



FLIGHT MANUAL

PART III - Normal Procedures

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ABOUT THIS MANUAL

VERSION: 05 MAY, 2014

WARNING: THIS MANUAL IS FOR MS FSX®/LOCKHEED MARTIN P3D EXPANSION ONLY. DO NOT USE FOR FLIGHT.

The '1011 Captain' FLIGHT MANUAL is organized into three Parts. Each Part is provided as a separate Acrobat® PDF document:

- Part I – User's Manual
The User's Manual describes the '1011 Captain' product as a software title.
- Part II – Aircraft and Systems
- **Part III – Normal Procedures** this document.

The Manuals are available free of charge [online](#).

THIS MANUAL IS SUPPLEMENTAL TO THE ['1011 CAPTAIN' WEB SITE](#) WHICH WE HIGHLY RECOMMEND TO READ BEFORE USING THIS MANUAL.

DO NOT USE FOR FLIGHT

1011 Captain FLIGHT MANUAL

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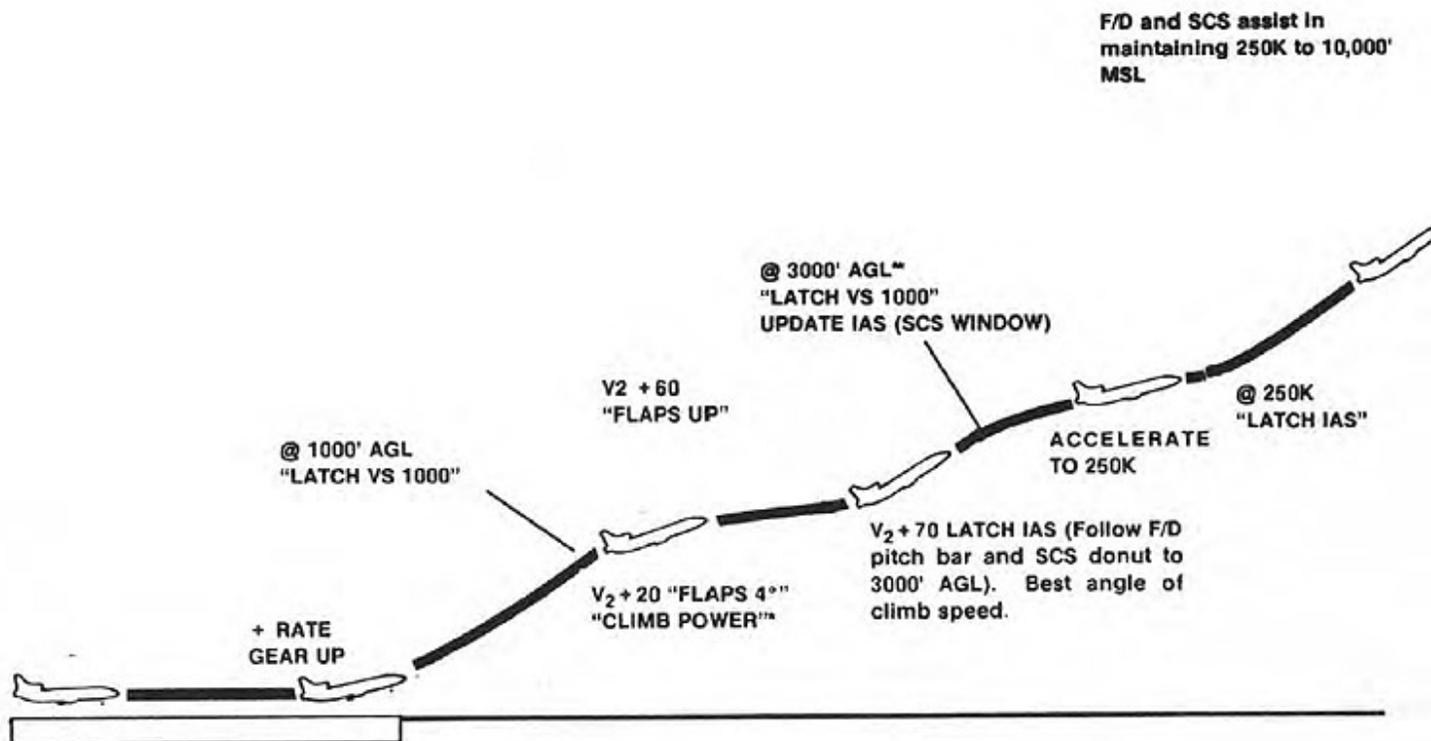
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DO NOT USE FOR FLIGHT

