**

By pressing the HDG / TRK button above the MCP HDG Window the 777 can be switched to Track mode.

Now the value in the HDG window becomes a TRACK, and the Autopilot will automatically adjust the aircraft heading to correct for Wind.

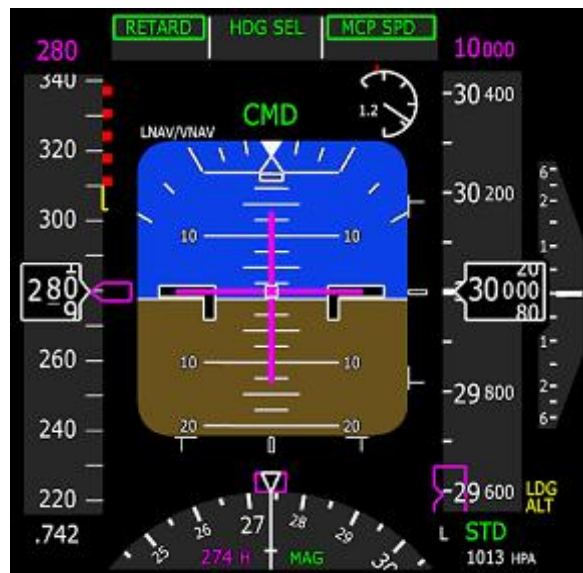
The FMA HDG Mode will change to TRK SEL, and will fly the track set in the MCP HDG window.

Descent Using Flight Level Change

To Descend, You should first select a lower Altitude on the MCP.

Lets assume we're cleared down to 10,000ft. **Set the MCP Altitude to 10000ft.**

Next, press the **LVL CHG** (737) or **FLCH** (777) button.



Thrust Mode changes to RETARD (737) or IDLE (777)

Pitch Mode changes to MCP SPD (737) or FLCH (777)

The Engines will slowly come back to idle which will cause the aircraft to pitch down to maintain the select MCP speed of 280kts.

You can reduce your speed in the descent by selecting a lower MCP Speed. This will cause the aircraft to pitch up slightly allowing the speed to reduce.

Be very careful applying speedbrakes in this mode as it can cause a very steep rate of descent.

Introducing V/S

To shallow the descent rate or to set a specific descent rate you might want to switch over to a Vertical Speed **V/S** descent.

To do this, simply press the **V/S** button on the MCP.

The V/S window on the MCP will open at the current rate of descent allowing you to adjust as required.

Speedbrakes will now cause a speed reduction rather than a pitch change.

Approaching the target altitude the MCP will go through the same Altitude Capture sequence as before.

V/S Arm Mode

From ALT HOLD mode, setting a new target altitude on the MCP will place V/S into an 'Arm' mode. Just moving the V/S thumb wheel will set the MCP into V/S Mode.

ILS Approach

737

An ILS approach can be flown using a single A/P. (This is Not an Autoland)

Either :

Tune the ILS frequency into NAV1 and use MCP CRS1 + CMD A

Tune the ILS frequency into NAV2 and use MCP CRS2 + CMD B

For a full Autoland BOTH NAV1 and NAV2 are required to be tuned to the ILS freq and Both MCP CRS1 and CRS2 set to the LOC crs.

Once an ILS has been tuned it's IDENT and Course are displayed on the PFD below the FMA's

In this example it's ILS Ident : IWW and course 260 degrees

Set MCP CRS1 and CRS 2 = 260 to match the displayed ILS course

Now we are stable flying a 30 degree intercept course of 290 degrees to capture the Localiser, at 3000ft and at FLAPS 1.

The Current MCP Modes are SPEED HDG SEL ALT HOLD

You can see the Localiser indication is parked to the right and the Glideslope indication is parked above us.

Once we have been cleared for the ILS approach we can press the APP Button. This 'Arms' the VOR/LOC and GS modes.



Now we wait to intercept the Localiser.
 Once the Localiser starts to move the A/P HDG Mode will change to VOR/LOC.
 The A/P Mode changes to SINGLE CH to remind us that we are currently only using a single A/P.



When the Glideslope indication gets within half a dot above, the pitch mode will change to GS to indicate the Glideslope Capture.

At this point a virtual runway is also indicated showing our alignment to the runway.



SINGLE CH Mode can be used all the way to the Runway. But in this mode you are NOT in an Autoland configuration and the aircraft will NOT flare and land the aircraft.

To engage the Autoland mode you must have :

NAV1 and NAV2 tuned to the ILS freq.

MCP CRS1 and CRS2 tuned to the ILS Rwy Course

If either of these are not true then the ILS Ident and ILS Course on the PFD will be highlighted in yellow and crossed out. Having both the Ident and Course in white is good.

Once the Localiser and Glideslope have been captured the second A/P can be engaged.

Both CMD A and CMD B will be illuminated.

