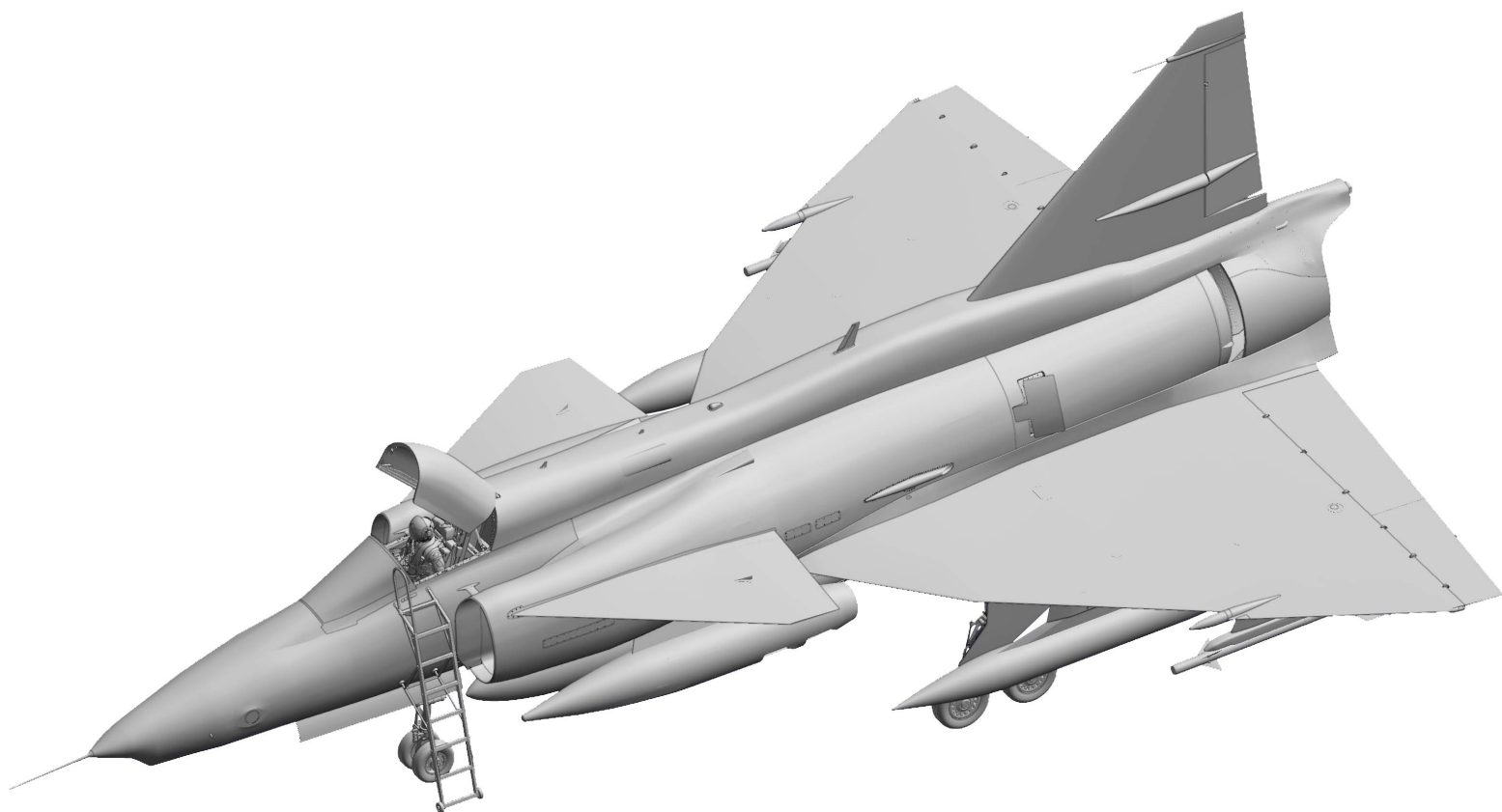


FLIGHT MANUAL

Viggen SF-37



Manual Version 1.0.0- May 2025

INTRODUCTION

Welcome to the **SF-37 Viggen** manual for **X-Plane 12**, developed by **DeltaWing Simulations**. This guide is designed to help both experienced flight simulator enthusiasts and newcomers master the complexities of this remarkable reconnaissance aircraft. The SF-37 is a specialized variant of the JA-37 Viggen, developed by Sweden's Aerospace for photographic and electronic reconnaissance missions. It features advanced avionics, a powerful RM8A afterburning turbofan engine, and a unique delta-canard configuration, making it one of the most distinctive aircraft of its era.

This manual provides an in-depth look into the SF-37's systems, flight characteristics, and operational procedures within **X-Plane 12**. Every effort has been made to accurately replicate as much as possible the real-world functionality of this aircraft, from startup procedures and navigation systems to reconnaissance equipment and defensive countermeasures.

Whether you are engaging in high-speed, low-altitude reconnaissance runs or simply enjoying the challenge of flying a Cold War era Swedish aircraft, this manual will serve as your essential companion. We encourage you to explore the SF-37's capabilities, master its unique flight dynamics, and immerse yourself in the experience of piloting this legendary jet.

Let's get started!

Blue Skies and Safe Flying!

Please check DWSim's site, pages and channels for news regarding new updates and developments.

OUR TEAM

The development team consists of:

Kostas D. Koronakis

(Graphic Design, 3D modelling, Textures, Sound editing, Product Testing, Manual)

Dimitris Koronakis

(Lead Programmer, Product Tester, Manual)

Andrzej Borysewicz

(3D modelling, Product Tester)

Our team would like to thank our friends in the Simulation community. We are supremely grateful for your continued support and encouragement!

DeltaWing Simulations

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support : support@deltawingsimulations.com

Facebook Page : <https://www.facebook.com/deltawingsim>



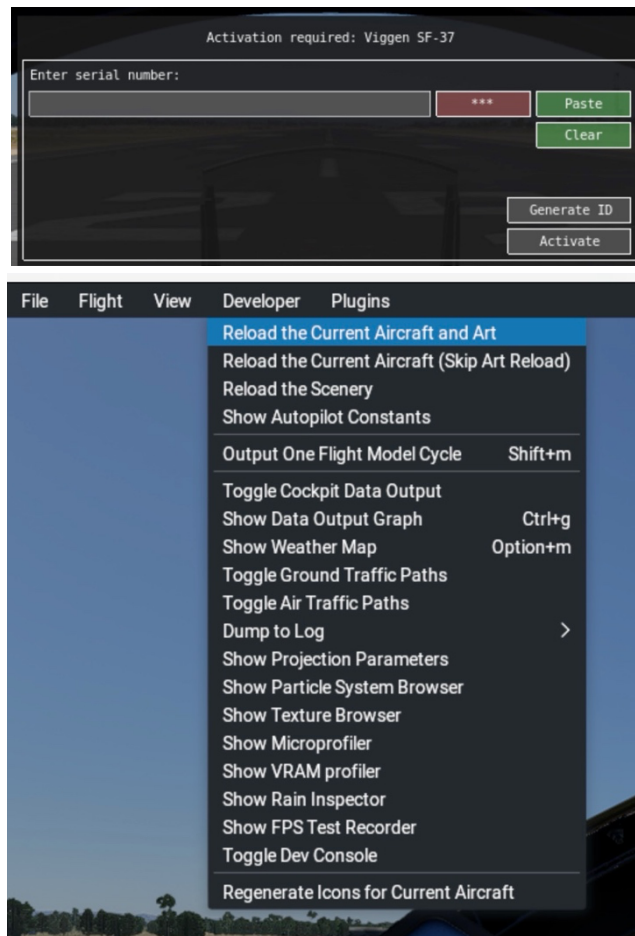
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FOR FLIGHT SIM ENTERTAINMENT ONLY - DO NOT USE IN REAL OPERATIONS !

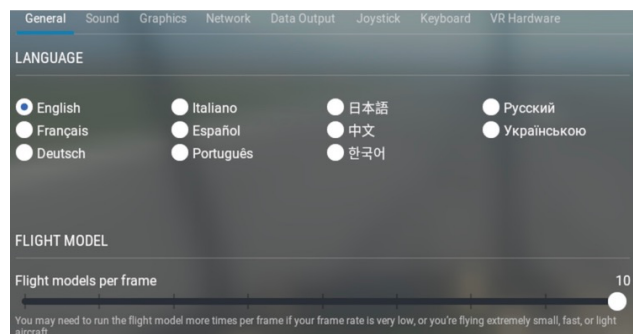
INSTALLATION

To install the package, simply unzip it and put resulting folder into X-Plane/Aircrafts folder. If you prefer you can create sub-folder called My Aircraft (or any name you like) in X-Plane/Aircraft folder.

After opening the package, you will see Activation Window, type in or paste serial number you received when you purchased the package, Press Activate and Restart X-Plane or reload the aircraft.



Another important setting is to adjust the “Flight Models Per Frame” option to “10” in order to have smooth experience with the simulation.



SKUNKCRAFTS UPDATER SUPPORT

SF-37 Viggen Package supports SkunkCrafts Updater.

IT IS VERY IMPORTANT YOU HAVE THE LATEST VERSION OF THE PACKAGE

to avoid frustration and unnecessary posts in forums.

Please read below carefully and follow directions

Copy your DWSim_VSF_37_prefs.txt file located in main package folder and paste somewhere outside of the X-Plane folder.

After Updater ran, just replace new DWSim_VSF_37_prefs.txt file with the one you just saved.

RESTART X-Plane and authenticate

The purpose of using SkunkCrafts Updater is to save time and servers load when updating the package after we push an Update. Update usually has much less files than the original package that is in the org store and it is much faster for everybody to upload some files than the whole package. The whole package also gets uploaded to org store but much less frequently, usually every few months, while our updates available via SkunkCrafts Updater are quite frequent.

Below is the link to the Updater Standalone software in XPlane.org forums

[SkunkCrafts Updater Standalone client](#)

X-PLANE.ORG - FORUM SUPPORT

Please use org forums for support and reporting problems as well as general observations and wishes, link below :

<https://forums.x-plane.org/forums/forum/585-deltawing-simulations/>

DeltaWing Simulations

DeltaWing Support Information

Forums



NEW

Aermacchi M-346 Advanced Jet Trainer



NEW

CRJ-700



NEW

CRJ-900



NEW

CRJ-1000



NEW

F-16C and F-16D



M2K-5



Viggen VSF-37



NEW

DeltaWing News



NEW

ATR Series

SETUP

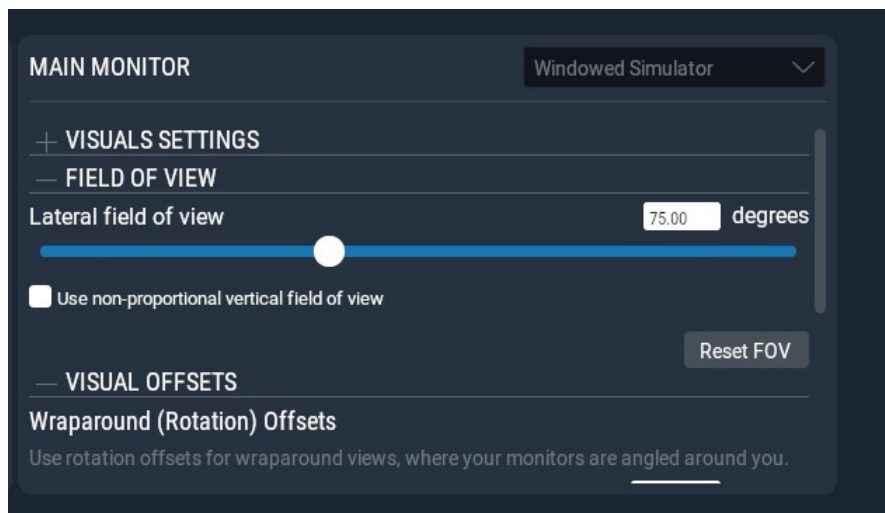
There are several things we need to be aware of for proper operating of the aircraft.

Please set No Failures in X-Plane (Failures Submenu in AIRCRAFT Menu) by pressing “Fix All Systems” and make sure that “Set mean time between failures” radio box is NOT checked.

If you want the jet to be ready for takeoff on, check the “Start with engines running” checkbox. Otherwise you start the flight with “Cold and Dark” cockpit.

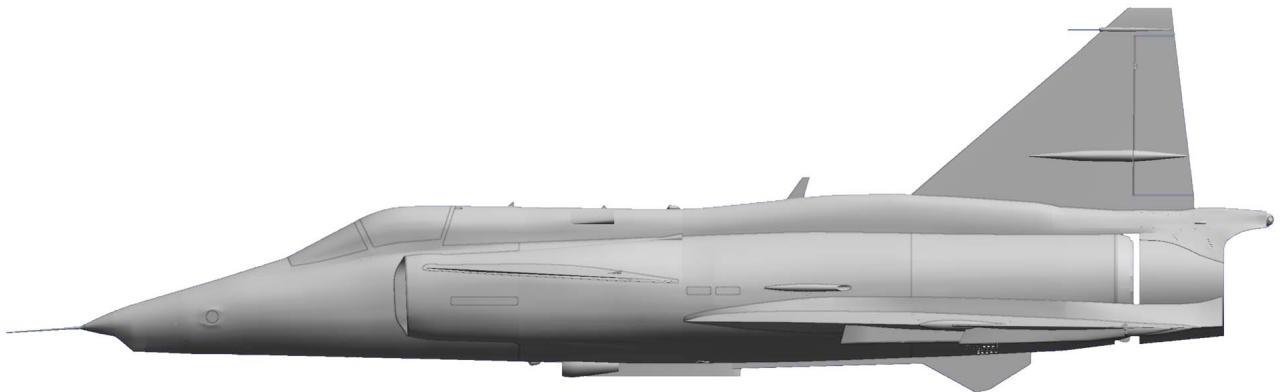


FOV (Field of View), the higher the number, the more distortion BUT also you will see more objects at one in the cockpit. We recommend that FOV in a range 75-90.

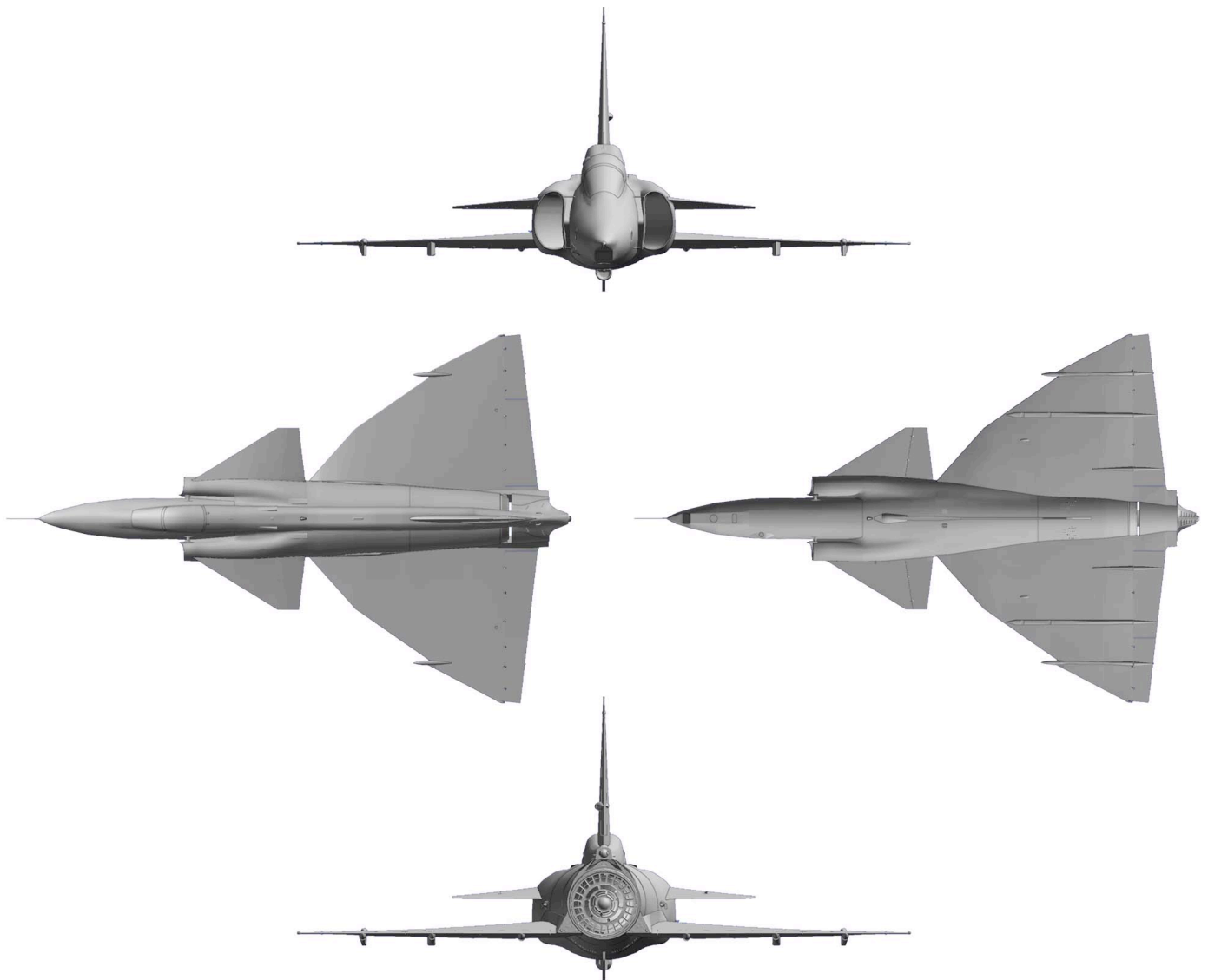


Viggen SF-37

Reconnaissance Aircraft



AIRCRAFT DETAILS



Wing Span	: 10.6m – 34.9 ft
Length	: 16.4m – 53.1 ft
Maximum Level Speed	: 2231 km/h – 1205 KTAS
Service Ceiling	: 18,000 m – 59000 ft
PowerPlant	: 1 Volvo RM8B Afterburning Turbofan
Thrust	: 16200 kg – 28000 lb with afterburner
Crew	: 1

BASIC INFO

The SF-37 Viggen is a single-seat reconnaissance aircraft developed for the Swedish Air Force as part of the Viggen (Thunderbolt) family. The SF-37 was introduced in the 1970s and served as Sweden's primary tactical reconnaissance aircraft during the Cold War.

Unlike its attack-oriented counterpart, the AJ-37 Viggen, the SF-37 was specifically modified for aerial reconnaissance missions. Its radar and weapons systems were replaced with advanced cameras and sensors, allowing it to gather critical intelligence on enemy movements, terrain, and infrastructure. The aircraft could operate in various weather conditions and at different altitudes, making it a versatile asset for the Swedish Air Force.

KEY FEATURES

Camera & Sensor Suite: The SF-37 was equipped with multiple reconnaissance cameras, including forward-facing, downward-facing, and side-mounted cameras for capturing high-resolution imagery. Some variants also had infrared sensors for night and low-visibility operations.

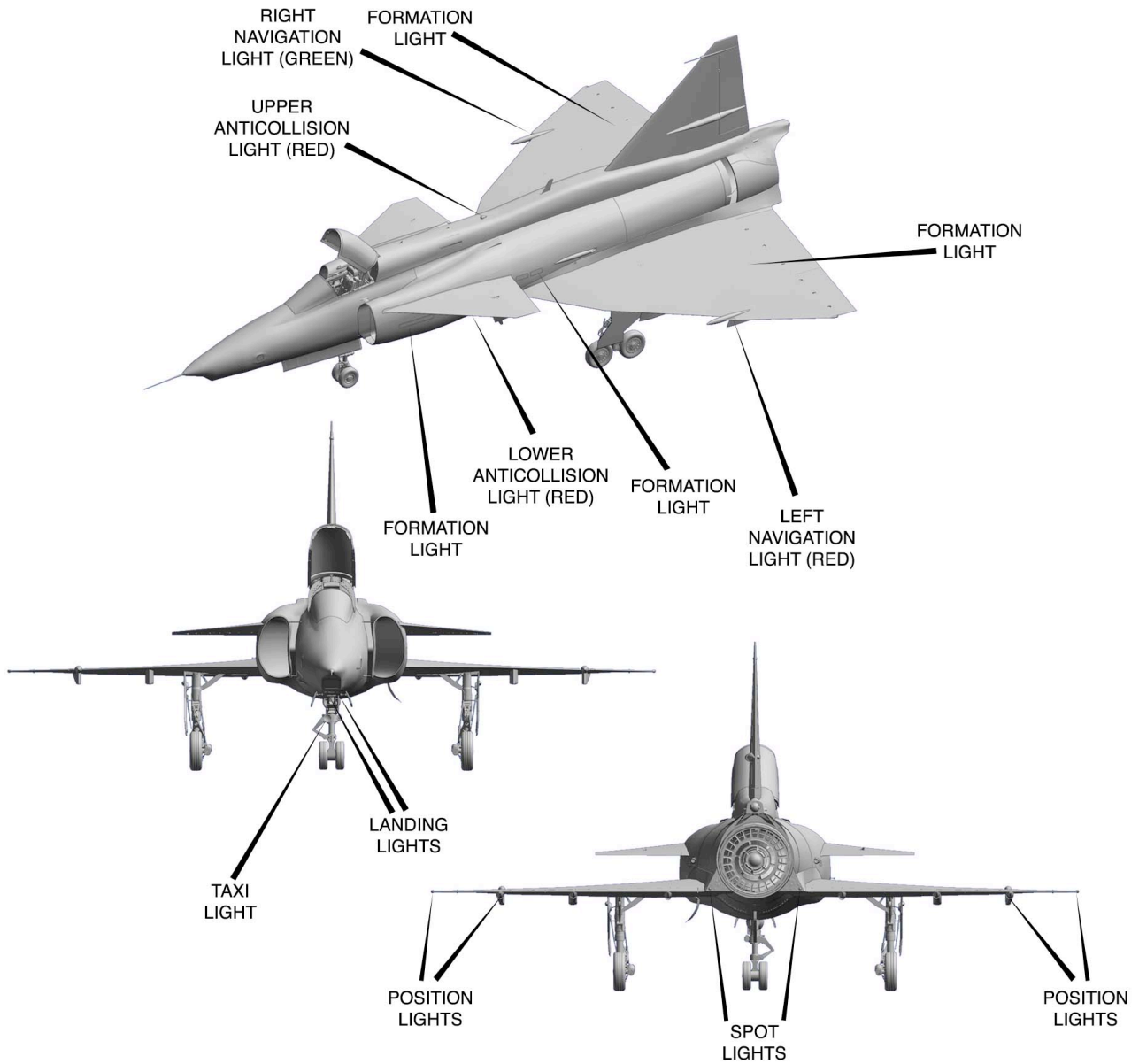
High-Speed Performance: Powered by a Volvo RM8B afterburning turbofan engine, the SF-37 could reach speeds of Mach 1.8 (2,200 km/h), allowing it to quickly enter and exit hostile areas.

