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Boeing 757 Pilot In Command – AIR file package conversion.

By Stein Andersen and Patric Moreau

Greetings!

Thanks for downloading the "757 PIC" air file package. The archive includes a custom made AIR file to make the 767 PIC by Wilco Publishing compatible with a 757-200.

Please read the whole document before using these files.

This zip includes:

- ReadMe
- Aircraft.cfg
- Esc752.air
- Panel.cfg

To install the package, simply extract the files in the zip into the main aircraft folder of Your preferred B757. Don't forget to back-up any existing files...

Important Information

The 767 Pilot In Command panel, is based on a 767-300 model. This means that the instruments and the FMC is calibrated for this aircraft type only. When using the panel with a 757, we will have to accept a couple of compromises.

By default the lowest ZFW setting (zero fuel weight) possible in the FMC is 82 tons (179,000 lbs). Unfortunately this is a rather heavy weight for a 757 - remember that the maximum structural landing weight for the 757 is 90 tons (198,000 lbs).

We have however chosen to set this value (82 tons/179,000 lbs) as default in the 757 air file package. If You prefer to alter it, simply edit the "Weight And Balance"

section in the Aircraft.cfg to the weight of Your choice. The following section is an example:

```
[WEIGHT_AND_BALANCE]
```

```
empty_weight=170,000
```

(Please note that the weight always should be entered in ibs.)

To be able to use the FMC with lower weight settings, we have to feed it with some bogus numbers. For example, if the ZFW is 77 tons (170,000 ibs), simply feed the FMC with 87 tons instead (or 180,000 ibs). This really does not make much difference, since the V-speeds presented by the FMC will be totally erratic anyway (they are based on the performance of the 767).

The following features in the panel is not working 100 % with the 757

- V speeds. Get Yourself some tables for this - registered pilots in Escape Airlines can download these from the FlightOps section.
- T/C indication. The T/C seem to push itself forward constantly.
- ZFW (as mentioned above).
- N1 values.

Apart from this, we have tried to get the air file to behave as close as possible to the characteristics of the 767 PIC, with reference to the performance of the 757-200. In our opinion, it is working very well.

Credits and Legal Matters

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767 Pilot In Command is copyrighted by Wilco Publishing.

How to contact us.

There will be no support on these files. However, if You have some constructive criticism or suggestions for improvements, You can contact us on the following addresses:

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Please monitor our website for updates of this package.

Happy Flyings!

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