Above 1500ft RA the A/P Mode changes from **SINGLE CH** to **CMD**.



Below 1500ft RA the AP Mode changes to **LAND 3** and Rollout and Flare modes are armed. This is your indication that an Autoland is enabled.



777

The Localiser and Glideslope are captured in the same way as the 737 except the 777 will autotune the ILS frequency based on the selected Arrival Runway in the CDU.

An ILS Frequency can be manually tuned via the NAV RAD page on the CDU.

Once a valid ILS frequency has been identified the Course is automatically determined and set.

In addition, Autoland functionality is always enabled as long as there are no A/P failures. No additional action is required to enable an autoland.

Flare and Rollout

At the FLARE altitude (set on the aircraft Details tab) the FLARE mode is engaged.

At the IDLE altitude (set on the aircraft Details tab) the A/T will IDLE the throttles.

2 seconds after touchdown the A/T Arm switch is set to OFF (737 Only)



You will need to :

- Verify the Throttles are at IDLE
- Deploy the SpeedBrake
- Apply Reverse Thrust as required
- Apply Brakes as required

Speedbrake deploy and Brakes can be made automatic, but are not relevant for this tutorial.

MCP Reset

After Landing it is important to ensure that :

- 737 - Both **CMD A** and **CMD B** are **OFF**
- 777 - **A/P** is **OFF** and the Master Warning Cancelled.
Press the **A/P ON** a second time to cancel the A/P disconnect warning.
- Both Flight Director switches - **F/D's = OFF**
- **A/T Arm Switches = OFF**

This will reset the A/P modes and clear the FMA's ready for the next flight.

Glossary

Term	Description
A/P	Autopilot
A/T	Auto Throttle
ALT	Altitude
CRS	Course
EICAS	Engine Instrument and Crew Alerting System
F/D	Flight Director
FLCH	Flight Level Change
FMA	Flight Mode Annunciator
HDG	Heading
HDG	Heading Select
ILS	Instrument Landing System
LNAV	Lateral Navigation
LVL CH	(Flight) Level Change
MCP	Mode Control Panel
RA	Radio Altitude
SPD	Speed
TRK	Track
V/S	Vertical Speed
VNAV	Vertical Navigation

Server – Autopilot Tuning Values

FSX-Default-737

Sim-Avionics - Server : Version 1.164

System Aircraft Specific Terrain Activation Version Information About

WWW.SIM-AVIONICS.COM Contact WWW.FLIGHTDECKSOLUTIONS.COM

MAIN Control Panel EFIS Flight Controls Aircraft Detail **Autopilot Tuning** FSUIPC I/O Interface Offset Monitor

Airspeed Hold

Sensitivity Reduction	8	Change Rate	12
Damping	0.45		

Thrust Ref

Sensitivity Reduction	28	Change Rate	12
Damping	18	Lvl Off Reduct	22

HDG Select

Turn Aggression	1280	Bank Angle Gain	1.5
Roll Accel Scalar	2500	Turn Rate Stabilizer	-5
		FD Roll Scaler	1

LNAV

LNAV Capture	Large	1	Offset Variance	0.5	Small
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FLCH

Sensitivity Reduction	-0.01	Climb Aggression	2	FD Pitch Scaler	-0.008
Damping	0.09	Descent Aggression	1.2		

Vertical Speed

Sensitivity Reduction	7	FD Pitch Scaler	0.2
Damping	0.2		

Altitude Hold

Capture Aggression	4	Pitch Damping	-170	Pitch Accel Scale	1
Damping	0.2	Elevator Rate	0.7	FD Pitch Scaler	0.2

LOC / GS

Sensitivity Reduction	7	Glide Slope Capture Agg	7.5
LOC Damping	9	GS Damping	8

Misc

CWS Pitch Reduction	12	TAC Tuning	5	Autobrake Scalar	5
CWS Pitch Damping	0.1	Rudder Damper	40	FBW Pitch Tuning	-65

FSX-POSKY-738

The screenshot displays the 'Autopilot Tuning' window in the Sim-Avionics software. The window title is 'Sim-Avionics - Server : Version 1.164'. The menu bar includes 'System', 'Aircraft Specific', 'Terrain', 'Activation', 'Version Information', and 'About'. The main header features the Sim-Avionics logo and the website 'WWW.FLIGHTDECKSOLUTIONS.COM'. Below the header is a navigation bar with tabs: 'MAIN', 'Control Panel', 'EFIS', 'Flight Controls', 'Aircraft Detail', 'Autopilot Tuning' (selected), 'FSUIPC I/O Interface', and 'Offset Monitor'. The main content area is divided into several sections, each with a blue header and a light blue background. Each section contains various parameters with numerical input fields and labels.