Short Takeoff & Landing (STOL): Like all Viggen variants, the SF-37 featured canard foreplanes, which improved lift and enabled operations from short, unprepared runways, including highways.

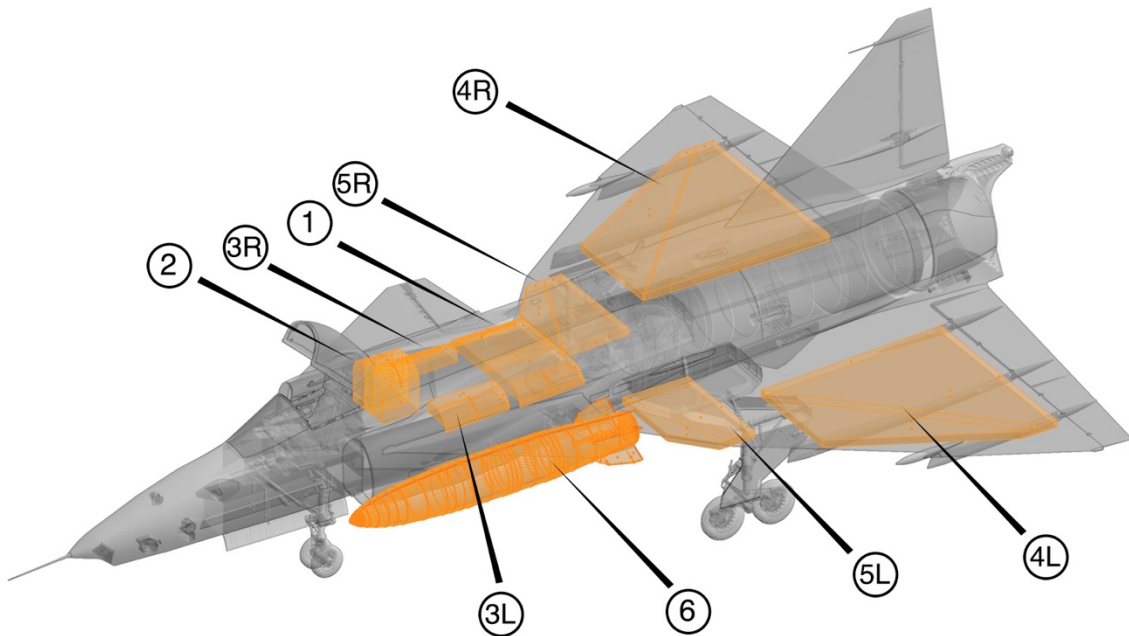
Robust Design: Built for Swedish defense doctrine, the SF-37 was highly durable, capable of operating in Arctic conditions and dispersed from remote airstrips.

The SF-37 served until the late 1990s, when it was gradually replaced by the JAS 39 Gripen, which integrated reconnaissance capabilities into a multi-role platform. Today, the Viggen remains an iconic aircraft, admired for its advanced engineering and Cold War legacy.

EXTERIOR LIGHTS

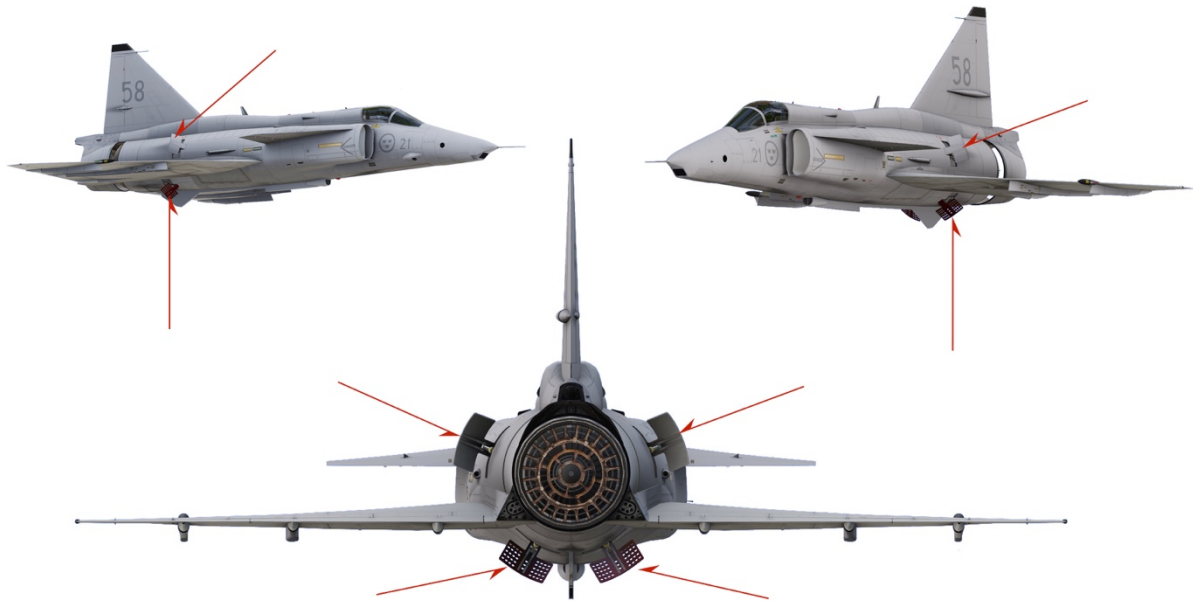


FUEL TANKS



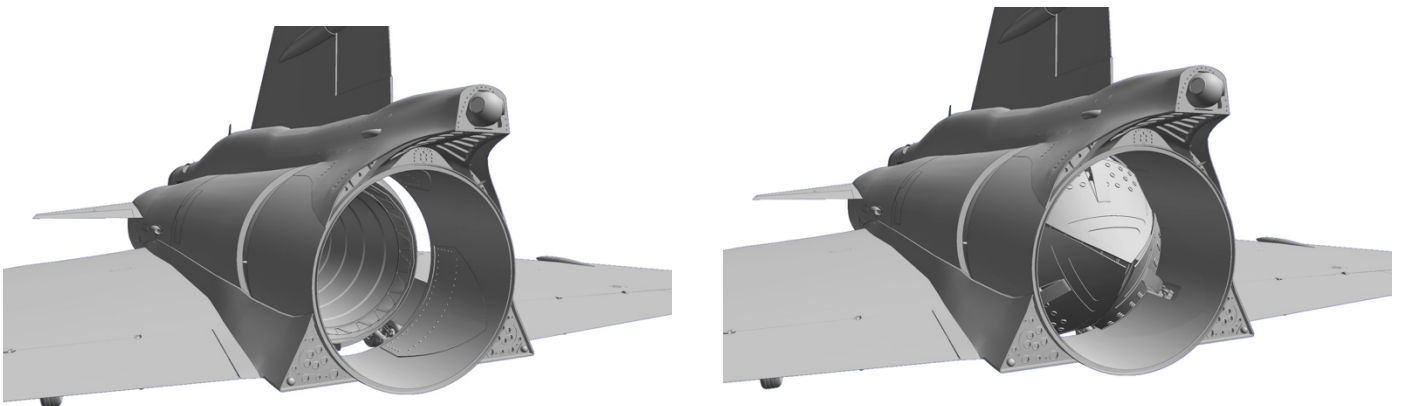
TANKS	LT	LB
Internal Tanks 4L, 4R	1651	2923
Internal Tanks 5L, 5R, 3L, 3R, 2	3895	6894
External Tank 6	1740	3079
Totals	7286	12896

AIR BRAKES



SF-37 has 4 air brakes and they are located 2 on each side of the fuselage of the jet. A very important notice is that when landing gear are down, air brakes are automatically retract and cannot be re-deployed until landing gear is on up position.

THRUST REVERSER



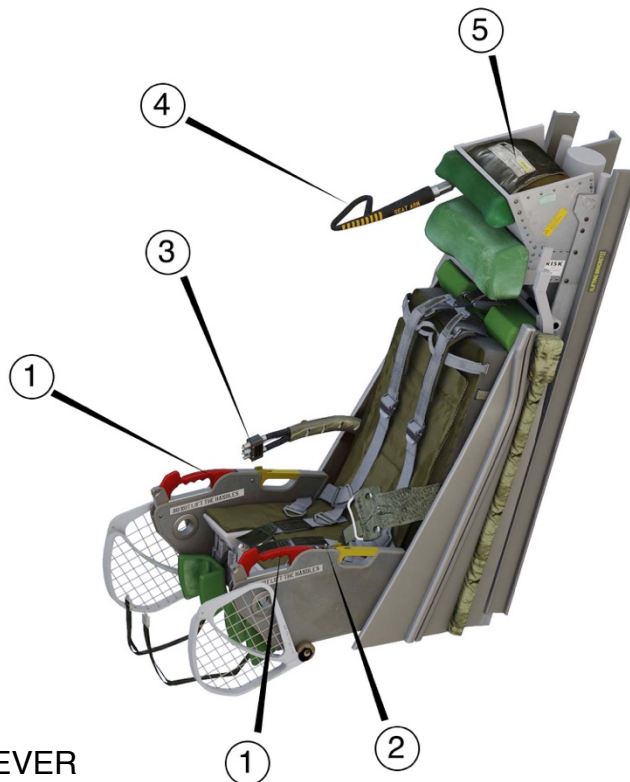
One of the main and unique characteristics of SF-37 is the existence of a thrust reverser. Thrust reverser can be armed using the corresponding lever in the cockpit and deploys only when all three landing gear have touched the ground. On the left photo above thrust reverser is stowed and on the right photo is fully deployed.

RAT



When landing gear are down, automatically opens the RAT door on the left side of the jet and remains open in order to give emergency power to the jet if needed. It automatically retracts and closes as soon as the jet has the landing gear up.

EJECTION SEAT



1. EJECTION SEAT LEVER
2. HEIGHT ADJUSTMENT SWITCH
3. OXYGEN
4. EJECTION SEAT SYSTEM ARM LEVER
5. PARACHUTE

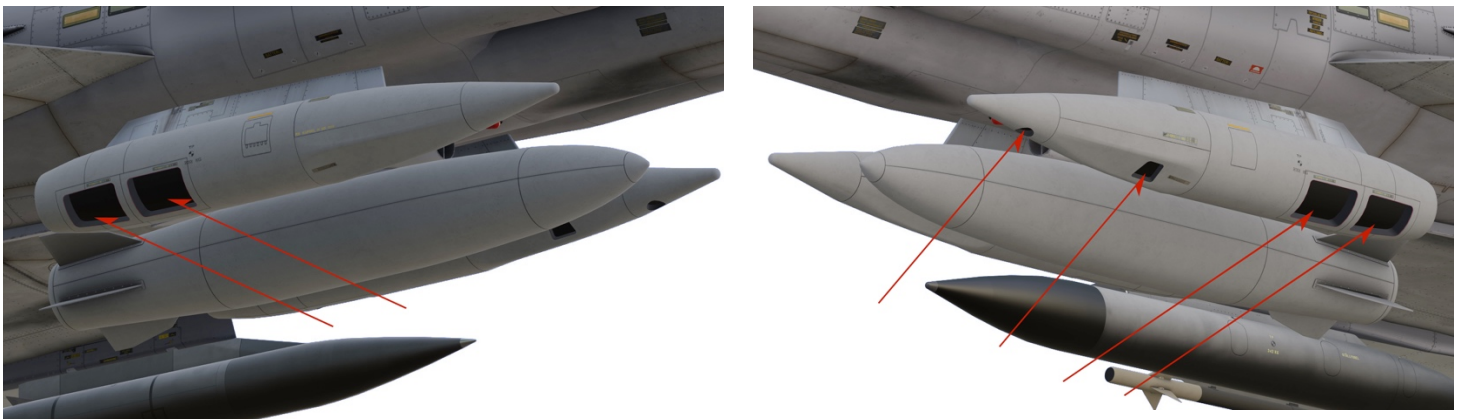
CAMERAS AND FLASHES

As a reconnaissance aircraft, SF-37 has a lot of cameras and flash equipment on board and on 2 extra pods left and right of main fuselage.

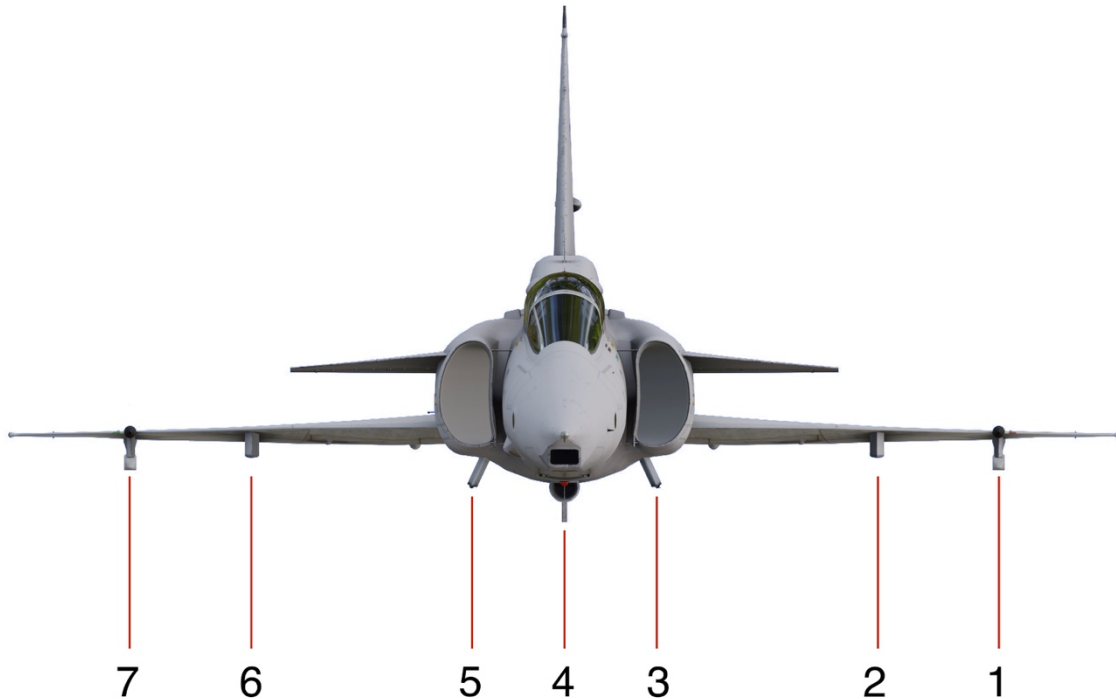
Nose cameras positions :



Pods cameras and flashes positions :



LOADOUT



To load the jet use ONLY the following weapons from X-Plane's weapons options in order for the jet to operate correctly :

DWSim_SF37_CameraLeft
DWSim_SF37_CameraRight
DWSim_SF37_Chaff_Flare_Pod
DWSim_SF37_ExternalTank
DWSim_SF37_Jammer_Pod
DWSim_SF37_RB_24J

Stations 1 and 7 are used for loading air to air missiles (DWSim_SF37_RB_24J).

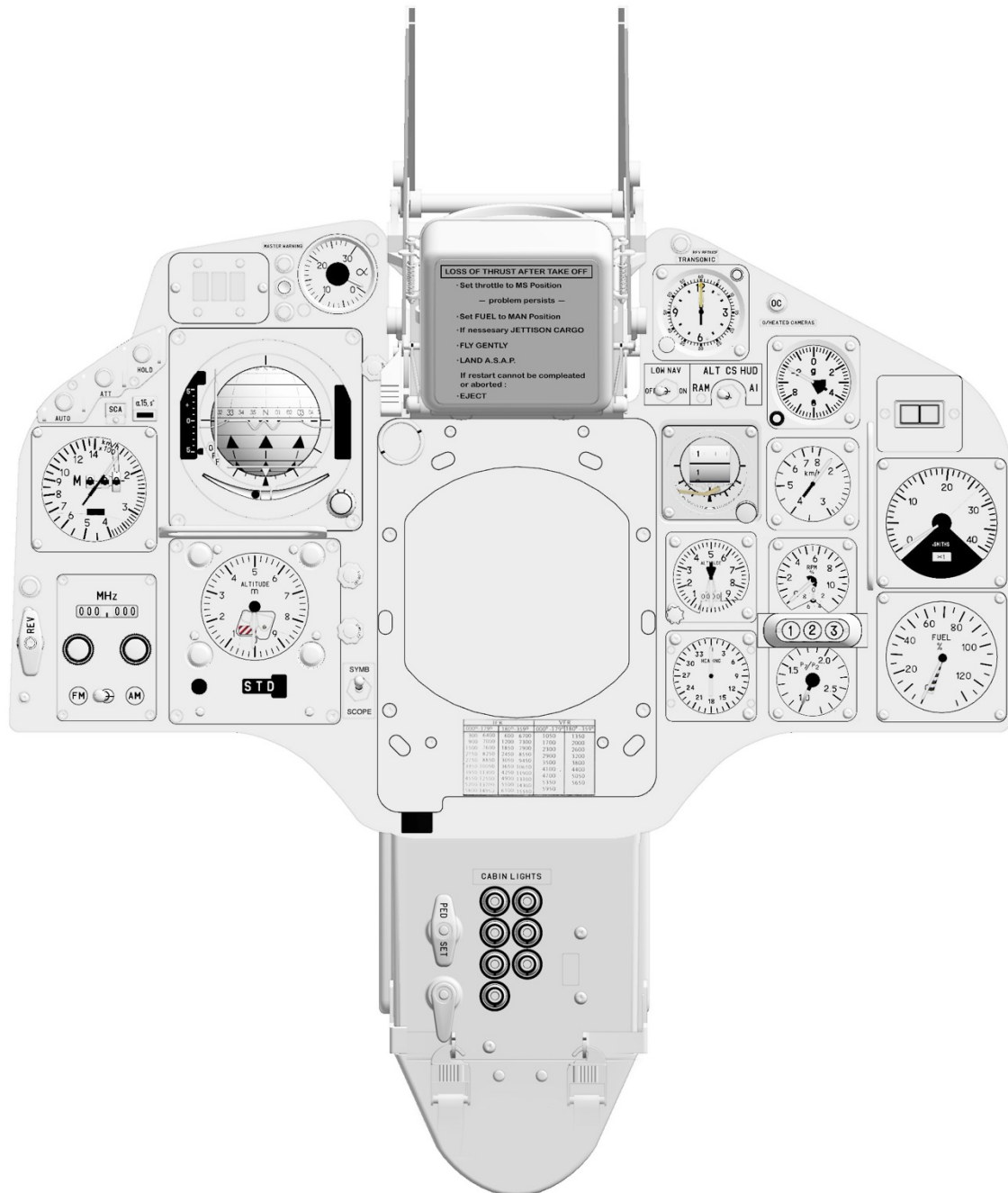
Station 2 and 6 are used for loading flare pod (DWSim_SF37_Chaff_Flare_Pod) and jammer pod (DWSim_SF37_Jammer_Pod).

Station 3 is used for external camera pod (DWSim_SF37_CameraLeft).

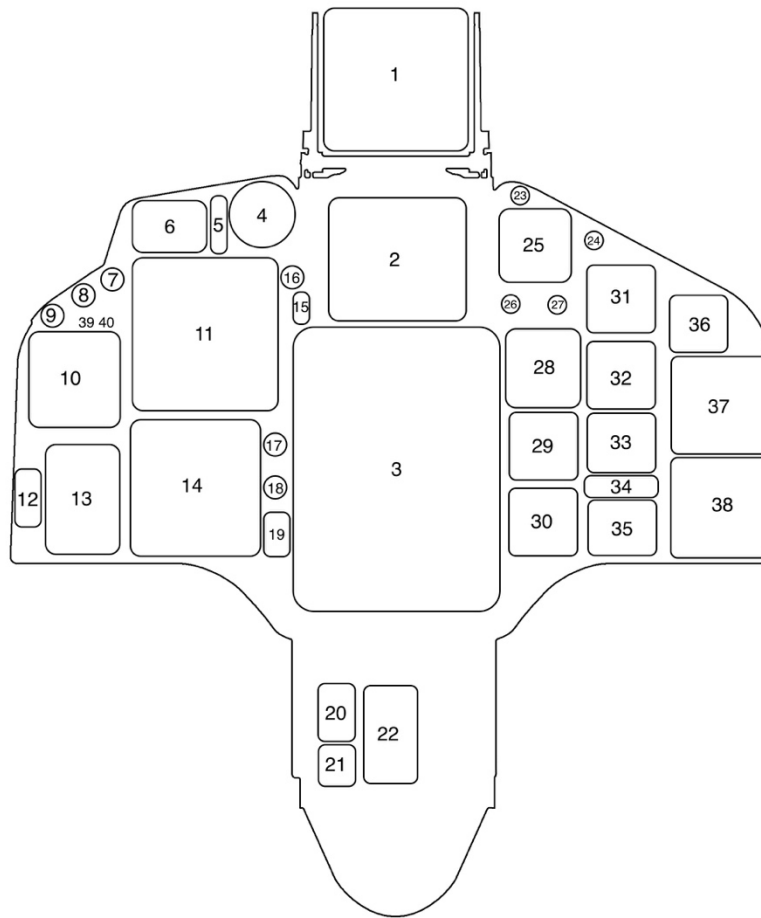
Station 5 is used for external camera pod (DWSim_SF37_CameraRight).

Station 4 is used for external fuel tank (DWSim_SF37_ExternalTank).

MAIN INSTRUMENT PANEL



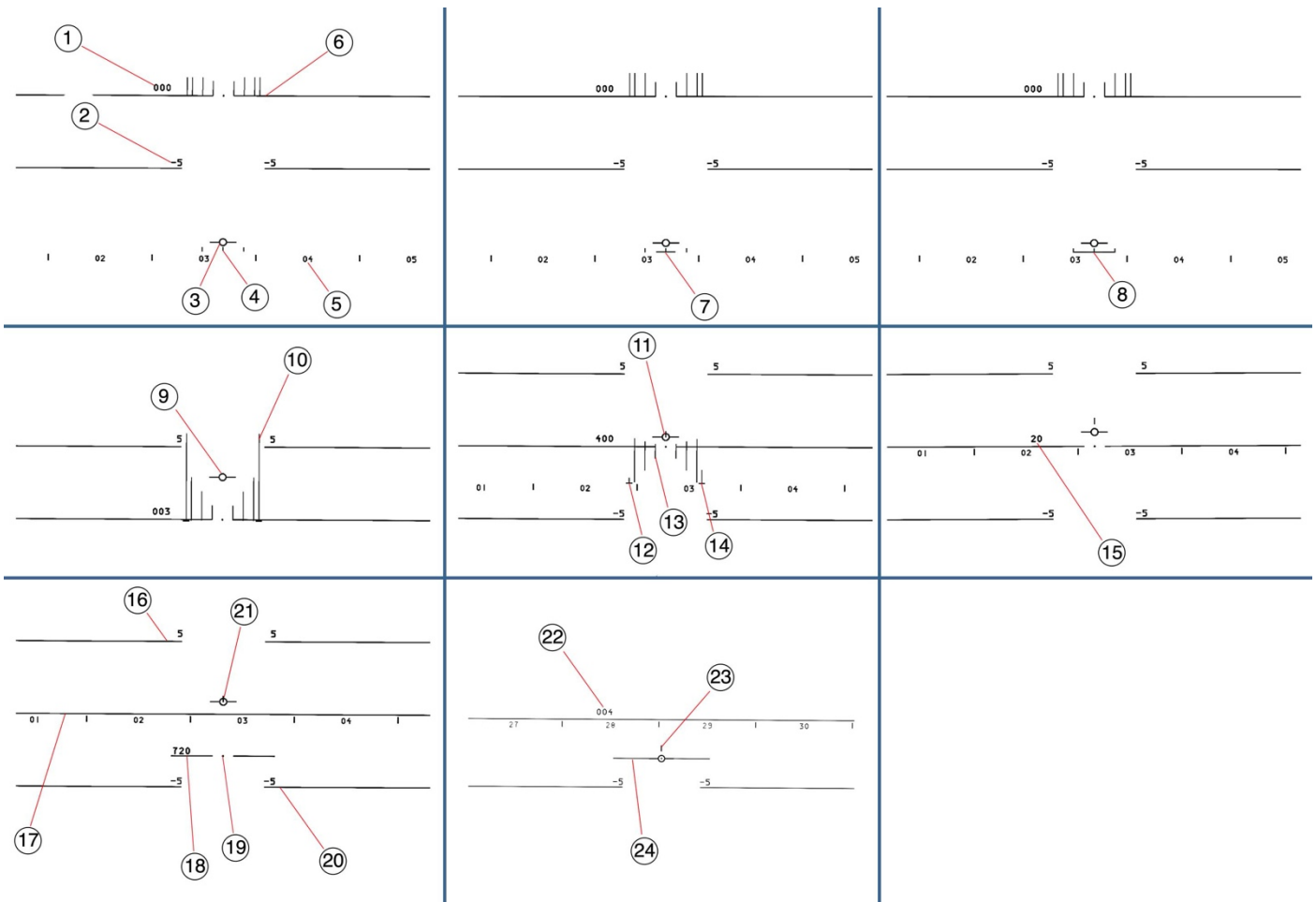
MAIN INSTRUMENT PANEL DESCRIPTION



1.	HUD	21.	Parking Brake Lever
2.	Information	22.	Cabin Light Fuses
3.	Camera View	23.	Transonic Indication Light
4.	Alpha Indicator	24.	Cameras Overheat Indication Light
5.	Master Warning Lights and Reset Button	25.	Clock
6.	Heading to Next Waypoint	26.	Low Nav
7.	Autopilot HOLD Button/Light	27.	Altitude Source Selector
8.	Autopilot ATTITUDE Button/Light	28.	Backup Horizontal Situation Indicator (HSI)
9.	Autopilot Button/Light	29.	Backup Altimeter in Meters
10.	Speed Indicator in Km/h and Mach	30.	Heading Indicator
11.	Horizontal Situation Indicator (HSI)	31.	G-Meter
12.	Reverser ARM Handle and Indicator Light	32.	Backup Speed Indicator in Km/h
13.	Communications Selector	33.	Engine RPM%
14.	Altimeter in Meters	34.	After Burner Current Stage (1,2,3)
15.	HUD Lever Up/Down	35.	Pressure
16.	Rheostat Light SI/HUD	36.	Current Waypoint
17.	Rheostat Light I-ind	37.	Distance To Next Waypoint
18.	Rheostat Light Symb	38.	Fuel Remaining Total/Next Waypoint
19.	Camera SYMB/SCOPE	39.	Speed Control Active (SCA)
20.	Pedals Adjustment Lever	40.	15,5 Degrees Selector

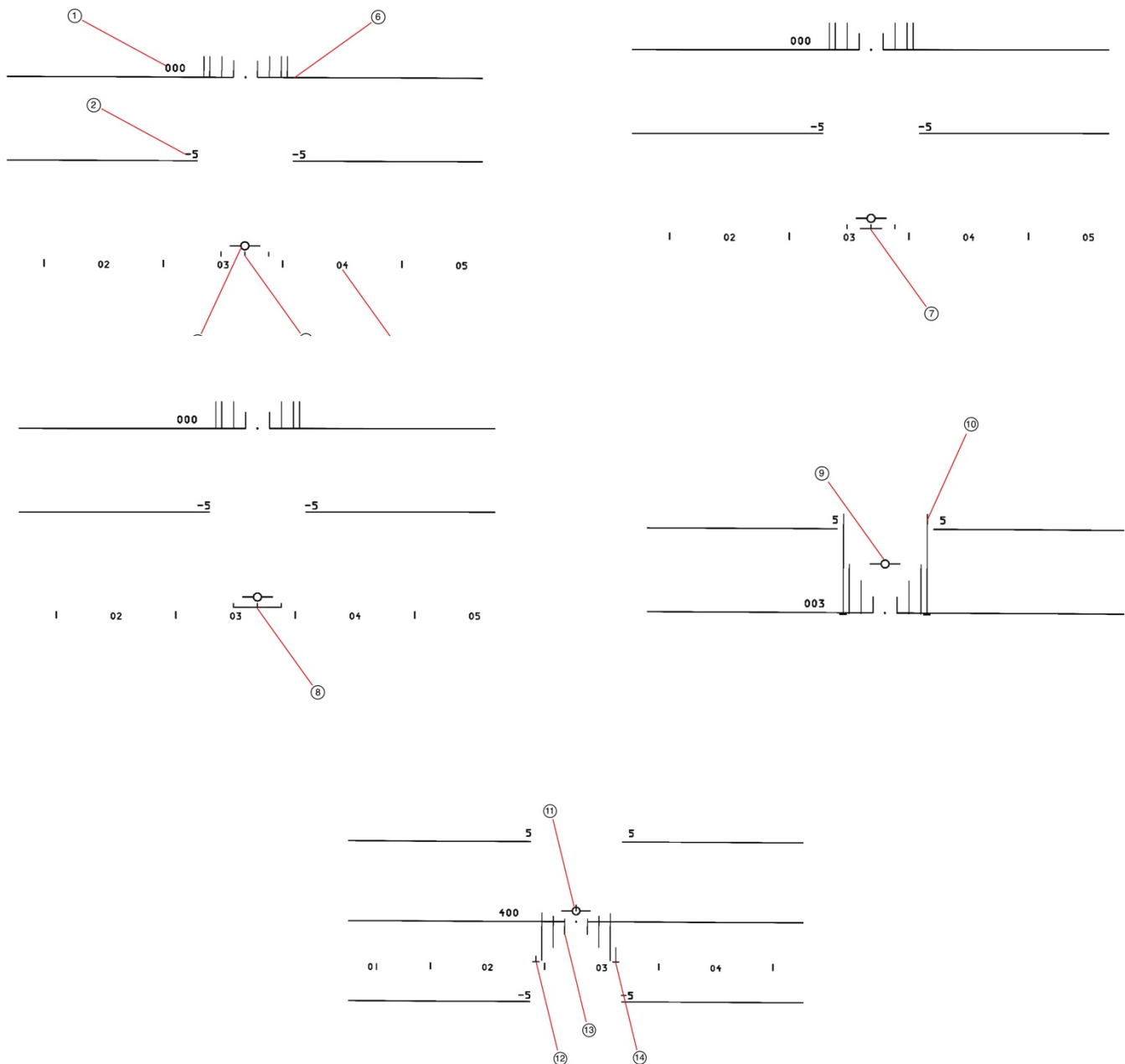
1. H.U.D. – HEAD UP DISPLAY

SYMBOLOLOGY



POSITION	EXPLANATION
1,15,18	Altitude (meters)
2,16,20	Pitch Ladder
3,9,11,21	Flight Path Vector
4,7,8	Take Off Timer
5	Heading Strip
6,17	Horizon Line
10	HUD Poles
12	Altitude Reference Bar
13	Pole Tracks
14	Radar Altitude Index
19,24	3 Degrees Glideslope
22	Vertical Speed
23	AOA Indicator

H.U.D. TAKE OFF MODE

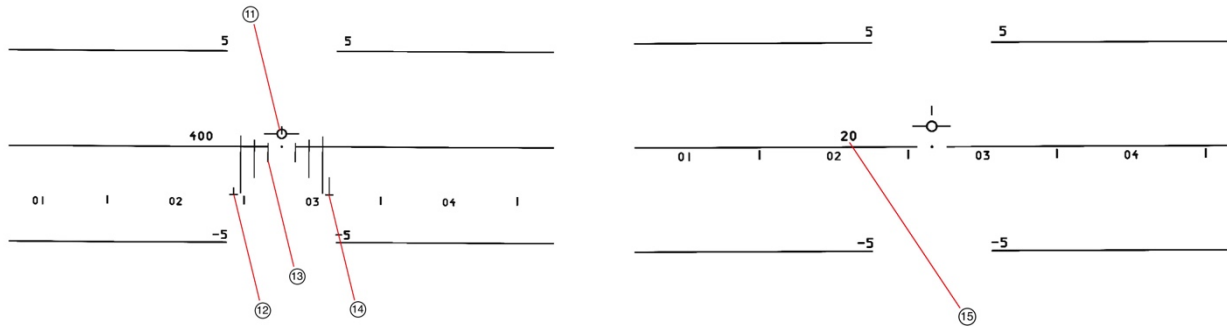


During take-off the flightpath marker (3) is at -10 degrees. As the jet builds up speed, take off timer (4) increases in length and approximately at 240 km/h, take-off timer is fully filled up. This indication means that this is the correct moment to start the rotation.

When flight path marker is at position (9), indicates that take-off is happening with AoA of 13 degrees.

When flight path marker reaches 13 degrees pitch up, transitions from showing jet's actual path into showing the aircraft's flight path.

H.U.D. NAVIGATION MODE



With the HUD mode selector (**C32**) set on NAV mode, HUD is showing like in the left picture. Altitude readout (15) is displaying meters until 990 Meters and then it displays Kilometers. Pole Tracks are indicating weather you are above, below or at reference Altitude. This happens by guiding you where to go. If you need to descend, pole tracks are below the horizon line. If you need to climb they are above the horizon line and if you are on reference altitude the top of the pole tracks is touching the horizon line.

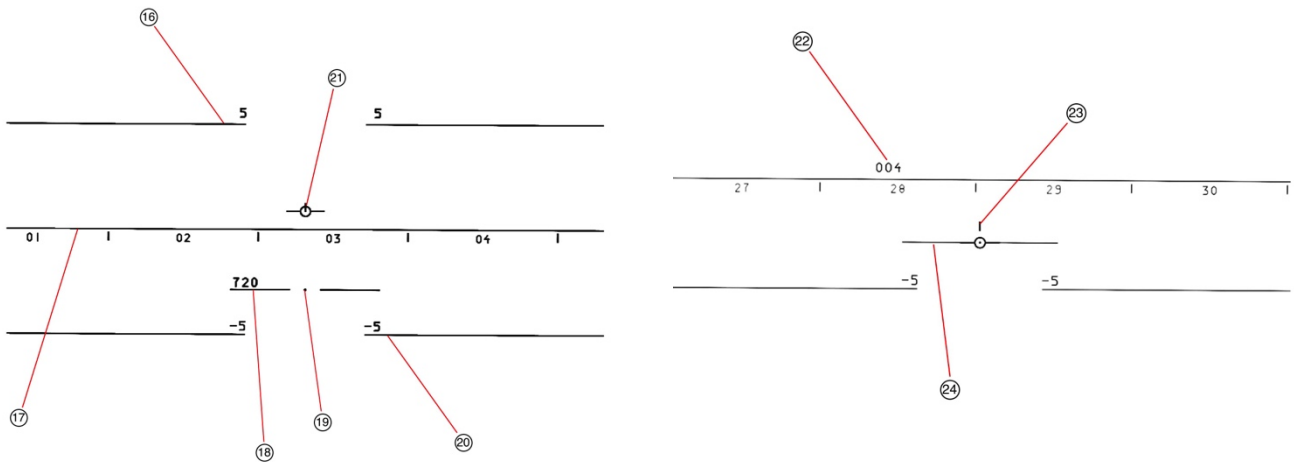
If you have a waypoint selected, the whole HUD display will move to the Left or to the Right of the HUD glass in order to indicate where you need to turn towards the selected waypoint.

Altitude reference bar (14) is displaying the radio altimeter in meters. It is scaled by 100 meters and indicates from 0 up to 500 meters. Above 500 meters it disappears.

By selecting the Low Nav Switch (**A25**) to the ON position and while being below 100 meters, HUD is changing into a decluttered mode. In this mode, Pole Tracks (13), reference altitude bar (12) and altitude reference bar (14), disappear from the HUD display and HUD is being centered regardless of the selected waypoint bearing. Also in this mode, altitude is changing in intervals of 5 meters.

If you go above 100 Meters and Low Nav Switch (**A25**) is at the **ON** position, HUD transitions to the normal mode.

H.U.D. LANDING VISUAL MODE



With the HUD mode selector (**C32**) set to **Landing V/S Mode**, HUD is transitioning to the left image. In this mode a line with a dot at the center (**19**) appears at -3 degrees in order to indicate the glideslope for landing.

The Top Fin of the flight path vector (**23**) is guiding the pilot to 12 degrees AoA attitude and if the 15.5 AoA button (**A40**) is pressed it is aiming to 15.5 degrees attitude.

If the Fin (**23**) is inside the Flight path vector (**21**), it means that the speed is too low thus the angle of attack is too high.

If the Fin (**23**) is above the flight path vector (**21**), it means that the speed is too high thus the AoA is too low.

If the bottom of the Fin (**23**) is touching the circle of the flight path vector (**21**), it means that both speed and AoA are correct to the selected AoA (Either 12 degrees or 15.5 degrees, depending on what it is selected by the pilot).

When landing gear lever (**C45**) is in the Up position, the readout on the glideslope line (**18**) is showing the altitude.

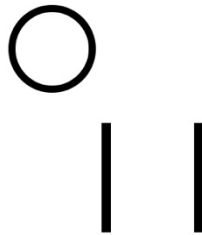
When landing gear lever (**C45**) is in Down position, the altitude readout (**18**) disappears and the readout that appears on the horizon line (**22**) is showing the vertical speed in meters per second.

H.U.D. ATTACK MODE

With the HUD mode selector (**C32**) set to **ATK (ATTACK) Mode**, HUD is transitioning to the image below.



In this mode, 2 vertical lines appear at the top center of the HUD. This is the position that air target must be placed in order to achieve a lock solution with the missile. After positioning air target between those 2 vertical lines, press missile uncage button in order to finalize the lock. When lock solution is finalized, a circle is appearing on the target, follows target's movement and missile is ready to launch.



Missile can be launched also without an uncage being made, by simply putting the target between the two vertical lines.

2. INFORMATION

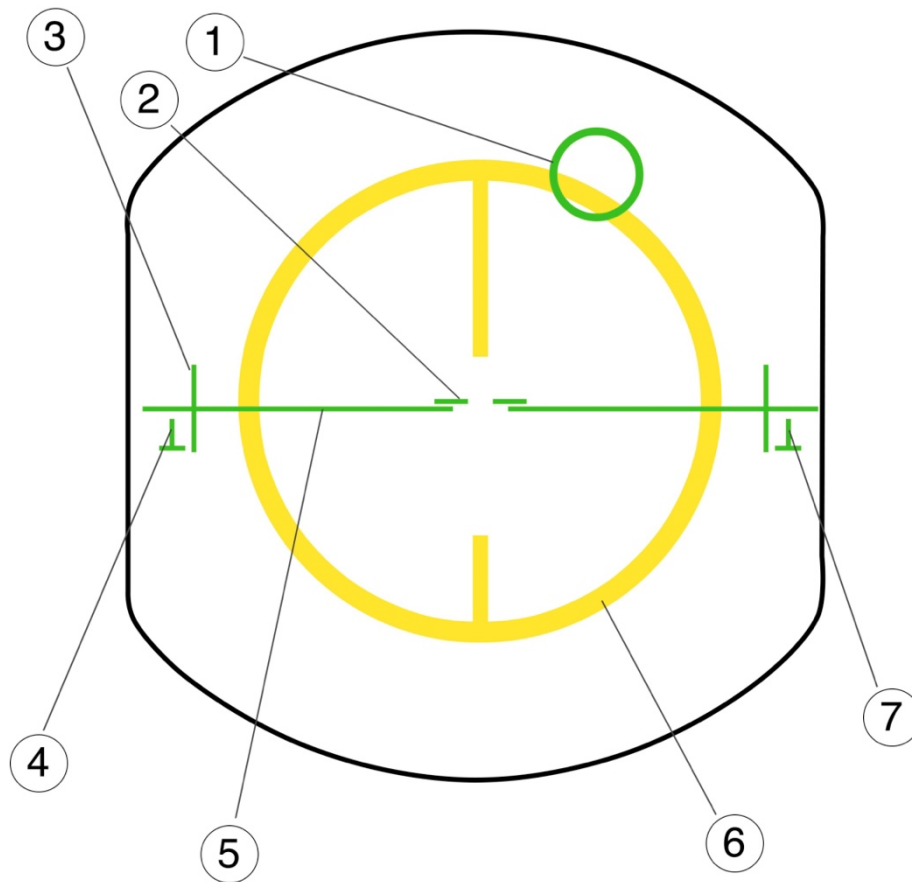
LOSS OF THRUST AFTER TAKE OFF

- Set throttle to MS Position
 - problem persists —
- Set FUEL to MAN Position
- If necessary JETTISON CARGO
- FLY GENTLY
- LAND A.S.A.P.
 - If restart cannot be compleated or aborted :
- EJECT

FL	ft	meter	FL	ft	meter
	1 500	450	150	15 000	4 550
	2 000	600	160	16 000	4 900
	2 500	750	170	17 000	5 200
	3 000	900	180	18 000	5 500
35	3 500	1 050	190	19 000	5 800
40	4 000	1 200	200	20 000	6 100
45	4 500	1 350	210	21 000	6 400
50	5 000	1 500	220	22 000	6 700
60	6 000	1 850	230	23 000	7 000
70	7 000	2 150	240	24 000	7 300
80	8 000	2 450	250	25 000	7 600
90	9 000	2 750	260	26 000	7 900
100	10 000	3 050	270	27 000	8 250
110	11 000	3 350	280	28 000	8 550
120	12 000	3 650	290	29 000	8 850
130	13 000	3 950	310	31 000	9 450
140	14 000	4 250	330	33 000	10 050

General help and information instructions displayed in front of the pilot. By clicking on the information board, you can cycle between Loss of Thrust After Take-off instructions and feet to meters quick conversion board.

3. CAMERA/NAVIGATION DISPLAY



In camera/Navigation display, (1) is the position of next selected waypoint and also indicates the distance from the jet that counts from the center of the circle (6). Horizontal lines (2) is the center of the jet and also indicates the horizon. Vertical lines (3/Reference Line) are reference altitude. Vertical line (4/Height Pole Line) is the autopilot altitude reference. Horizontal line (5) is the pitch and roll attitude of the jet. Circle (6) is the distance reference from the jet. Jet is positioned on the center of the circle and the radius represents 40km distance. Vertical line (7/Radio Altitude Pole Line) is the radio altimeter that indicates altitude up to 500 meters.

Switch (19) is cycling between **SYMB** or **SCOPE** modes, where **SYMB** mode displays only the navigation display symbols and **SCOPE** mode displays also the view of the camera.

4. ALPHA INDICATOR



Indicates the alpha angle of the jet. The safe limit of SF-37 is up to 20 degrees. If this limit is exceeded, an alarm will sound to notify the pilot.