Section	Parameter	Value
Airspeed Hold	Sensitivity Reduction	6
	Damping	0.55
	Change Rate	14
	Thrust Ref	
Thrust Ref	Sensitivity Reduction	18
	Damping	10
	Change Rate	12
	Lvl Off Reduct	26
HDG Select	Turn Aggression	1580
	Roll Accel Scalar	2500
	Bank Angle Gain	1.2
	Turn Rate Stabilizer	-5
LNAV	LNAV Capture Large	0.4
	Offset Variance	0.8
	Small	
FLCH	Sensitivity Reduction	-0.03
	Damping	0.08
	Climb Aggression	1.8
	Descent Aggression	1.2
Vertical Speed	Sensitivity Reduction	18
	Damping	0.2
	FD Pitch Scaler	0.4
Altitude Hold	Capture Aggression	4
	Damping	0.2
	Pitch Damping	-20
	Elevator Rate	0.8
	Pitch Accel Scale	1
LOC / GS	Sensitivity Reduction	6
	LOC Damping	7
	Glide Slope Capture Agg	7
	GS Damping	9
Misc	CWS Pitch Reduction	50
	CWS Pitch Damping	0.03
	TAC Tuning	4
	Rudder Damper	40
	Autobrake Scalar	6
	FBW Pitch Tuning	-65

FSX-POSKY-772

Sim-Avionics - Server : Version 1.164

System Aircraft Specific Terrain Activation Version Information About

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Sim-Avionics

MAIN Control Panel EFIS Flight Controls Aircraft Detail **Autopilot Tuning** FSUIPC I/O Interface Offset Monitor

Airspeed Hold		Thrust Ref	
Sensitivity Reduction	5	Sensitivity Reduction	22
Damping	0.6	Change Rate	10
	Change Rate 18	Damping	17
		Lvl Off Reduct	22
HDG Select			
Turn Aggression	1180	Bank Angle Gain	1.2
Roll Accel Scalar	3000	Turn Rate Stabilizer	-4
		FD Roll Scaler	1
LNAV			
LNAV Capture	Large 0.3	Offset Variance	0.3
		Small	
FLCH			
Sensitivity Reduction	-0.02	Climb Aggression	2.0
Damping	0.03	Descent Aggression	1.3
		FD Pitch Scaler	-0.008
Vertical Speed			
Sensitivity Reduction	16		
Damping	0.005	FD Pitch Scaler	0.2
Altitude Hold			
Capture Aggression	4	Pitch Damping	-80
Damping	0.02	Elevator Rate	0.9
		Pitch Accel Scale	1
		FD Pitch Scaler	0.2
LOC / GS			
Sensitivity Reduction	8	Glide Slope Capture Agg	7
LOC Damping	8	GS Damping	9
Misc			
CWS Pitch Reduction	8	TAC Tuning	10
CWS Pitch Damping	0.3	Rudder Damper	40
		Autobrake Scalar	2
		FBW Pitch Tuning	-65

FS9-POSKY-738

Sim-Avionics - Server : Version 1.164

System Aircraft Specific Terrain Activation Version Information About

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Sim-Avionics

MAIN Control Panel EFIS Flight Controls Aircraft Detail **Autopilot Tuning** FSUIPC I/O Interface Offset Monitor

Airspeed Hold

Sensitivity Reduction	6	Change Rate	14
Damping	0.4		

Thrust Ref

Sensitivity Reduction	18	Change Rate	22
Damping	12	Lvl Off Reduct	22

HDG Select

Turn Aggression	800	Bank Angle Gain	1.4
Roll Accel Scaler	4000	Turn Rate Stabilizer	-5
		FD Roll Scaler	1

LNAV

LNAV Capture	Large	2	Offset Variance	1.5	Small
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FLCH

Sensitivity Reduction	-0.01	Climb Aggression	1.8	FD Pitch Scaler	-0.008
Damping	0.1	Descent Aggression	1.2		

Vertical Speed

Sensitivity Reduction	14	FD Pitch Scaler	0.4
Damping	0.1		

Altitude Hold

Capture Aggression	4	Pitch Damping	-30	Pitch Accel Scale	-2
Damping	0.1	Elevator Rate	0.9	FD Pitch Scaler	0.5

LOC / GS

Sensitivity Reduction	8	Glide Slope Capture Agg	9
LOC Damping	7	GS Damping	6

Misc

CWS Pitch Reduction	12	TAC Tuning	20	Autobrake Scaler	10
CWS Pitch Damping	0.1	Rudder Damper	40	FBW Pitch Tuning	-65

FS9-POSKY-772

Sim-Avionics - Server : Version 1.164

System Aircraft Specific Terrain Activation Version Information About

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Sim-Avionics

MAIN Control Panel EFIS Flight Controls Aircraft Detail **Autopilot Tuning** FSUIPC I/O Interface Offset Monitor