5. MASTER WARNING LIGHTS AND RESET BUTTON

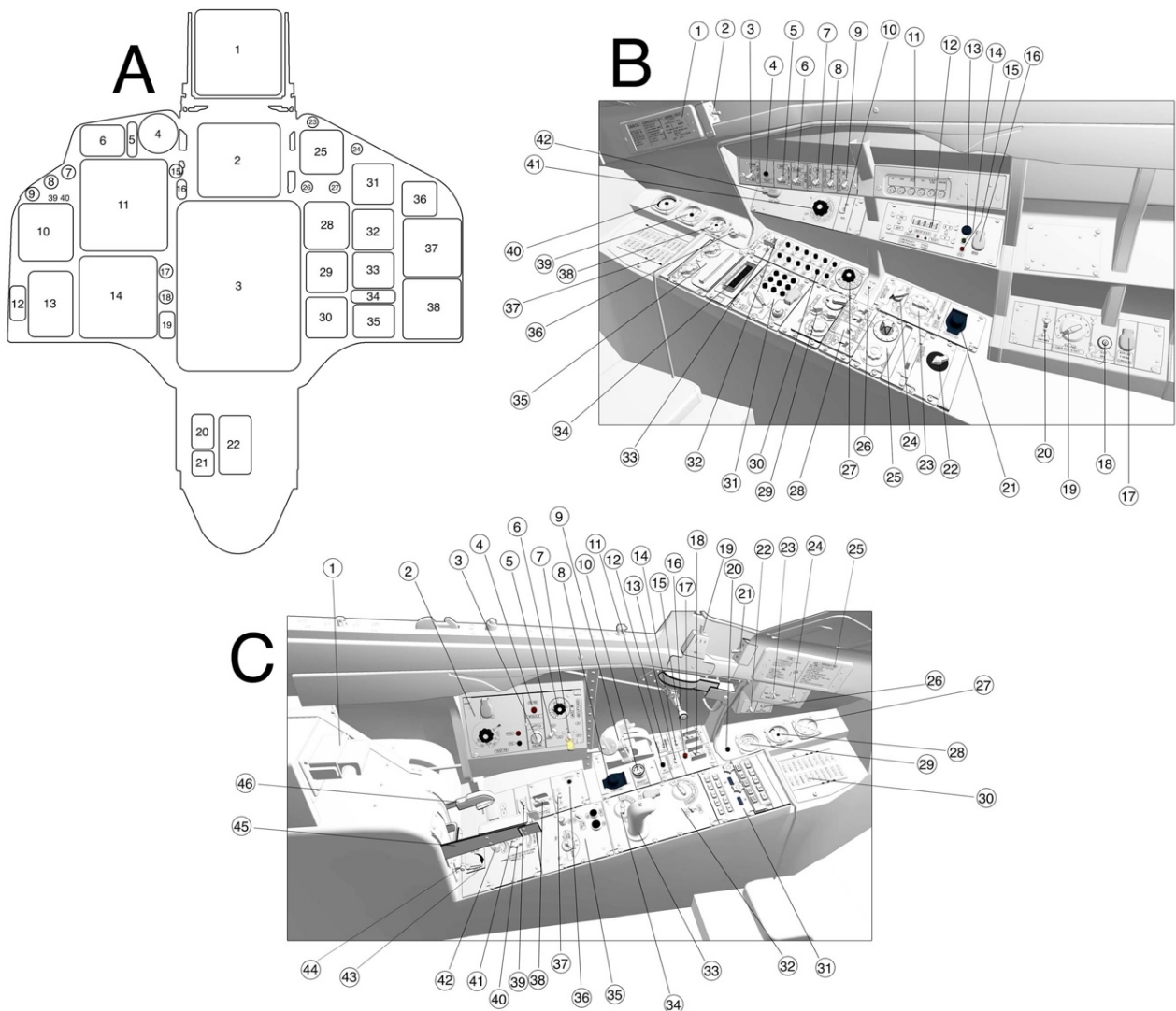


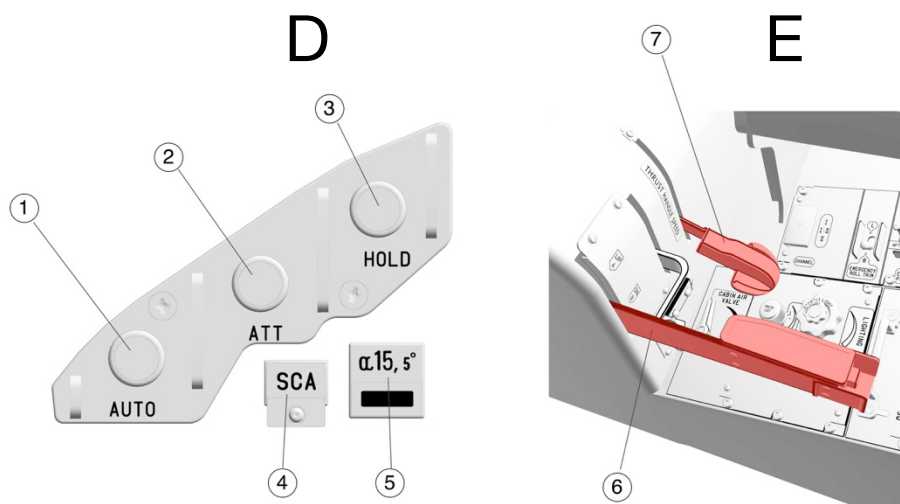
Master Warning Red Lights lit and cycle with an audio warning when an issue has come up. Master Warning Alarm can be turned off by pressing the button in the middle.

6. HEADING TO NEXT WAYPOINT

Displays the relative heading towards next waypoint. In order for this display to work, DATA TAPE must be in the jet's system and a flight plan must be loaded with more than 1 waypoints.

7./8./9. AUTO PILOT





AUTO PILOT in SF-37 has 3 modes : AUTO mode, ATT MODE and HOLD mode. Also there is SCA and a15,5 degrees.

AUTO mode (D1) is always active and with GREEN LIGHT indication unless a failure is occurred or first fuse (AP) in B11 panel is pulled out. This mode controls the dampening system of the jet.

ATT mode (D2), when activated by pressing the button and GREEN LIGHT is lit, holds current pitch of the jet. If the roll of the jet is bigger than 7 degrees, it also holds also the roll. If roll is less that 7 degrees, it holds also the heading. While in ATT mode, you can use TRIM (commands Stick Trim Hat Up, Stick Trim Hat Down, Stick Trim Hat Left, Stick Trim Hat Right). Stick Trim Hat Up/Down increases/decreases the pitch degree of auto pilot by 1 degree in each press. Stick Trim Hat Left/Right turns jet left or right.

HOLD mode (D3), is activated by pressing the D3 button. When active, D3 GREEN LIGHT is lit and also D2 GREEN LIGHT is lit. This mode has 2 phases. The first phase brings the jet in $\pm 2\text{m/sec}$ vertical speed. After remaining for 10 seconds in $\pm 2\text{m/sec}$ vertical speed, mode proceeds to the second phase and it holds current altitude. If the roll of the jet is bigger than 7 degrees, it also holds also the roll. If roll is less that 7 degrees, it holds also the heading. While in HOLD mode, you can use TRIM (commands Stick Trim Hat Up, Stick Trim Hat Down, Stick Trim Hat Left, Stick Trim Hat Right). Stick Trim Hat Up/Down increases/decreases the altitude of auto pilot by 10 meters in each press. Stick Trim Hat Left/Right turns jet left or right.

AUTO THROTTLE

In order for AUTO THROTTLE to be engaged, afterburner must be off.

When landing gear lever (E6) is up and Thrust Handle Speed (E7) is down, jet holds current speed and lites the D4 indicator.

When landing gear lever (E6) is down and Thrust Handle Speed (E7) is down, jet automatically calculates landing speed in order to keep 12 degrees AOA and holds that speed. If button D5 is pressed then the AOA for calculation becomes 15,5 degrees.

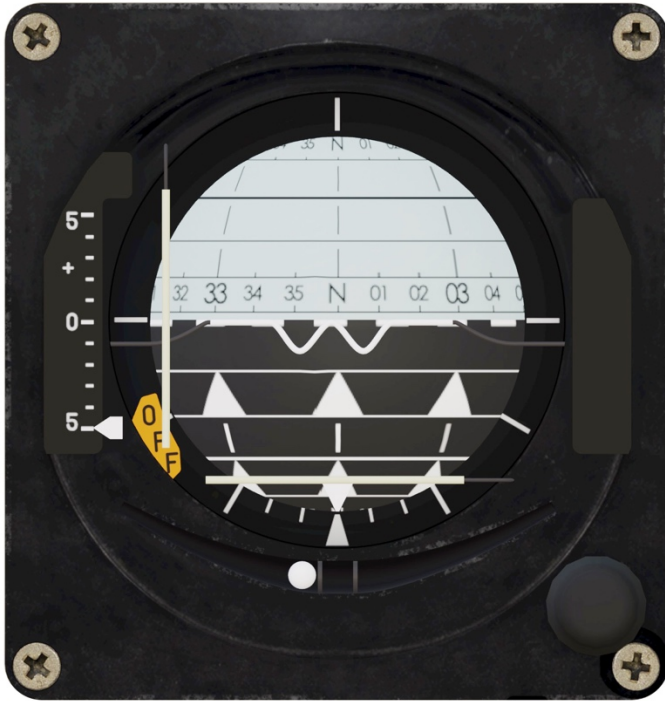
10. SPEED INDICATOR



Indicates current air speed in Kilometers x 100 per hour and mach. Mach indicator has a bar on top until speed reaches 0.40 mach. After 0.40 mach speed, bar is removed and mach speed digits are visible. Red and white flag on the bottom is visible only when the instrument is not operational.



11. HORIZONTAL SITUATION INDICATOR (HSI)



HSI center sphere, indicates the horizontal situation of the jet, the climb/descend situation of the jet and also the heading of the jet.

The small scale on the left side, indicates the vertical speed of the jet (from -5 meter per second to +5 meters per second).

On the lower bottom part, the small white ball, indicates the side slip of the jet.

Above the side slip ball, is the bank indicator from 0 to 30 degrees of bank.

The yellow needles are activated when TILS is selected and activated and guide the flight towards the landing runway.

The yellow vertical needle is also used to designate the current active waypoint position. For this function to work, Data Tape must be loaded into jet's system and a flight plan must be loaded with at least one waypoint.

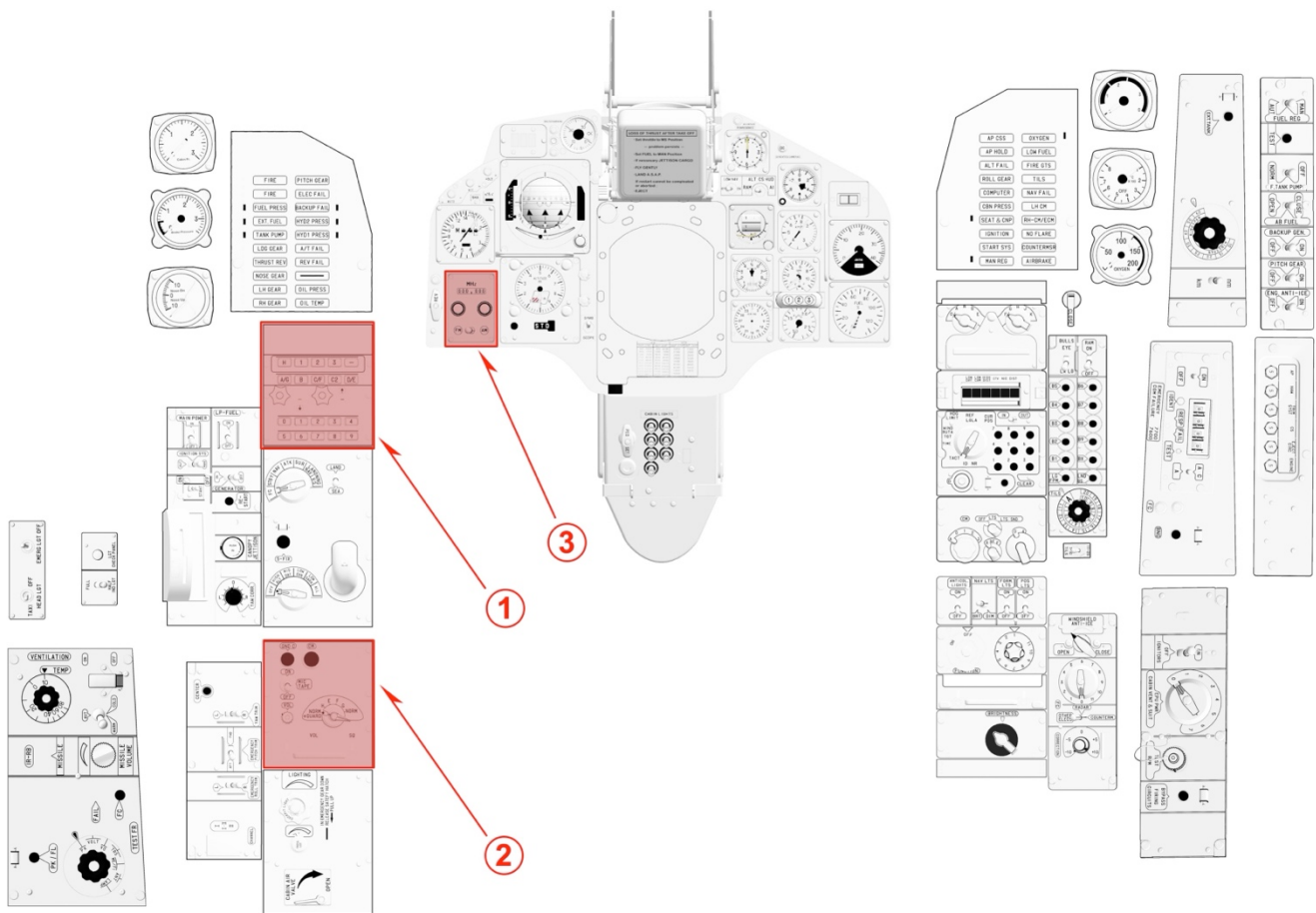
12. REVERSER ARM HANDLE



Reverser Arm is used to engage the reverser of the jet at landing. Can be engaged while jet is on the air and it will activate the reverser when all wheels are on the ground.

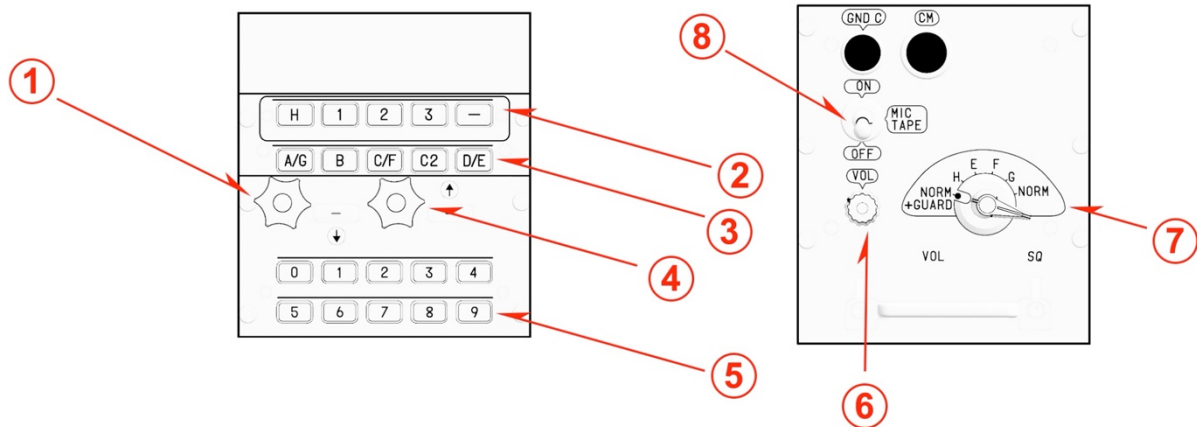
When reverser arm is pulled, the light above the handle will lit.

13. COMMUNICATIONS



SF-37 communications consist of 3 panels: Main Communication Panel (1), radio mode selector and volume panel (2) and Backup Communications Panel (3).

COMMUNICATIONS SETUP



Main Communications is done by using Data Tape programming, Panel (1) for frequency selection and Panel (2) for radio mode selector and volume. Basic programming of bands, groups and frequencies is done in Data Tape. For main frequencies panel to work, Data Tape must be loaded into jet's system.

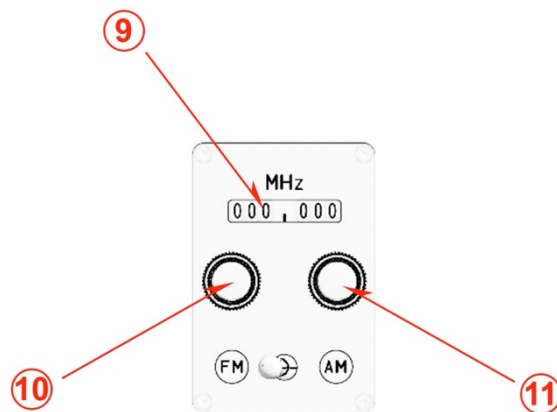
FLPN	COMMS	TAPES
COMMS GRP: 10	GRD GRP: 01	SPECIAL FRQ
0: 175.540	A: 100.000	H: 100.000
1: 100.000	B: 100.000	I: 100.000
2: 100.000	C: 100.000	2: 100.000
3: 100.000	C2: 100.000	3: 100.000
4: 100.000	D: 100.000	EMER PRESET
5: 100.000	GRD NAV INFO	G: 100.000
6: 100.000	TAPE ID: 9001	F: 100.000
7: 100.000	TILS: 01	E: 100.000
8: 100.000	ICAO: LGAV	
9: 100.000	ILS: 110.50	
	RWY HDG: 036	

By rotating knob (1) on panel (1), communication group is selected and by rotating knob (4) on panel (1), ground communication group is selected. Every 6 clicks of knob (4) rotation ground communication group become ALLM and instead of A, C or D frequency, the G, F or E frequency is selected.

On the line (5) of panel (1) are the buttons for frequency selection. On the line (2) of panel (1) are the special frequencies buttons and on the line (3) of panel (1) are the ground/emergency preset frequencies buttons.

Volume of frequencies received, is adjusted by button (9) at panel (2) and pilot microphone on/off is adjusted by switch (8) at panel (2).

BACKUP COMMUNICATIONS PANEL



Backup Panel (3) works as a backup communication device and overrides normal communications when (-) button is pressed on panel (1). Frequency is adjusted by 4 rotary buttons (10 and 11) and selected frequency is displayed on position (9). Frequency volume is adjusted by button (9) at panel (2) and pilot microphone on/off is adjusted by switch (8) at panel (2).

14. ALTIMETER IN METERS



Main altimeter indicates jets altitude in meters. Barometric pressure can be adjusted by using the rotation of the button on the left bottom corner of the instrument. If button is pressed inwards, **STD** flag appears and standard barometric pressure is selected.

Red and white flag appears when the instrument is not operating.



15. HUD LEVER

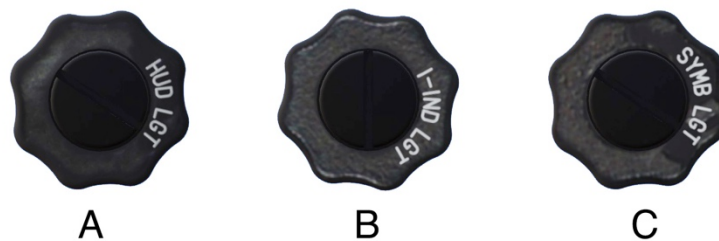


HUD LEVER LOW POS

HUD LEVER HIGH POS

Low position is used for better HUD view on landing and takeoff of the jet and the High position is used for better view during the flight.

16./17./18. RHEOSTATS



Rheostat A is used to dim/bright HUD, B is used to dim/bright the indicator at camera display and C is used to dim/bright the Symbols at camera display.

19. CAMERA SYMB/SCOPE

Cycles between **SYMB** and **SCOPE**. **SYMB** is displaying only symbols in camera display and **SCOPE** mode displays also the view of the camera.

20. PEDALS ADJUSTMENT LEVER

Adjusts the position of rudder pedals. (not implemented in our simulation)

21. PARKING BRAKE LEVER

Sets the parking brake of the jet ON/OFF.

22. CABIN LIGHT FUSES

Fuses for cabin lights (not implemented in our sim).

23. TRANSONIC INDICATION LIGHT

Lits when jet is in transonic speed and stays lit accompanied by a warning sound while jet's speed is between 0.97 and 1.05 mach.

24. CAMERAS OVERHEAT INDICATION LIGHT

Lits when cameras are overheated (not implemented in our simulation)

25. CLOCK



Displays current system time and yellow bug can be set by using the rotation button on the bottom left side of the instrument.

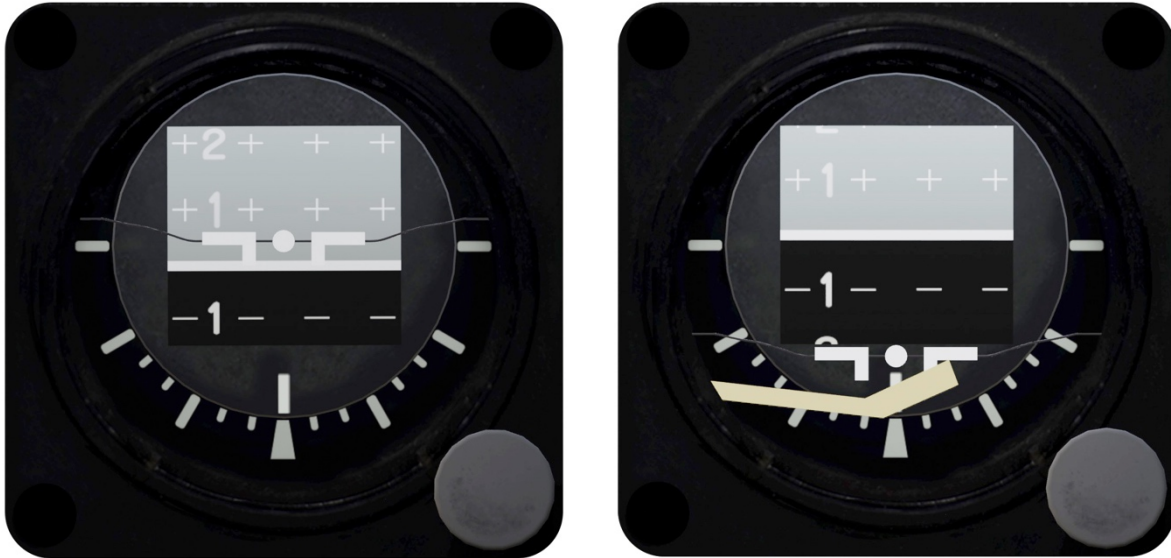
26. LOW NAV

Turning the switch to on position, displays a help aid in the HUD during low navigation.

27. ALTITUDE SOURCE SELECTOR

Selects altitude source to display in HUD to either radar altitude (RAM) or MSL altitude (AI).

28. BACKUP HORIZONTAL SITUATION INDICATOR (HSI)



29. BACKUP ALTIMETER IN METERS



This is the backup altimeter. Displays altitude in meters and barometric pressure can be adjusted by using the rotating button on the bottom left of the instrument.

30. HEADING INDICATOR



Displays the heading of the jet in degrees X 10.

31. G-METER



Displays the G forces of the flight.

32. BACKUP SPEED INDICATOR IN KM/H



Displays indicated air speed in kilometers per hour x 100.

33. ENGINE RPM%

Displays current RPM% of the engine.

34. AFTER BURNER CURRENT STAGE

Contains 3 round displays for each one of the 3 stages of afterburner. When a stage of the afterburner is reached a display is lit (1,2,3).

35. PRESSURE

Displays the current pressure in the engine.

36. CURRENT WAYPOINT

Displays the name of the current waypoint. In order to work, DATA TAPE must be in the system and a flight plan with more that 1 waypoints must be loaded.

37. DISTANCE TO NEXT WAYPOINT



Displays the distance to next waypoint in KM x 10 or in NM x 10. NM are Swedish and 1 NM is 10 miles. The cycle between KM and NM is done by using switch B10 on the right side panel of the cockpit. In order for the instrument to work, DATA TAPE must be in the system and a flight plan with more that one waypoints must be loaded.

38. FUEL REMAINING TOTAL/NEXT WAYPOINT



The white needle indicates the percentage of current fuel in the jet. The striped needle indicated the fuel needed for reaching next waypoint (if DATA TAPE is in the system and flight plan with one or more waypoints is loaded).

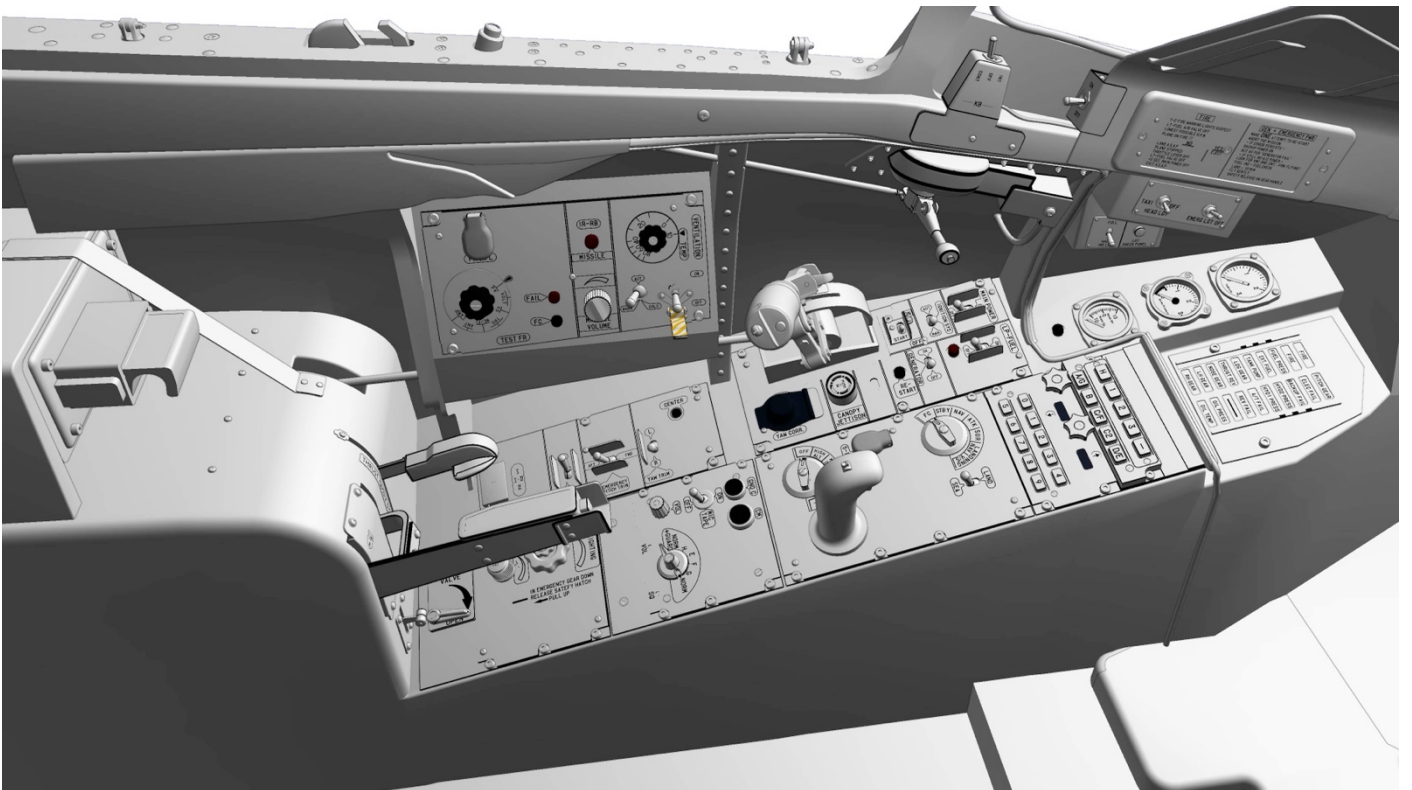
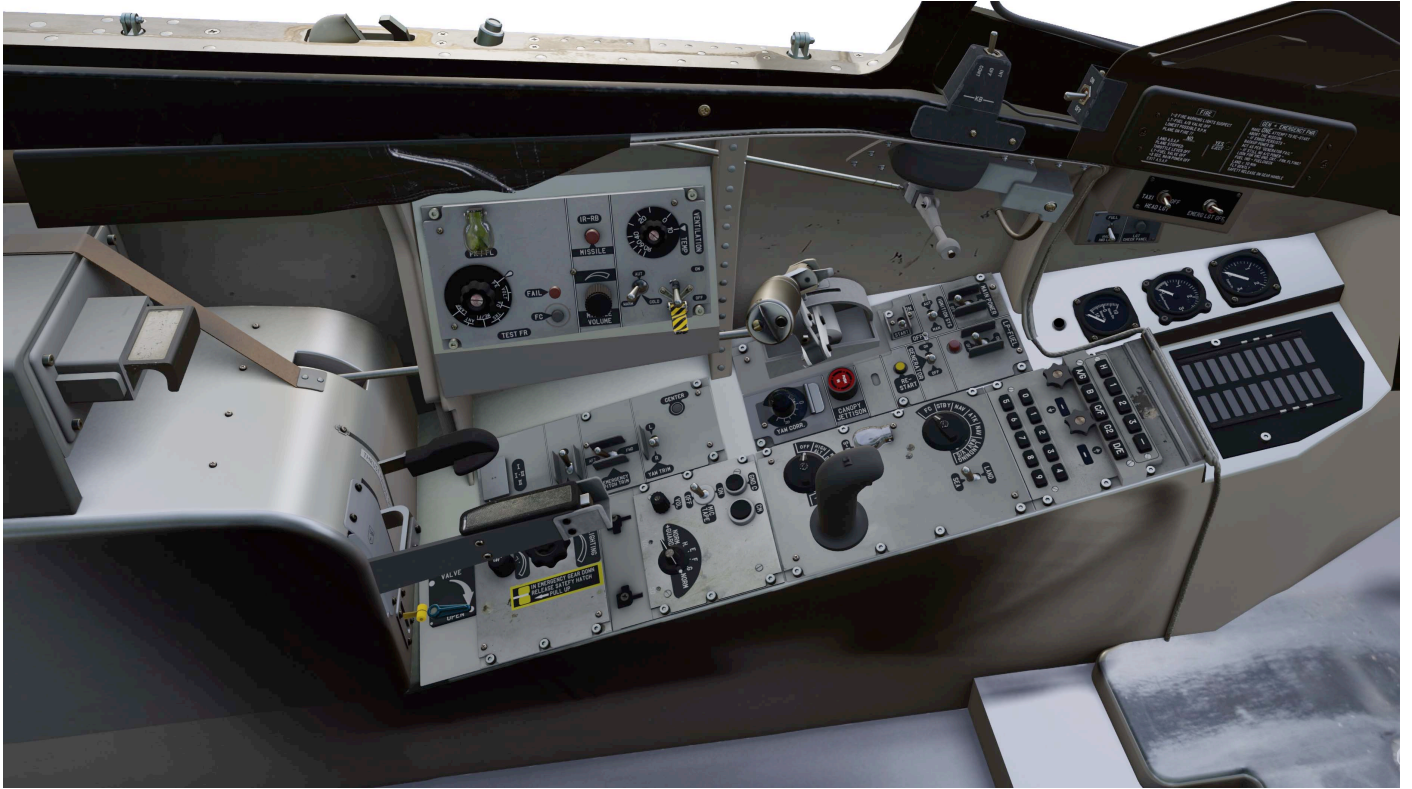
39. SPEED CONTROL ACTIVE (SCA)

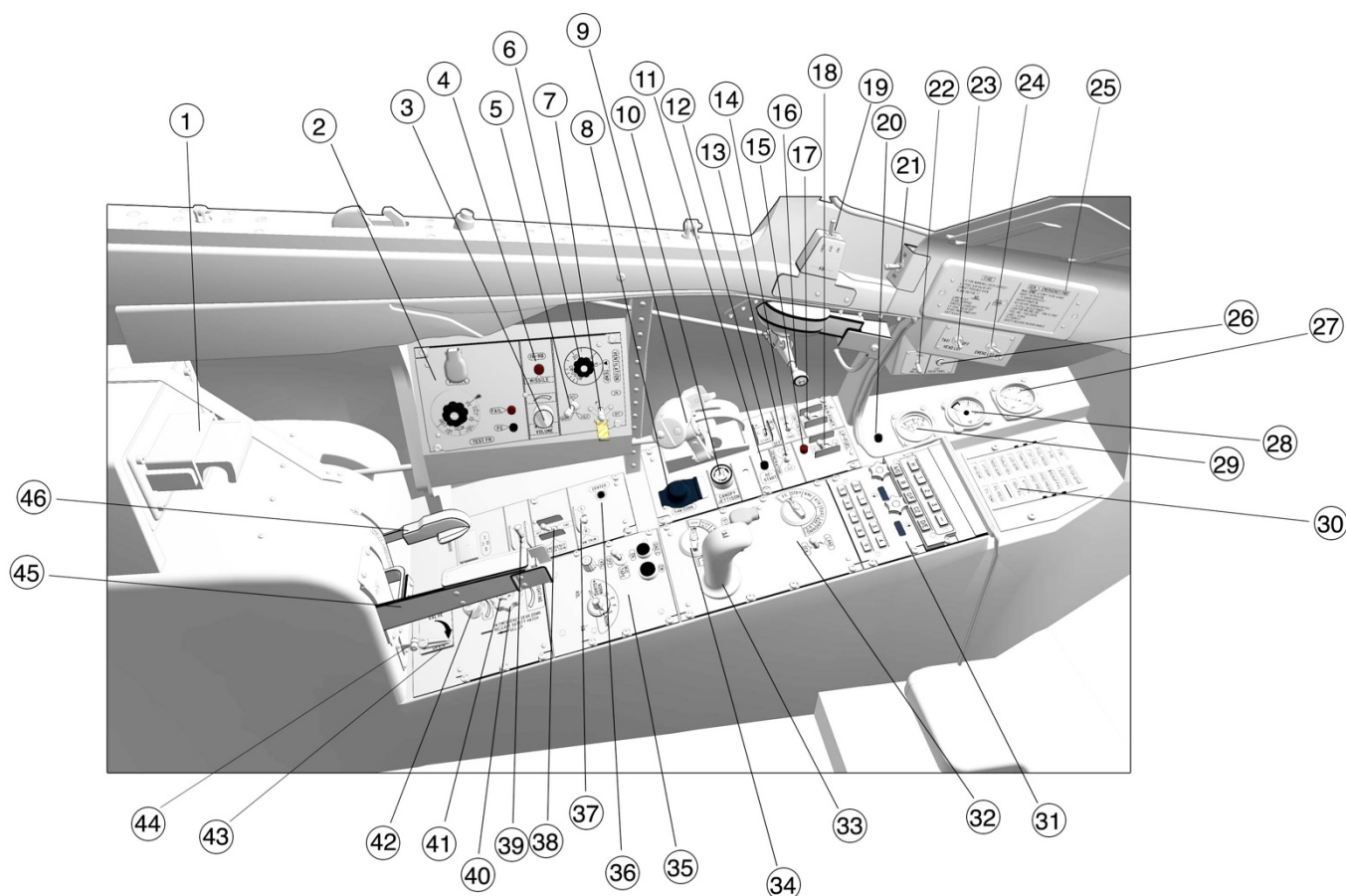
When lit, indicates that speed control is activated. When landing gear lever (E6) is down and Thrust Handle Speed (E7) is down, jet automatically calculates landing speed in order to keep 12 degrees AOA and holds that speed

40. 15,5 DEGREES SELECTOR

When pressed, lits and indicates that the AOA for calculation becomes 15,5 degrees.

LEFT COCKPIT SIDE

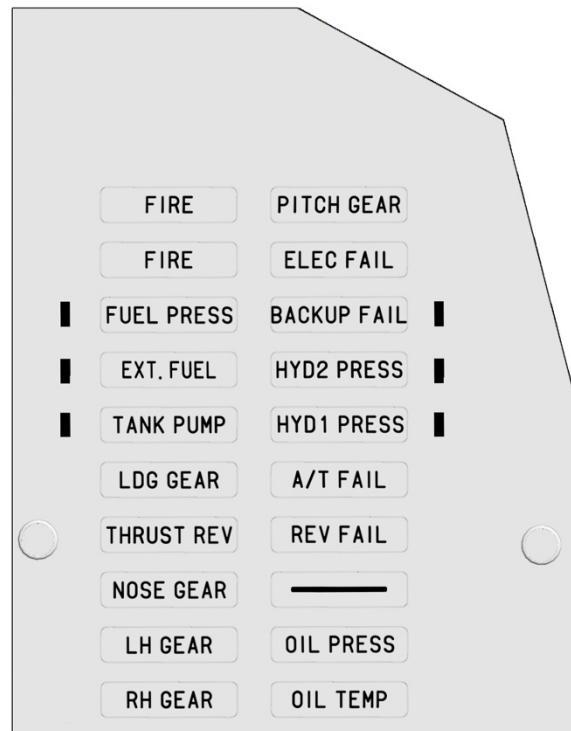




1.	Mission Data Tape	DATA TAPE can be loaded/unloaded to jet's system by clicking at this place
2.	Test Panel	Inop in simulation
3.	Volume UK Damp Tone	Adjusts missile seeker volume
4.	Switch IR-RB Step	Inop in simulation
5.	Cockpit Temperature Control Switch	Inop in simulation
6.	Cockpit Temperature Control	Inop in simulation
7.	Cockpit Temperature	Inop in simulation
8.	Yaw Correction	Adjusts YAW of the jet if needed
9.	Engine Throttle	Controls engine power of the jet
10.	Jettison Canopy Button	Jettisons canopy in case of an emergency
11.	Restart Engine Button	Restarts the engine in case of a flameout during flight
12.	Engine Starter Switch	Starts the engine
13.	Generator Switch	Turns generator ON/OFF
14.	Ignition Switch	Turns ignition ON/OFF
15.	Low Pressure Valve Warning Indicator	Lits when fuel pressure is low
16.	Canopy Open/Close Lever	Opens/Closes canopy
17.	Main Power Switch	Switches main battery ON/OFF
18.	Low Pressure Valve Switch	Switches fuel pressure ON/OFF
19.	Counter Measure Switch	Cycles countermeasures selection between CONTINUES/OFF/SINGLE
20.	Roll Trim Center Button	When white circle is visible indicates that Roll Trim is centered
21.	Left Emergency Panel Light Switch	Turns emergency panel instructions ON/OFF
22.	Indicator Low Light Switch	Inop in simulation

23.	Landing/Taxi Lights Switch	Landing/Taxi light switch
24.	Emergency Light Switch	Inop in simulation
25.	Left Emergency Panel	Emergency panel instructions
26.	Warning/Indication Lights Test Switch	Lits all emergency lights while pressed
27.	Cabin Pressure Indicator	Indicates cabin pressure
28.	Break Pressure Indicator	Indicates break pressure
29.	Trim Indicator Pitch	Displays pitch trim position
30.	Left Indicator/Warning Panel	Indicators/Warnings of the jet
31.	Radio Control Panel	Main radio control panel
32.	HUD Function Selector	Cycles between HUD displays
33.	Camera Control Stick	Controls the camera movement, zoom and capture
34.	Surveillance Readiness Selector	Inop in simulation
35.	Radio Control Panel	Controls the volume of communications and mode
36.	Yaw Trim Center Button	When white circle is visible indicates that Yaw Trim is centered
37.	Emergency Yaw Trim	Yaw trim can be adjusted if needed
38.	Emergency Pitch Trim	Pitch trim can be adjusted if needed
39.	Emergency Roll Trim	Roll trim can be adjusted if needed
40.	Cockpit Flood Light	Adjusts flood lights of the cockpit
41.	Cockpit Panel Light	Adjusts panel lights of the cockpit
42.	Cockpit Instrument Light	Adjusts instrument lights of the cockpit
43.	Cockpit Air Control Floor	Inop in simulation
44.	Emergency Handle Landing Gear	Inop in simulation
45.	Landing Gear Lever	Lowers/raises landing gear
46.	Throttle Handle Resistance & Auto Throttle Set	Sets auto throttle ON/OFF

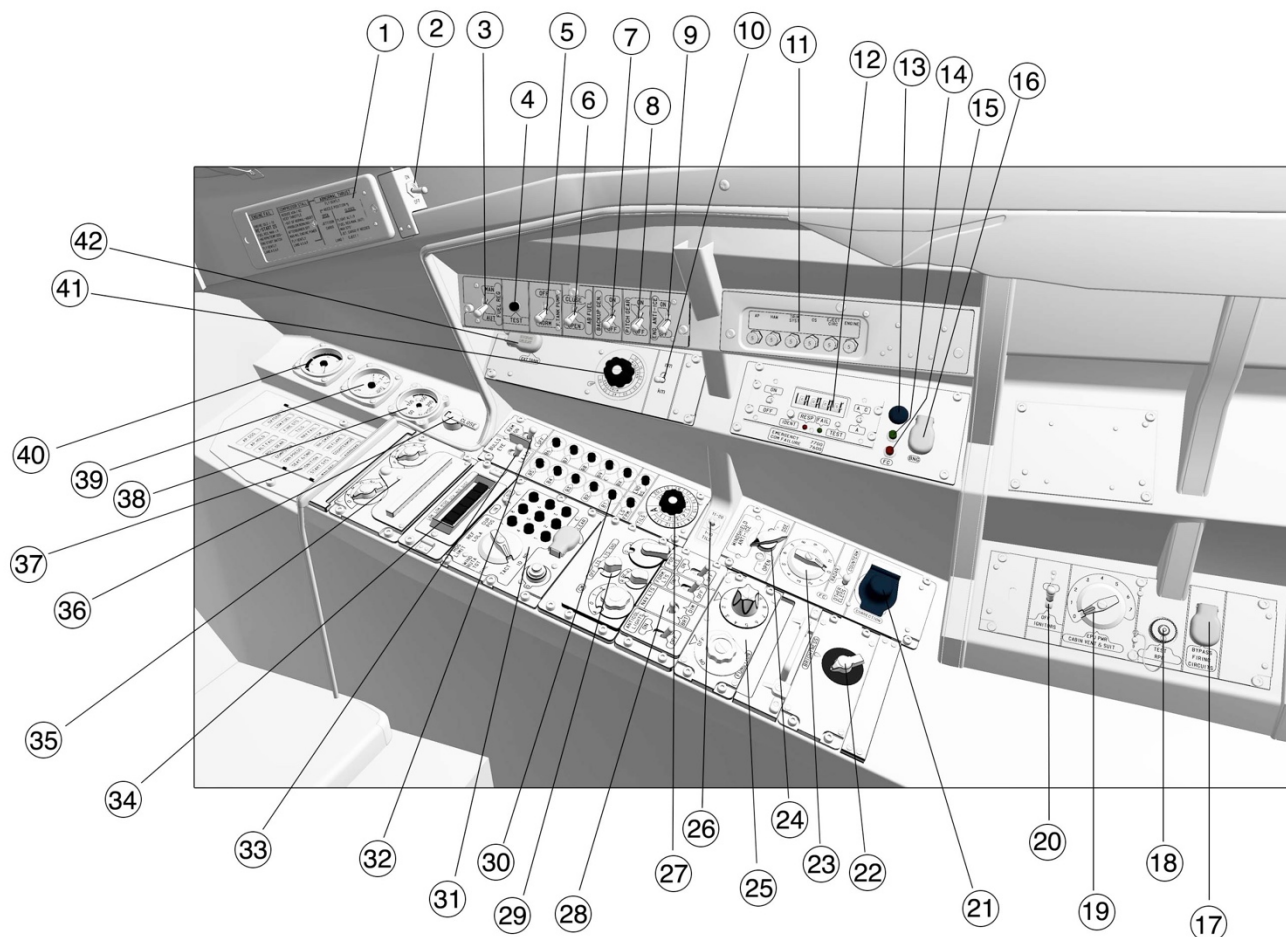
LEFT PANEL SIDE INDICATORS/MALFUNCTIONS



FIRE	ENGINE FIRE
FIRE	ENGINE FIRE
FUEL PRESS	FUEL PRESSURE IS LESS THAN 15 PSI
EXT.FUEL	EXTERNAL TANK IS LOADED AND ENGINE N2 < 70%
TANK PUMP	EXTERNAL TANK IS LOADED AND FUEL IN TANK < 20KILOS
LDG GEAR	DIFFERENCE BETWEEN LANDING GEAR LEVER POSITION AND ACTUAL LANDING GEAR(S)
THRUST REV	THRUST REVERSER HANDLE IS PULLED AND REVERSER IS NOT ACTIVE
NOSE GEAR	NOSE GEAR IS DOWN AND LOCKED
LH GEAR	LEFT MAIN GEAR IS DOWN AND LOCKED
RH GEAR	RIGHT MAIN GEAR IS DOWN AND LOCKED
PITCH GEAR	INOP
ELEC FAIL	FAILURE IN ELECTRICAL SYSTEM
BACKUP FAIL	MAIN AND SECONDARY GENERATORS FAILURE
HUD2 PRESS	HYDRAULIC PRESSURE < 1500 PSI
HYD1 PRESS	HYDRAULIC PRESSURE < 1500 PSI
A/T FAIL	AUTO THROTTLE COULD NOT ACTIVATE
REV FAIL	INOP
-	INOP
OIL PRESS	OIL PRESSURE < 15 PSI
OIL TEMP	OIL TEMPERATURE > 145 DEGREES CELCIUS