Airspeed Hold

Sensitivity Reduction	<input type="text" value="7"/>	Change Rate	<input type="text" value="12"/>
Damping	<input type="text" value="0.43"/>		

Thrust Ref

Sensitivity Reduction	<input type="text" value="18"/>	Change Rate	<input type="text" value="12"/>
Damping	<input type="text" value="12"/>	Lvl Off Reduct	<input type="text" value="22"/>

HDG Select

Turn Aggression	<input type="text" value="980"/>	Bank Angle Gain	<input type="text" value="1.2"/>
Roll Accel Scalar	<input type="text" value="3000"/>	Turn Rate Stabilizer	<input type="text" value="-9"/>
		FD Roll Scaler	<input type="text" value="1"/>

LNAV

LNAV Capture	Large	<input type="text" value="2"/>	Offset Variance	<input type="text" value="1.5"/>	Small
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FLCH

Sensitivity Reduction	<input type="text" value="-0.01"/>	Climb Aggression	<input type="text" value="1.8"/>	FD Pitch Scaler	<input type="text" value="-0.008"/>
Damping	<input type="text" value="0.09"/>	Descent Aggression	<input type="text" value="1.0"/>		

Vertical Speed

Sensitivity Reduction	<input type="text" value="12"/>	FD Pitch Scaler	<input type="text" value="0.4"/>
Damping	<input type="text" value="0.1"/>		

Altitude Hold

Capture Aggression	<input type="text" value="3"/>	Pitch Damping	<input type="text" value="-50"/>	Pitch Accel Scale	<input type="text" value="1"/>
Damping	<input type="text" value="0.1"/>	Elevator Rate	<input type="text" value="0.9"/>	FD Pitch Scaler	<input type="text" value="0.5"/>

LOC / GS

Sensitivity Reduction	<input type="text" value="9"/>	Glide Slope Capture Agg	<input type="text" value="9"/>
LOC Damping	<input type="text" value="7"/>	GS Damping	<input type="text" value="7"/>

Misc

CWS Pitch Reduction	<input type="text" value="8"/>	TAC Tuning	<input type="text" value="2"/>	Autobrake Scalar	<input type="text" value="7"/>
CWS Pitch Damping	<input type="text" value="0.3"/>	Rudder Damper	<input type="text" value="60"/>	FBW Pitch Tuning	<input type="text" value="-65"/>

FS9-PMDG-737

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System Aircraft Specific Terrain Activation Version Information About

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Sim-Avionics

MAIN Control Panel EFIS Flight Controls Aircraft Detail Autopilot Tuning FSUIPC I/O Interface Offset Monitor

Airspeed Hold

Sensitivity Reduction Change Rate
 Damping

Thrust Ref

Sensitivity Reduction Change Rate
 Damping Lvl Off Reduct

HDG Select

Turn Aggression Bank Angle Gain
 Roll Accel Scalar Turn Rate Stabilizer FD Roll Scaler

LNAV

LNAV Capture Large Offset Variance Small

FLCH

Sensitivity Reduction Climb Aggression
 Damping Descent Aggression FD Pitch Scaler

Vertical Speed

Sensitivity Reduction
 Damping FD Pitch Scaler

Altitude Hold

Capture Aggression Pitch Damping Pitch Accel Scale
 Damping Elevator Rate FD Pitch Scaler

LOC / GS

Sensitivity Reduction Glide Slope Capture Agg
 LOC Damping GS Damping

Misc

CWS Pitch Reduction TAC Tuning Autobrake Scalar
 CWS Pitch Damping Rudder Damper FBW Pitch Tuning

FS9-MELJET-777

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System Aircraft Specific Terrain Activation Version Information About

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Sim-Avionics

MAIN Control Panel EFIS Flight Controls Aircraft Detail **Autopilot Tuning** FSUIPC I/O Interface Offset Monitor

Airspeed Hold

Sensitivity Reduction Change Rate
 Damping

Thrust Ref

Sensitivity Reduction Change Rate
 Damping Lvl Off Reduct

HDG Select

Turn Aggression Bank Angle Gain
 Roll Accel Scalar Turn Rate Stabilizer FD Roll Scaler

LNAV

LNAV Capture Large Offset Variance Small

FLCH

Sensitivity Reduction Climb Aggression
 Damping Descent Aggression FD Pitch Scaler

Vertical Speed

Sensitivity Reduction
 Damping FD Pitch Scaler

Altitude Hold

Capture Aggression Pitch Damping Pitch Accel Scale
 Damping Elevator Rate FD Pitch Scaler

LOC / GS

Sensitivity Reduction Glide Slope Capture Agg
 LOC Damping GS Damping

Misc

CWS Pitch Reduction TAC Tuning Autobrake Scaler
 CWS Pitch Damping Rudder Damper FBW Pitch Tuning

END OF MANUAL