RIGHT COCKPIT SIDE

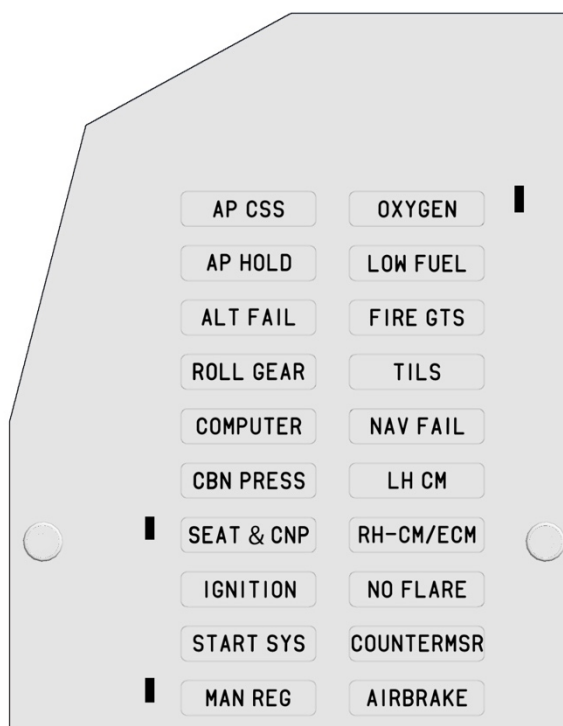




1.	Right Emergency Panel	Emergency panel instructions
2.	Right Emergency Panel Light Switch	Turns emergency panel instructions ON/OFF
3.	Fuel Regulator Set Switch	Inop in simulation
4.	Control Test Button	Inop in simulation
5.	Fuel Pump Switch	Inop in simulation
6.	Afterburner Fuel Valve Switch	Inop in simulation
7.	Backup Power Switch	Inop in simulation
8.	Gearing Angle Pitch Switch	Inop in simulation
9.	Engine Anti-Ice Switch	Inop in simulation
10.	Km/Nm Selector Switch	Cycles between KM and Swedish NM the distance to next waypoint indicator
11.	Fusepanel	System fuses
12.	IFF Control Panel	Adjusts the IFF code of the jet
13.	Friend/Foe Indicator Light	Inop in simulation
14.	Function Control Indication Light	Inop in simulation
15.	Function Control Indication Light	Inop in simulation
16.	Nose Gear Bypass Switch	Inop in simulation
17.	Firing Circuits Bypass Switch	Inop in simulation
18.	RPM Test Contact	Inop in simulation
19.	External Ventilation Bragg Air in Cabin/Suit	Inop in simulation
20.	Main Power Ignition Switch	Inop in simulation

21.	Magnetic Deviation Correction Knob	Inop in simulation
22.	Formation Lights Brightness	Adjusts formation lights brightness
23.	Function Control Panel	Inop in simulation
24.	Windscreen Airflow Control	Inop in simulation
25.	Friend/Foe Control Panel	Inop in simulation
26.	TILS Channel Group Selector	Selects the group of TILS channels
27.	TILS Channel Selector	Selects the channel of the TILS
28.	External Lights Control Panel	Adjusts external lights of the jet
29.	KB Control Panel	Inop in simulation
30.	Navigation Panel	Navigation waypoints selector
31.	Data Information Panel	Data information input keypad
32.	RAM Switch	Inop in simulation
33.	Bullseye/LALO Switch	Inop in simulation
34.	Coordinates/Data Display	Displays coordinates and various data
35.	KA Control Panel	Inop in simulation
36.	Pilot's Oxygen Supply Switch	Turns pilot's oxygen ON/OFF
37.	Right Indicator/Warning Panel	Indicators/Warnings of the jet
38.	Oxygen Indicator	Indicates the quantity of pilot's oxygen supply
39.	EGT Indicator	Indicates engine EGT
40.	Afterburner Nozzle Indicator	Indicates afterburner nozzle position
41.	Wingspan	Inop in simulation
42.	External Fuel Tank Jettison	Jettisons external fuel tank

RIGHT PANEL SIDE INDICATORS/MALFUNCTIONS



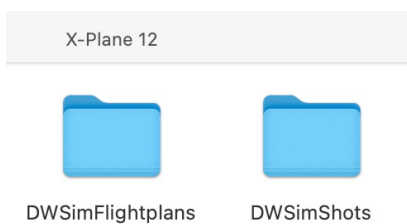
AP CSS	MAIN GENERATOR IS OFF AND SECONDARY GENERATOR HAS LESS THAN 10 AMP
AP HOLD	MAIN GENERATOR IS OFF AND SECONDARY GENERATOR HAS LESS THAN 10 AMP
ALT FAIL	RADIO ALTIMETER FAILURE
ROLL GEAR	INOP
COMPUTER	INOP
CBN PRESS	ALTITUDE > 5000 M AND CABIN PRESSURE < 0.01 KP/SQCM^2
SEAT & CNP	EJECTION SEAT NOT ARMED
IGNITION	IGNITION SYSTEM IS ON
START SYS	STARTER SYSTEM IS ON
MAN REG	INOP
OXYGEN	PILOT OXYGEN SUPPLY IS OFF OR OXYGEN PRESSURE < 50 PSI
LOW FUEL	FUEL IS LESS THAN 24%
FIRE GTS	INOP
TILS	TILS IS OPERATIONAL
NAV FAIL	MAIN GENERATOR IS OFF AND SECONDARY GENERATOR HAS LESS THAN 10 AMP
LH CM	OUT OF LEFT SIDE COUNTER MEASSURES
RH-CM/ECM	OUT OF RIGHT SIDE COUNTER MEASSURES
NO FLARE	OUT OF FLARES
COUNTERMSR	INOP
AIRBRAKE	AIRBRAKES ARE DEPLOYED

CAMERA

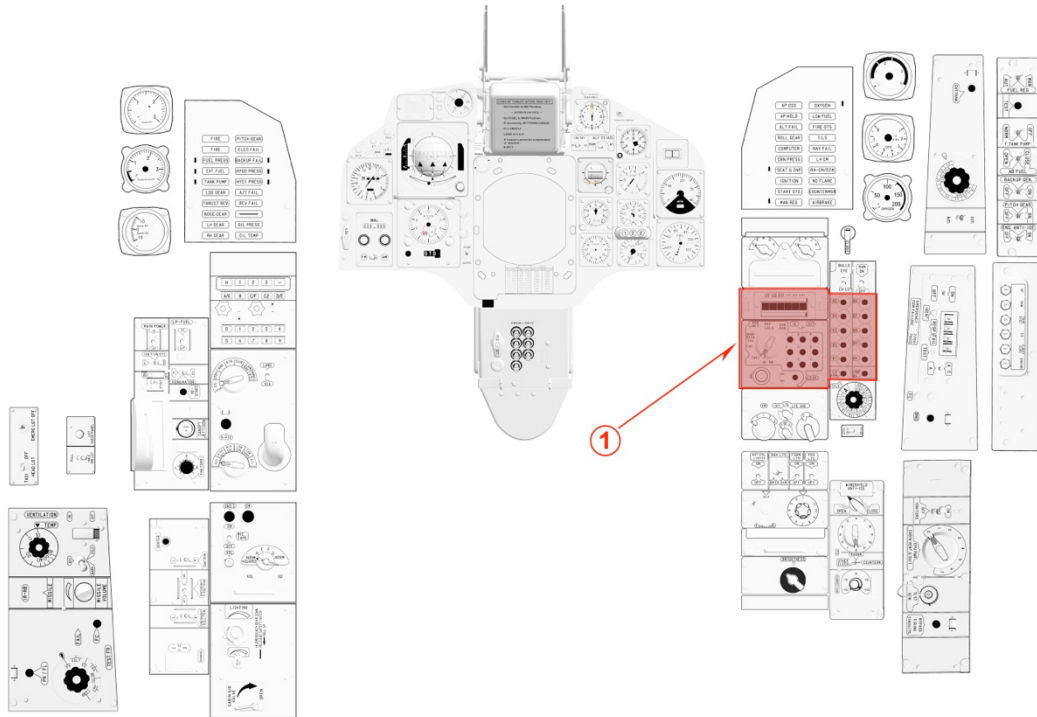
For the Camera to operate correctly, initially, functions “Camera Capture”, “Camera Zoom In” and “Camera Zoom Out” must be programmed in a joystick or keyboard for camera control. A small movement of the camera can be achieved by using camera’s stick and camera switch must be on **SCOPE** position.



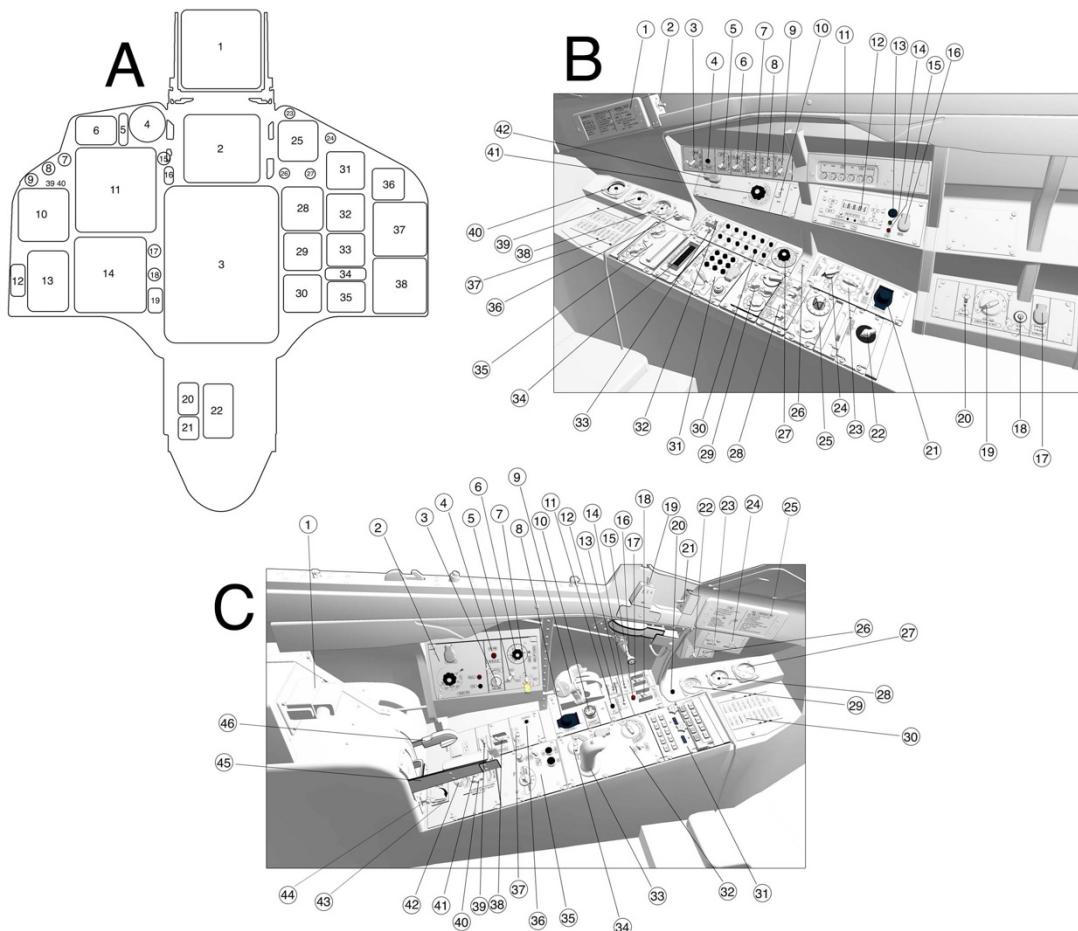
Camera files are saved inside “DWSimShots” folder in X-Plane main folder and they have the following appearance :



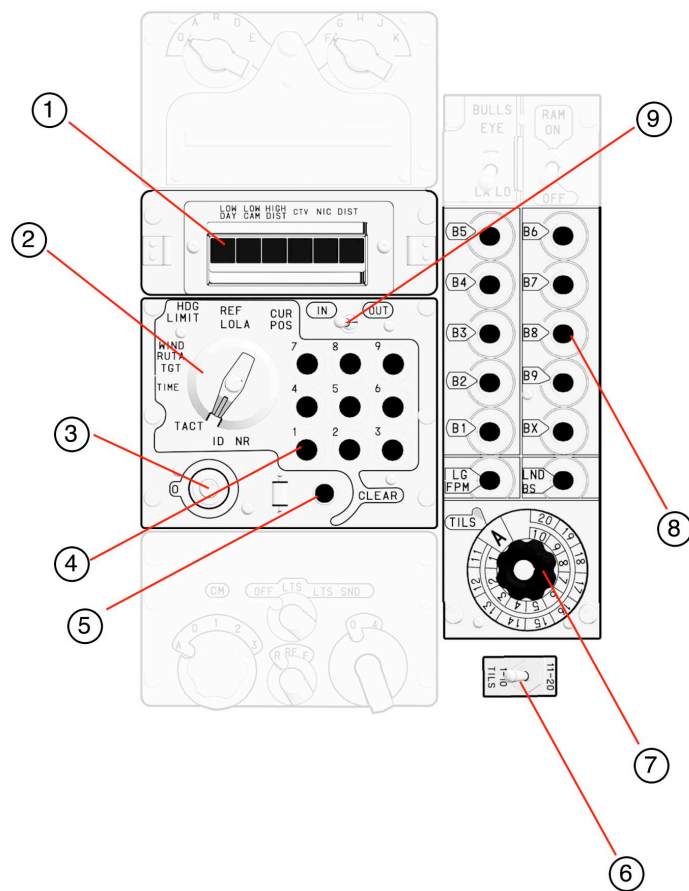
CENTRAL COMPUTER



The central computer of the jet is located into the middle of the right cockpit panel (position 1) and it is one of the first computers mounted and used in fighter jets. It can be programmed by the pilot either manually or by loading the data tape. It can control flight data, navigation, avionics and weapons.



CENTRAL COMPUTER IN DETAIL



POSITION	EXPLANATION
1	Display
2	Functions Selector
3	Number 0 Input Key
4	Numbers 1-9 Input Keys
5	Clear Key
6	TILS Group Selector
7	TILS Selector
8	Waypoints Selection Keys
9	Computer INput/OUTput Switch

DISPLAY (1)

There are six digits in the display unit and during our explanation we will refer to them from left to right.

FUNCTION SELECTOR (2)

On **CUR POS** position, display (1) shows the current position of the jet and flashes between Longitude and Latitude. The first and second digits display the longitude/latitude degrees, third and fourth digits display the longitude/latitude minutes, fifth digit displays the terrain navigation status and the sixth digit displays the accuracy error of navigation.

On **REF LOLA** position and **IN/OUT** (9) switch in **OUT** position, display (1) flashes between Longitude and Latitude of current selected waypoint. The first and second digits display the longitude/latitude degrees, third and fourth digits display the longitude/latitude minutes, fifth and sixth digits displays longitude/latitude seconds.

On **REF LOLA** position and **IN/OUT** (9) switch in **IN** position, display (1) shows six 0s and pilot can either load data from data tape or modify them.

To load data tape, first the tape must be inserted into the data loader position (**C1**). Next, by using keyboard (panel 4) type "**9099**" and then press **LG/FPM** (panel 8). First digit from display panel will blink for 4-6 seconds and then zeroes will appear again. That means that data are loaded successfully.

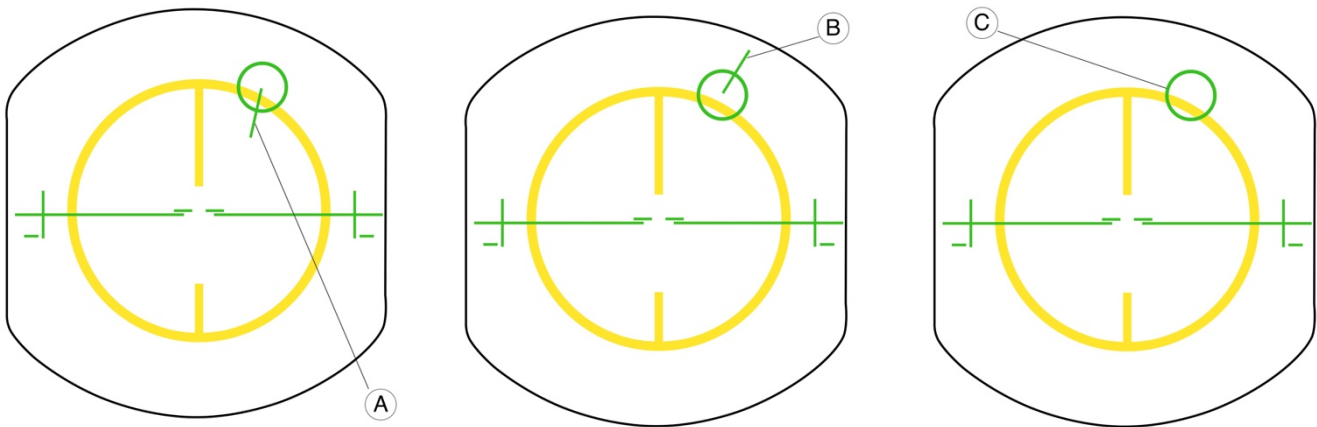
To change landing base (**L1**) use keyboard (panel 4) and type "**90LL**". Where LL is the reference number of the base as it is already stored in data tape and next press **LND/BS** (panel 8). All digits will be replaced by 0s and the process is completed.

To change divert base (**L2**) use keyboard (panel 4) and type "**99LL**". Where LL is the reference number of the base as it is already stored in data tape and next press **LND/BS** (panel 8). All digits will be replaced by 0s and the process is completed.

To change **LOLA** of landing base (**L1**) use keyboard (panel 4), first type the Longitude coordinates in format: "**DDMMSS**". When the last digit is typed, all digits will become 0s. Next type the Latitude coordinates in format: "**DDMMSS**". When the last digit is typed, display will cycle between Longitude and Latitude to check if everything is correct. If everything is correct, press **LND/BS** to store the typed coordinates of landing base (**L1**).

To change **LOLA** of a waypoint, use keyboard (panel 4), first type the Longitude coordinates in format: “**DDMMSS**”. When the last digit is typed, all digits will become 0s. Next type the Latitude coordinates in format: “**DDMMSS**”. When the last digit is typed, display will cycle between Longitude and Latitude to check if everything is correct. If everything is correct, press a button between **B1** and **B9** to store the typed coordinates in the selected waypoint.

On **HDG LIMIT** position and **IN/OUT** (9) switch in **OUT** position, display (1) shows the boundary 1 (A) heading on first 3 digits and boundary 2 (B) heading on last 3 digits of currently selected waypoint (C). If currently selected waypoint is a landing base, first 4 digits of display (1) show the runway heading and last 2 digits shows the TILS channel.



On **HDG LIMIT** position and **IN/OUT** (9) switch in **IN** position, display (1) shows 6 0s and is waiting for input that can be either boundaries of a waypoint or runway details.

To enter boundaries of a waypoint, type the 3 digits of the inbound course towards the waypoint, then the 3 digits of the next relative direction and finally press the waypoint button (B1 to B9) to store the input.

To enter runway details, type the 4 digits of the runway heading (runway heading with a decimal in the end), the 2 digits of TILS channel of the runway and then press either **LG/FPM** for takeoff runway or **LND/BS** for landing runway to store the input.

On **TIME** position and **IN/OUT** (9) switch in **OUT** position, display (1) shows the deviation of ETA to target (if preprogrammed and in respect to ToT). If ETA deviation is ahead of schedule, the first digit is blank. If ETA deviation is behind schedule, the first digit shows number 9. If there is no ToT preprogrammed on flight plan the first digit shows number 7. Second digit shows hours, third and fourth digits shows minutes and fifth and sixth shows seconds.

By pressing **LG FPM** (panel 8) the display (1) shows current time in format of HH/MM/SS.

By pressing a waypoint key (panel 8) from **B1** to **B9**, display (1) flashes between ToT and ingress speed of the waypoint. ToT format is HH/MM/SS. Ingress speed format is mach number (first 3 digits) and last 3 digits shows 000.

On **TIME** position and **IN/OUT** (9) switch in **IN** position, display (1) shows six 0s and it's ready to program/edit 3 parameters.

Current time can be programmed/edited by typing the current time in format HH/MM/SS and then pressing **LG/FPM** button (panel 8).

ToT of a specific waypoint can be programmed/edited by typing the ToT in format HH/MM/SS and then pressing the waypoint button from **B1** to **B9** (panel 8).

Ingress speed of a specific waypoint can be programmed/edited by typing the mach speed in 3 digits (eg 104 for 1,04 Mach) and then pressing the waypoint button from **B1** to **B9** (panel 8).

In all above cases, if programming/editing is correct, numbers will disappear and 0s will appear again on the display (1).

CLEAR BUTTON (5)

When **CLEAR BUTTON (5)** is pressed while jet is on ground, it resets jet's computer data. However, it **DOES NOT** erase the data stored in data tape. Therefore, pilot can reload that data when needed. If any correction to the input is needed, cycle the **IN/OUT** switch to reset the currently typed data and start again.

TILS (Tactical Instrument Landing System) (7)

TILS details can be entered using main menu of the jet. A specific frequency/station can be selected as active by using **Rotating Switch (7)** to select the corresponding number of the station and **Switch (8)**, group selector, to select **1-10** or **11-20** range.

When **Rotating Switch (7)** is set on **"A"** position, computer automatically selects the station preprogrammed on **DATA TAPE** for the specific base. If the **LG** or **LND** airport are in the **DATA TAPE** and **HUD MODE** is in **LAND NAV** then **TILS** channel is selected automatically.

WAYPOINT/BASE SECECTOR (8)

Use the panel (8) to select manually the active waypoint or landing/divert base.

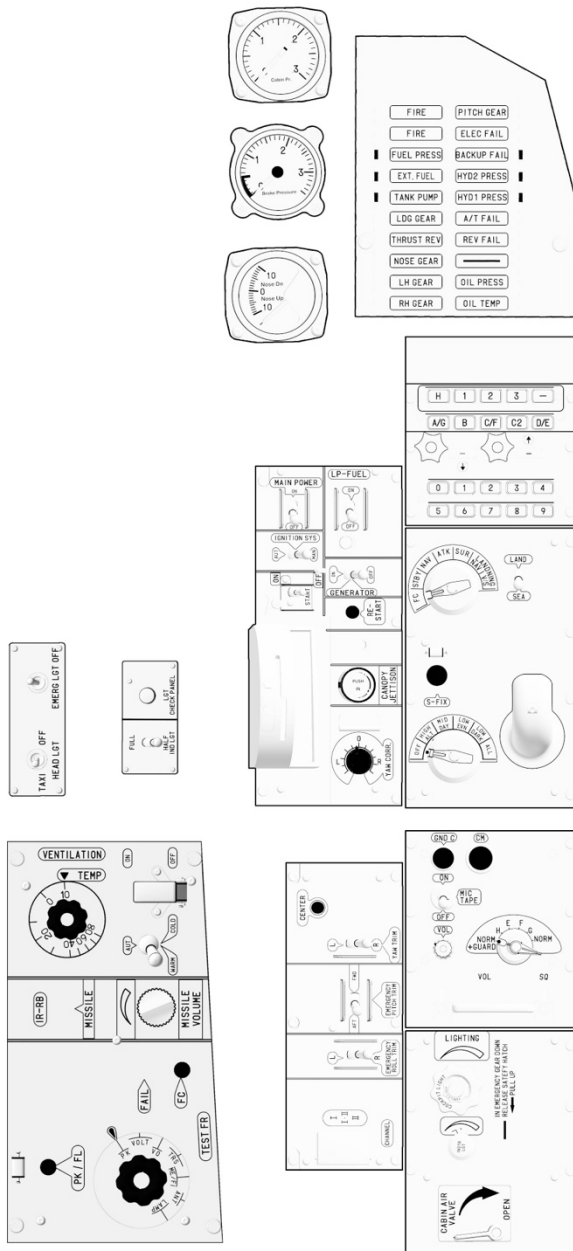
To choose manually a waypoint, press a button between B1-B9 and it will be activated and will be also displayed in the A36 display.

To cycle between landing (L1) and divert (L2) base, press the button **LND/BS**. Selected one will be activated and it will also be displayed in the A36 display.

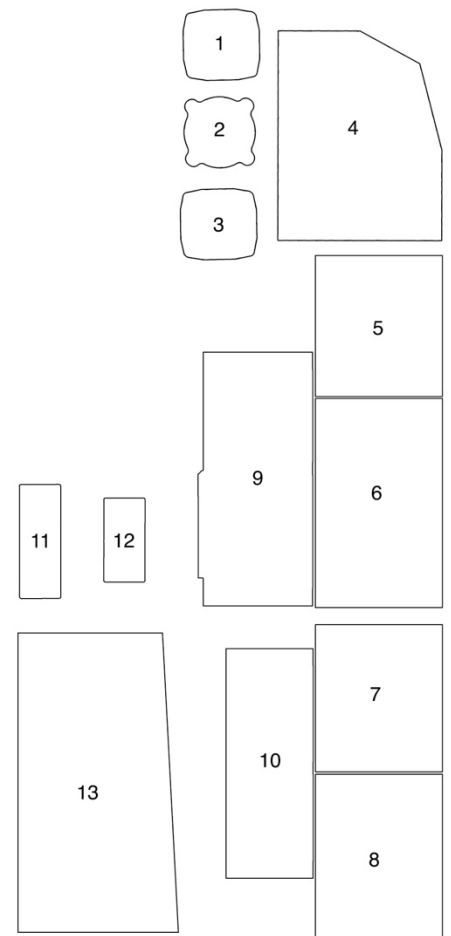
NOTE : if the button of waypoint/base pressed has no data loaded on it, nothing will happen.

COCKPIT PREPARATION INITIAL SWITCHES POSITIONS

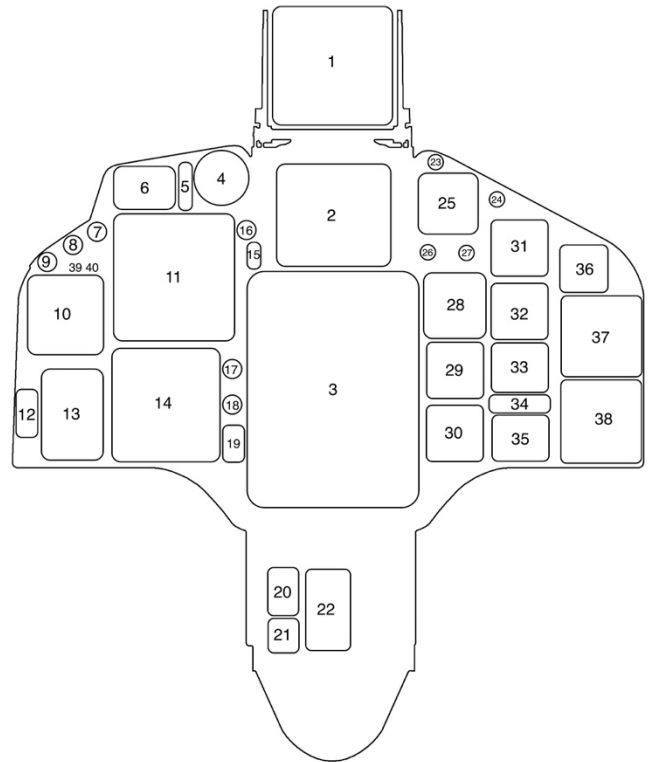
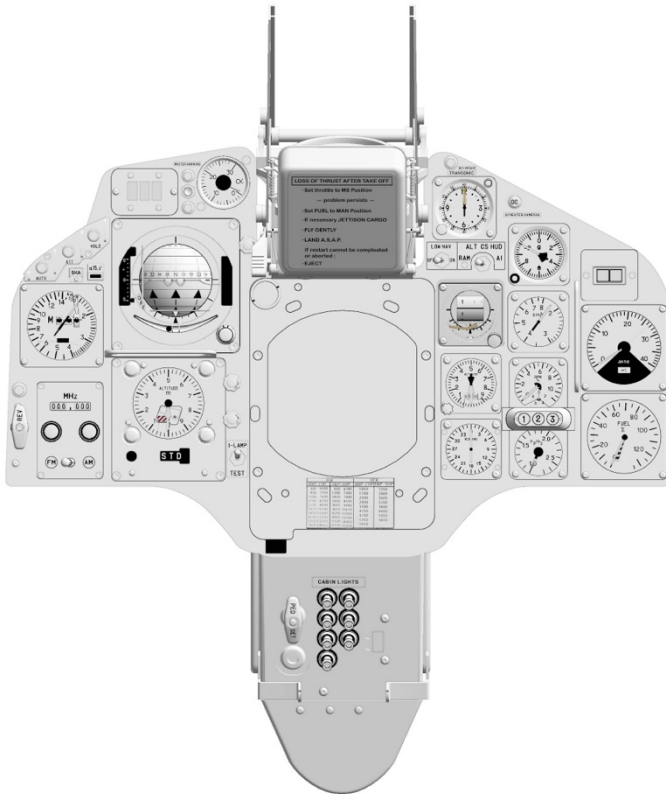
LEFT PANEL



DESCRIPTION	ACTION	PANEL
HUD Mode Selector	STBY	6
Camera Mode Selector	OFF	6
Communications Selector	NORM+GUARD	7
Lights	OFF	8
Cabin Air Valve	OFF	8
Trim	CENTERED	10
Taxi/Landing Lights	OFF	11
Emergency Light	OFF	11
Indicator Lights	HALF	12
Main Power	OFF	9
LP-Fuel	OFF	9
Ignition Sys	OFF	9
Start Switch	OFF	9
Generator	OFF	9



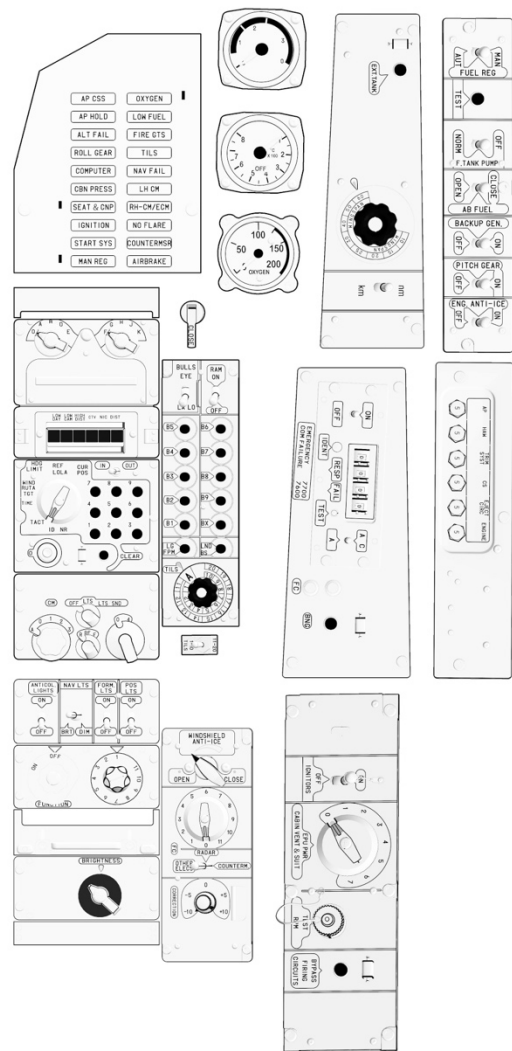
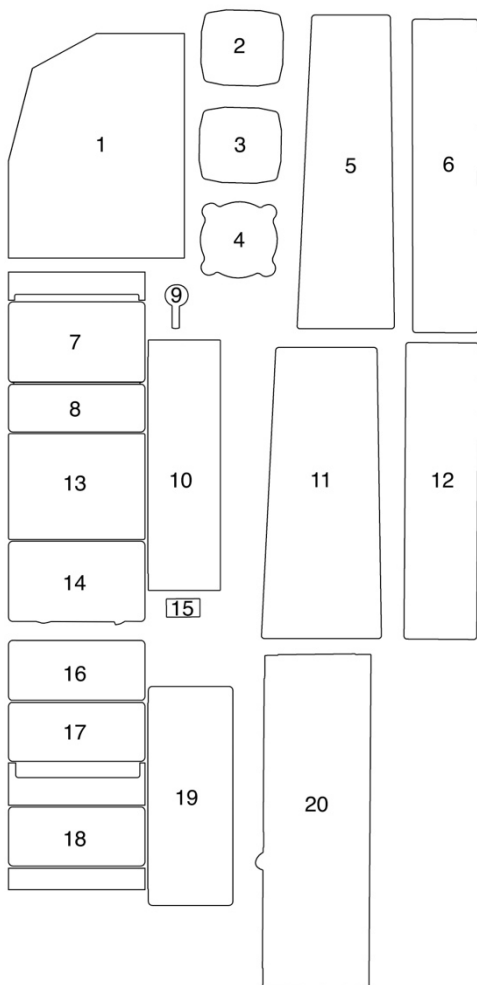
MAIN PANEL



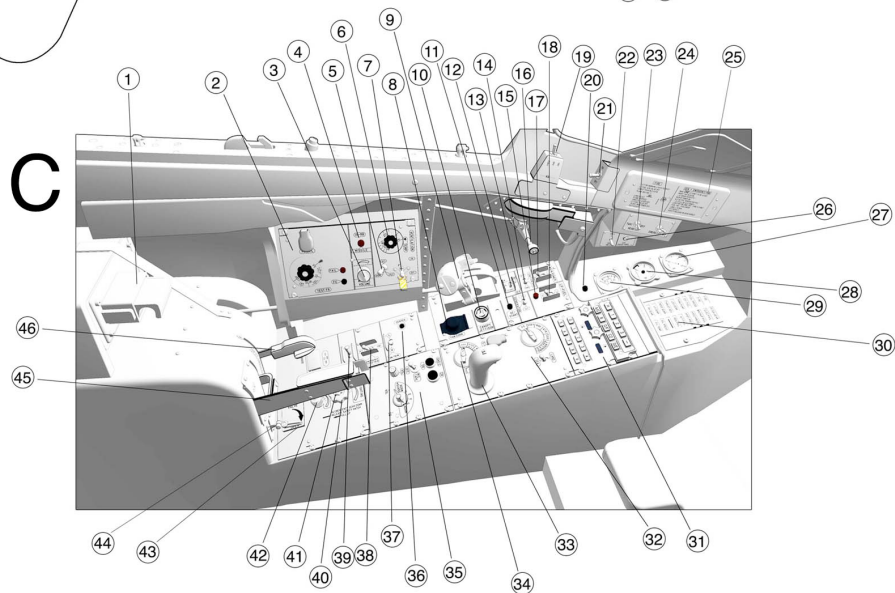
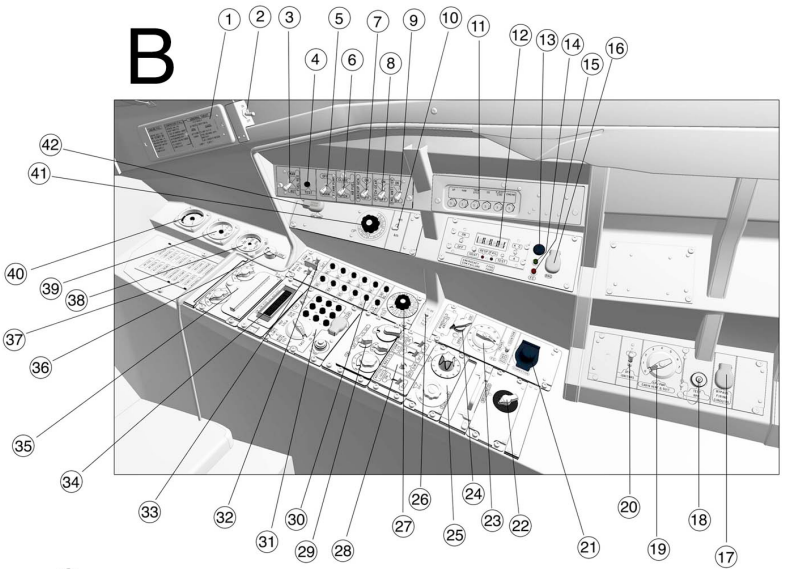
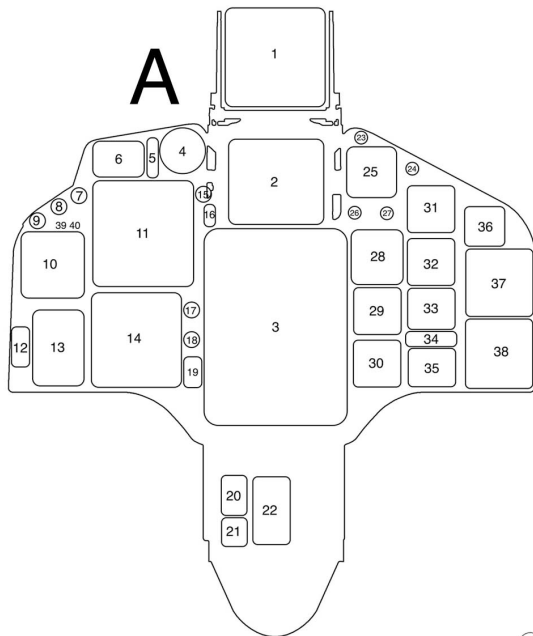
DESCRIPTION	ACTION	PANEL
PARKING BRAKE	ON	21
FUSES	ON	22
PARKING / EMERGENCY BRAKE	ARMED	33
I-LAMP	OFF	19

RIGHT PANEL

DESCRIPTION	ACTION	PANEL
FUEL REG	AUTO	6
FUEL TANK PUMP	NORM	6
AB FUEL	OPEN	6
BACKUP GEN	OFF	6
PITCH GEAR	OFF	6
ENGINE ANTI ICE	OFF	6
KM/NM	AS REQUIRED	5
FUSES	ON	12
IFF/TRANSPONDER	AS REQUIRED	11
OXYGEN	OFF	9
EXTERNAL LIGHTS	OFF	16
FORMATION LIGHTS BRT	OFF	18



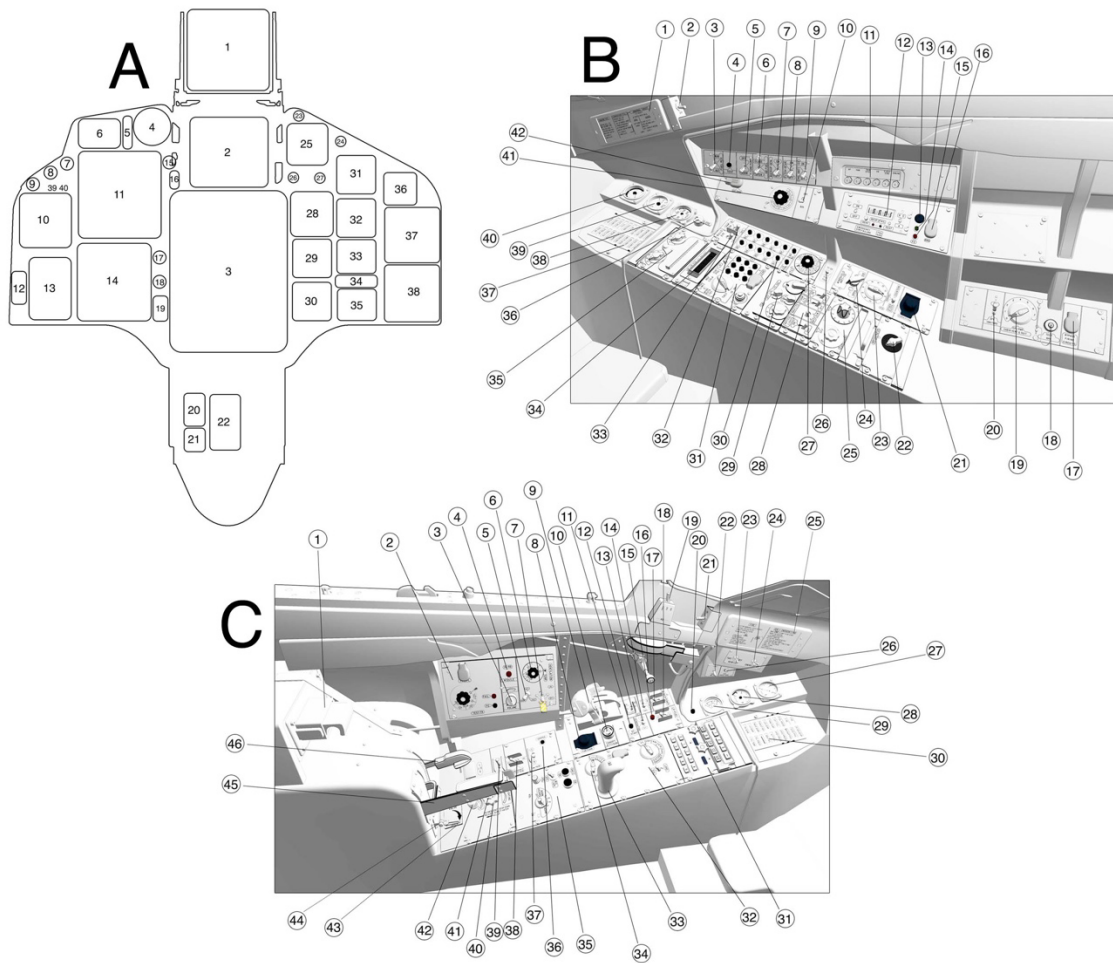
START UP SEQUENCE



STARTUP SEQUENCE ACTIONS

DESCRIPTION	ACTION	PANEL/SWITCH
EXTERNAL WALK AROUND INSPECTION	CHECK	-
REMOVE BEFORE FLIGHT EXTERNAL FLAGS	REMOVE	-
AIR INTAKES	CHECK	-
ENGINE EXHAUST	CHECK	-
ANGLE OF ATTACK SENSOR	TURN	-
COCKPIT LADDER	REMOVE	-
CHOKS	PLACE	-
COCKPIT PREPERATION	CHECK DONE	-
PARKING BRAKE	ON	A21
DATA CARTRIGE	INSERT	C1
MAIN POWER	ON	C17
MASTER WARNING	PUSH TO RESET	A5
COCKPIT LIGHTS	AS REQUIRED	C40,C41,C42
WARNING/INDICATION LIGHTS TEST	PRESS AND CHECK	C26
FUEL PRESSURE	ON	C18
GENERATOR	ON	C13
THROTTLE CUT OFF SWITCH	ON	C9
HUD SLAVE	OFF	A26
BAREOMETRIC PRESSURE SET	STANDARD	A27
FRIEND OR FOE - RWR	AS REQUIRED	B25
EXTERNAL LIGHTS	AS REQUIRED	B28
DATA CARTRIGE	LOAD DATA	B31
OXYGEN	ON	B36
CANOPY	CLOSE	C16
ENGINE	START	C12
CONTROL TEST	PRESS	B4
TAKEOFF TRIM SET	2.5 DEGREES UP	FLIGHT STICK
ROLL TRIM	CENTER	C36
EJECTION SEAT	ARM	ARM LEVER
HUD SELECTOR	NAV	C32
HUD POSITION	LOW/TAKE OFF/LAND	A16
WARNING PANELS	CHECK	C30,B37

BEFORE TAXI



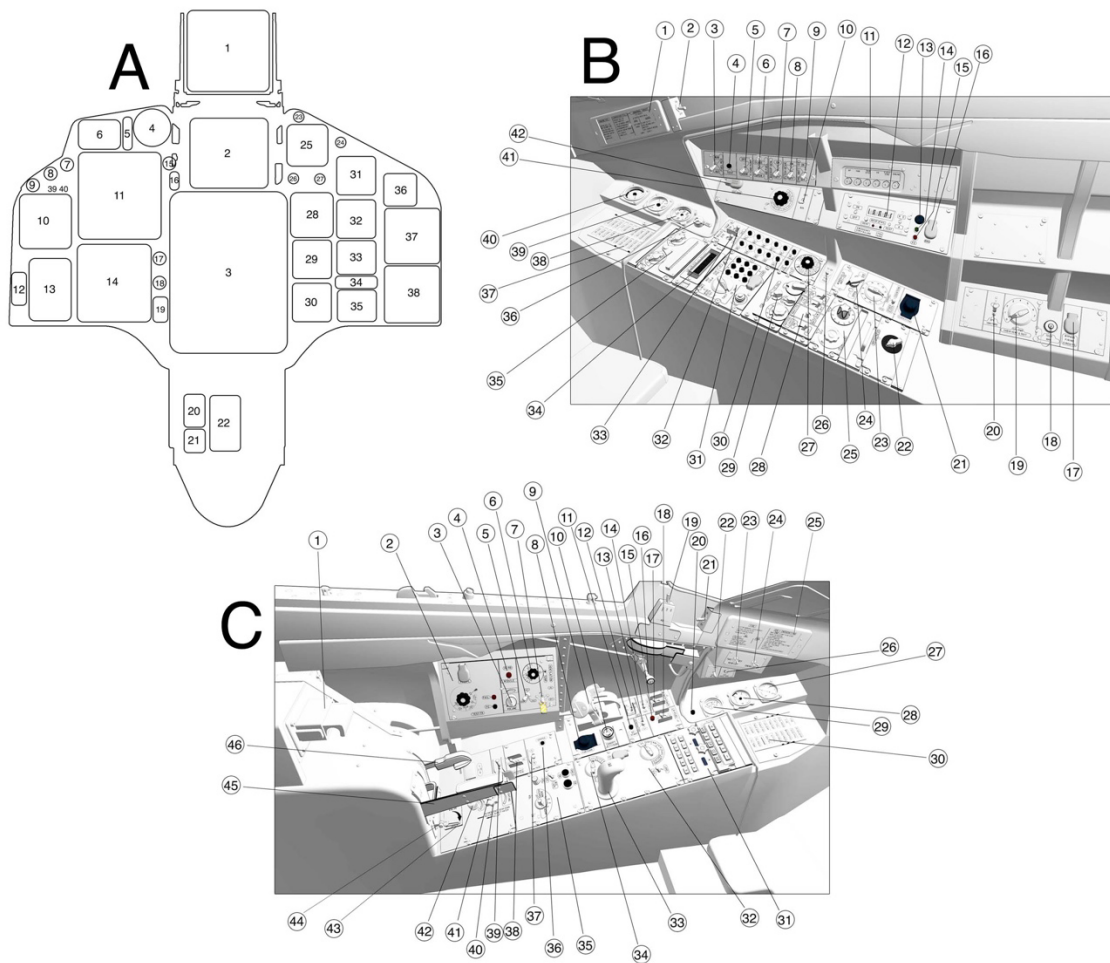
BEFORE TAXI ACTIONS

DESCRIPTION	ACTION	PANEL
SPEEDBRAKE	OUT/IN	-
T/O TRIM	ADJUST TO -2.5	-
ALTIMETER	SET AND CHECK	A14,A29
CHOKS	REMOVE	-
TAXI / LANDING LIGHTS	TAXI LT	C23
PARKING BRAKE	OFF	A21

DURING TAXI ACTIONS

DESCRIPTION	ACTION	PANEL
BRAKES CHECK	CHECK	-

BEFORE TAKE OFF



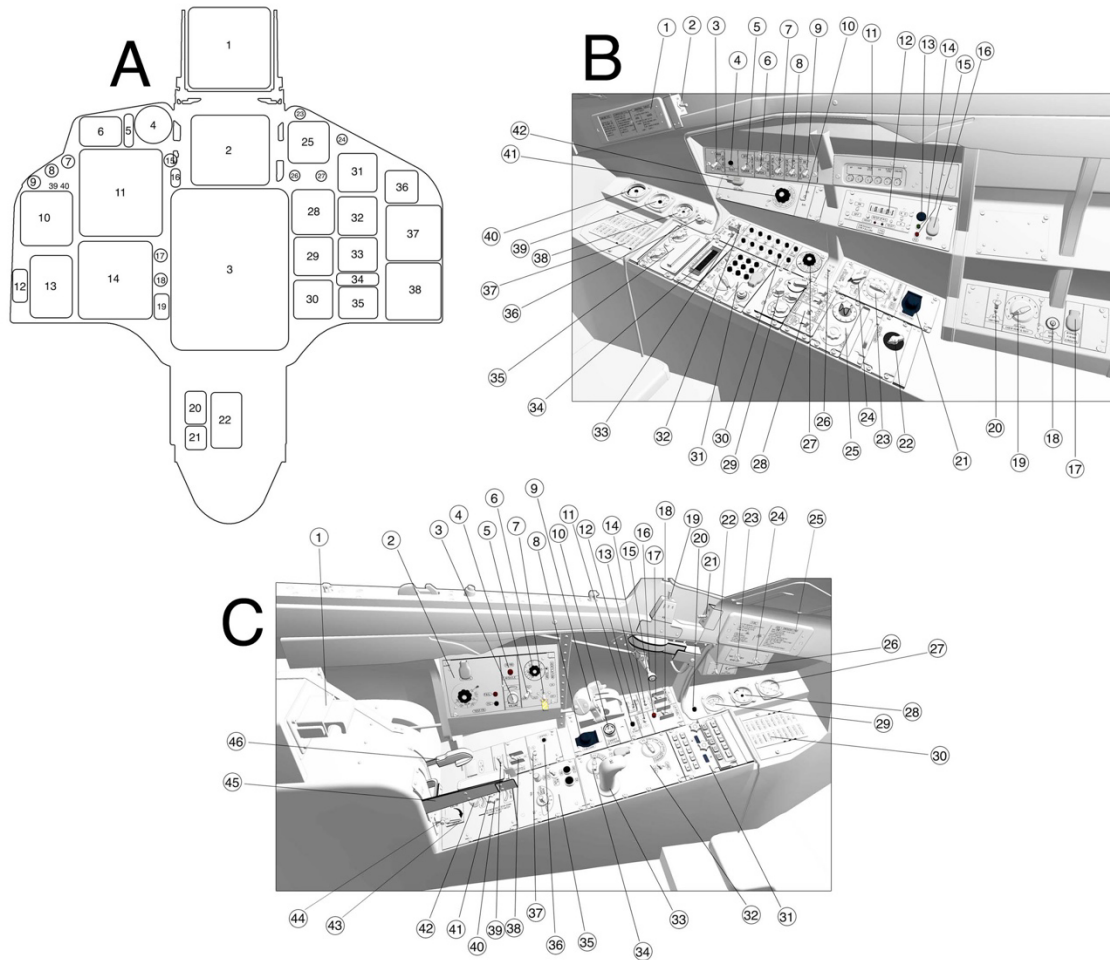
BEFORE TAKE OFF

DESCRIPTION	ACTION	PANEL
TAKE OFF DATA	REVIEW	-
OXYGEN	CHECK ON	B36
TAKE OFF TRIM	CHECK +2,5	C29
SPEEDBRAKE	IN	-
LDG / TAXI LT	HEAD LGT	C23

TAKE OFF

DESCRIPTION	ACTION	PANEL
ENGINE THROTTLES	FULL/AB	C9
BRAKES	RELEASE	-
ROTATE AT PREDETERMINED SPEED	ROTATE	-
LANDING GEAR LEVER	UP < 550 KM/H	C45
LANDING GEAR RED LIGHT	CHECK OFF	C30
AFTER TAKE OFF	HUD IN UP POSITION	16

BEFORE LANDING

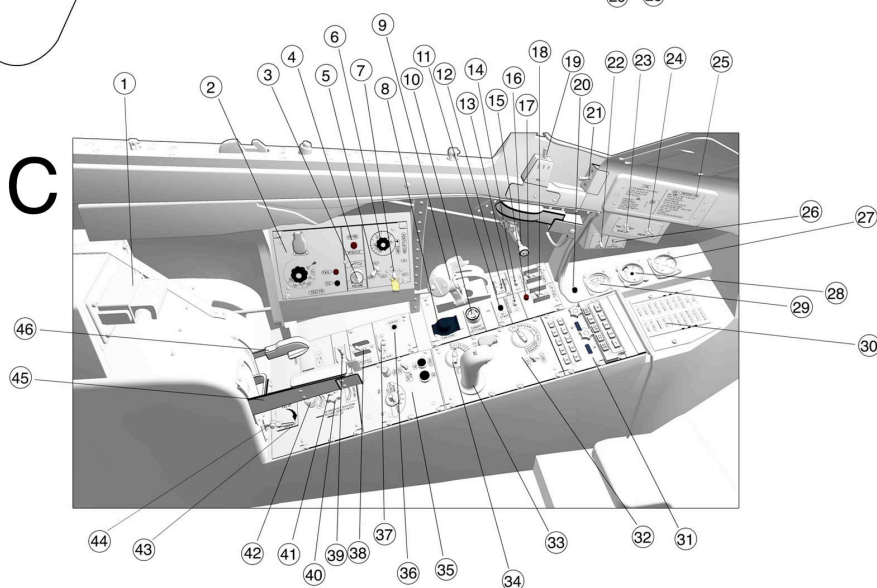
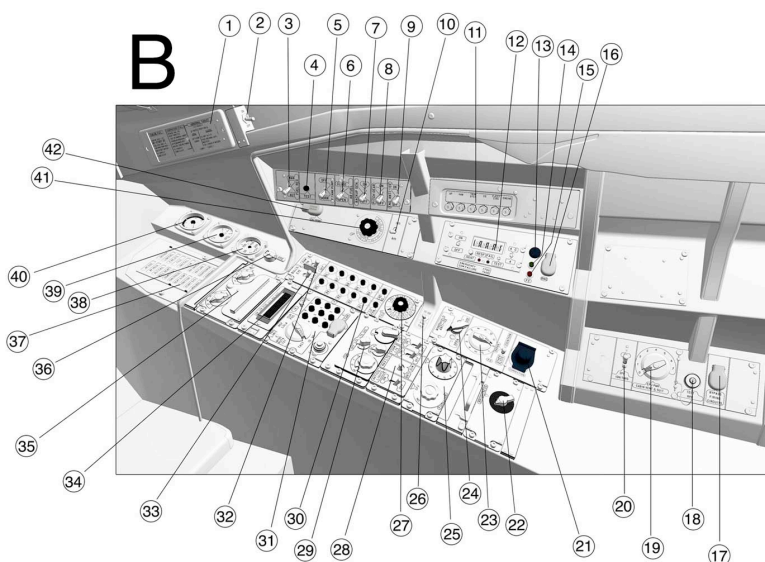
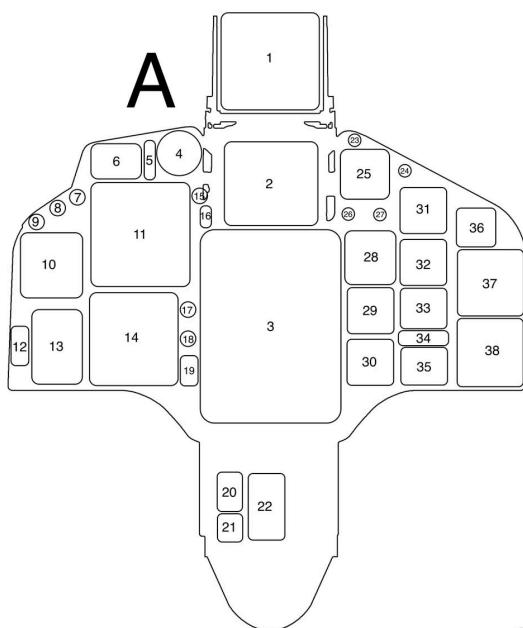


BEFORE LANDING

DESCRIPTION	ACTION	PANEL
LANDING GEAR LEVER	DOWN < 550 KM/H	C45
LANDING GEAR LIGHTS - 3 GREEN	CHECK	C30
TAXI / LANDING LIGHTS	HEAD LGT	C23
REVERSER LEVER	ARM IF NEEDED	A12
REVERSER LEVER LIGHT	CHECK IF ON WHEN ARMED	A12
HUD POSITION	LOW	16

TOUCH AND GO / GO AROUND

DESCRIPTION	ACTION	PANEL
ENGINE THROTTLES	FULL/AB	C9
LANDING GEAR LEVER	UP < 550 KM/H	C45
LANDING GEAR RED LIGHT	CHECK OFF	C30
TAXI / LANDING LIGHTS	OFF	C23



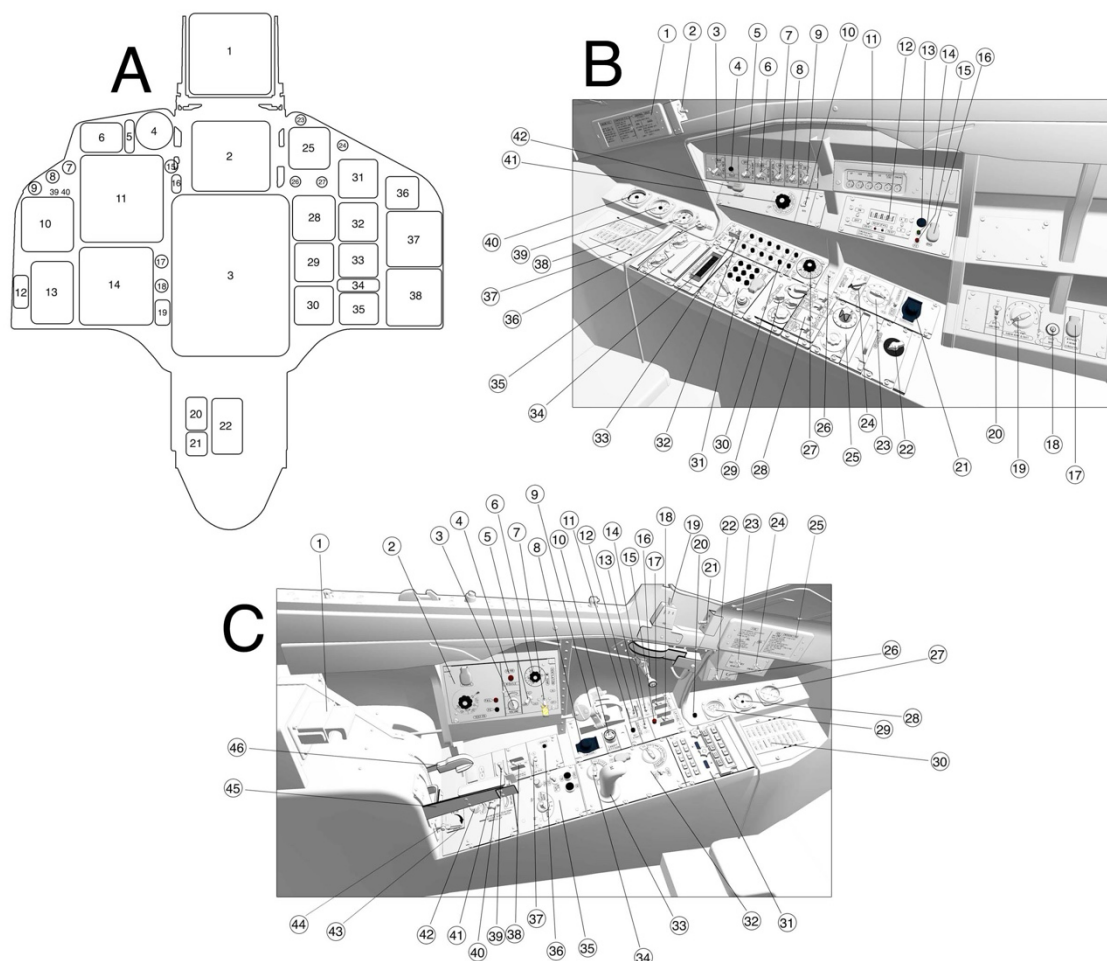
LANDING

DESCRIPTION	ACTION	PANEL
REVERSER THROTTLE	AS REQUIRED	C9
BRAKES	< 100 KM/H	-

AFTER LANDING

DESCRIPTION	ACTION	PANEL
REVERSER	DISARM (IF ARMED)	A12
REVERSER LEVER LIGHT	CHECK IS OFF	A12

SHUTDOWN

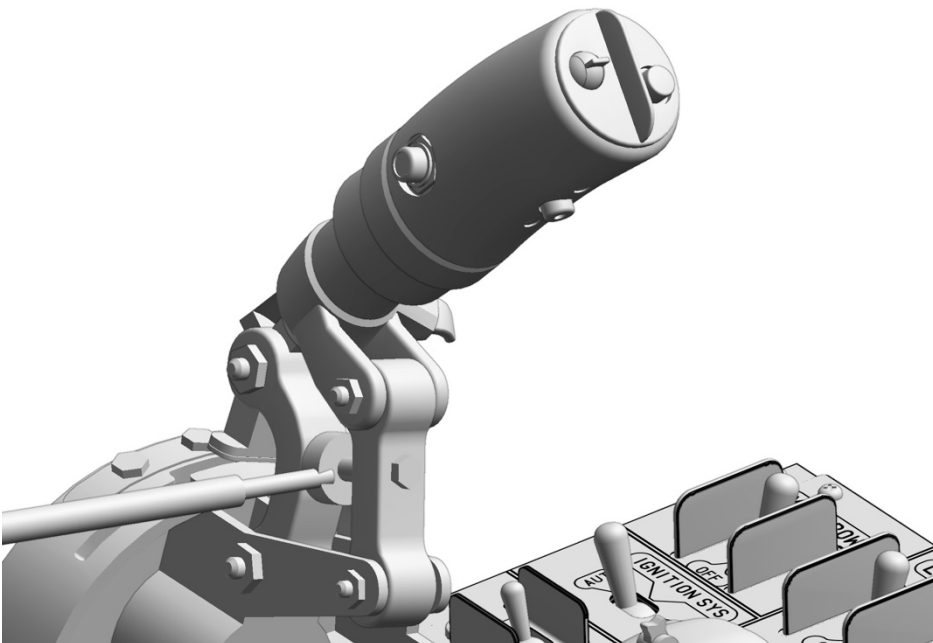


DESCRIPTION	ACTION	PANEL
PARKING BRAKE	ON	A21
THROTTLE CUT OFF SWITCH	OFF	C9
LDG / TAXI LT	OFF	C23
EXTERNAL LIGHTS	OFF	B28
CANOPY	OPEN	C16
OXYGEN	OFF	B36
GENERATOR	OFF	C13
EJECTION SEAT	DISARM	-
HUD SELECTOR	STANDBY	C32
MAIN POWER	OFF	C17
CHOKS	PLACE	-
COVERS	PLACE	-

VR SUPPORT

Our jet is fully compatible with VR

You can use your VR controllers to fly the jet by grabbing the Stick and Throttle

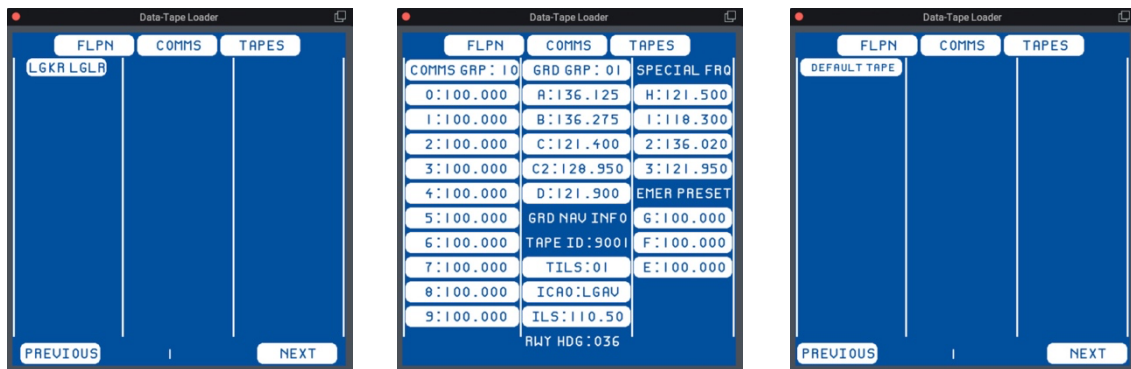
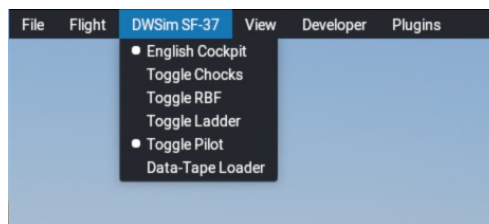


COMMS EDITOR, NAV LIST EDITOR POPUP, SPOT LIGHTS

You can click on the top right of the dashboard to deploy/stow the setup monitor in order to set frequencies, load flight plan and data tape.



Or you can use the main menu to pop up the same options window, plus toggles (chocks, RBF, ladder, pilot) and you can change language in cockpit instruments between English and Swedish.



You can also use the side spot lights to help lighting the cockpit in low visibility or night missions.



Thank you for your support and enjoy the Flight !

VIGGEN SF-37