THE L-1011-1 FLIGHT PATTERNS

NORMAL TAKEOFF AND NOISE ABATEMENT CLIMBOUT

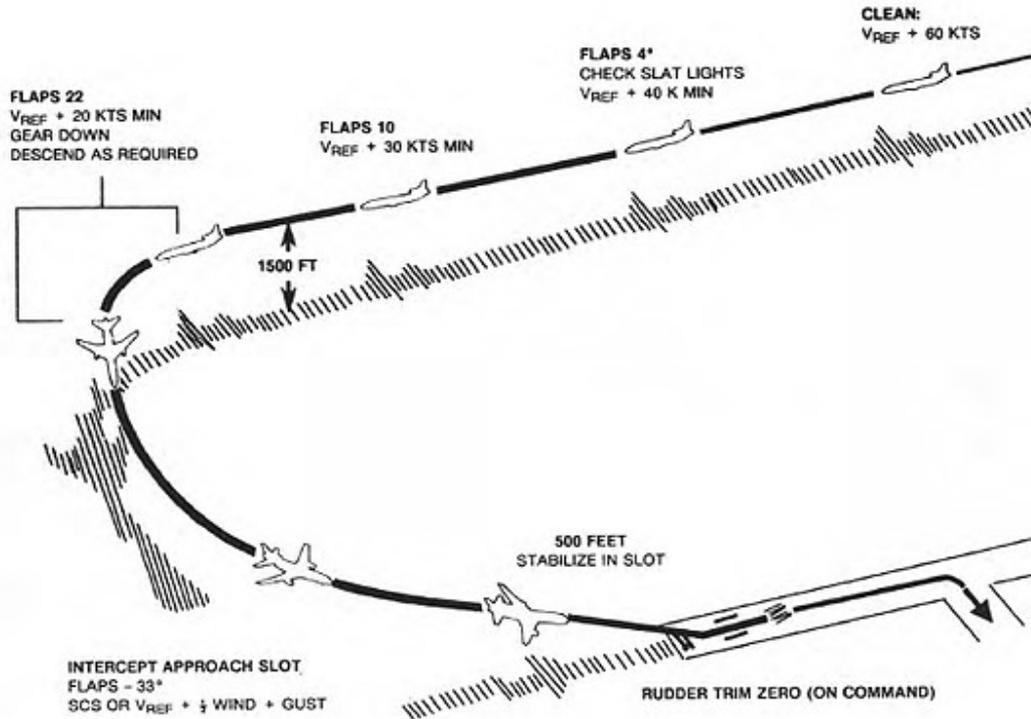


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APPROACH/LANDING

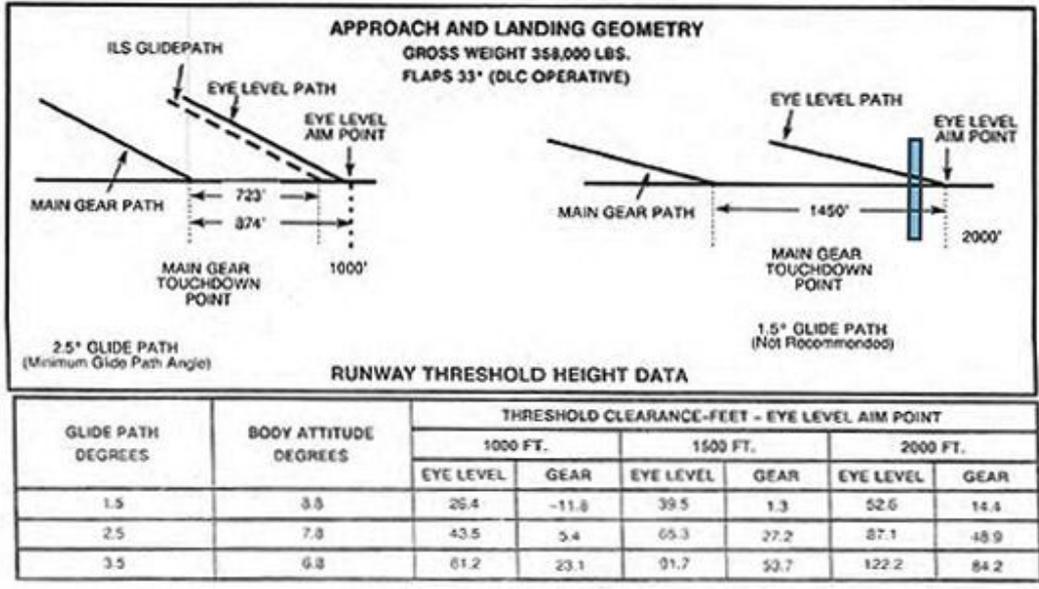
IF ONE ENGINE INOPERATIVE APPROACH/LANDING:

- Use normal Descent, Approach and Before Landing checklists.
- Consider fuel jettison.
- APU – ON.
- If landing at other than destination, check:
 - Runway Allowable Landing Weight. (Structural overweight landings are authorized, see FOPM.)
 - Climb Limit Weight.
- Brief handling of rudder trim, if necessary.

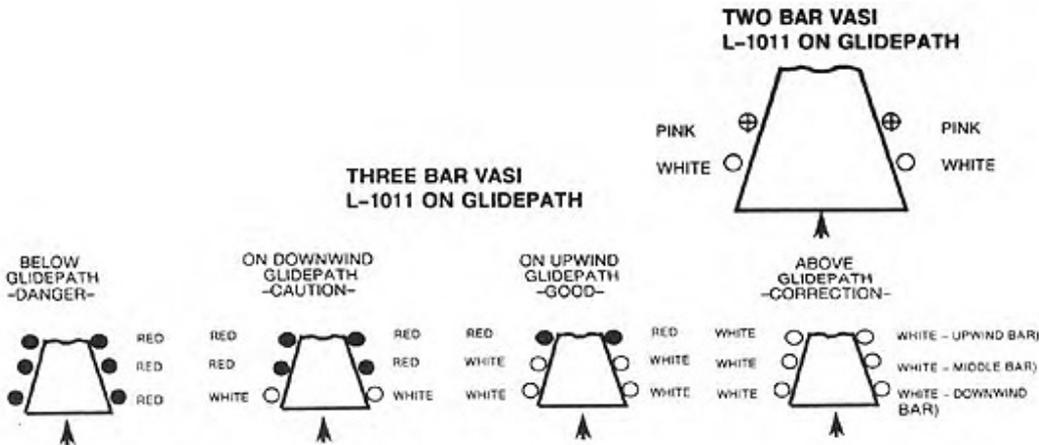


DO NOT USE FOR FLIGHT

APPROACH AND LANDING GEOMETRY

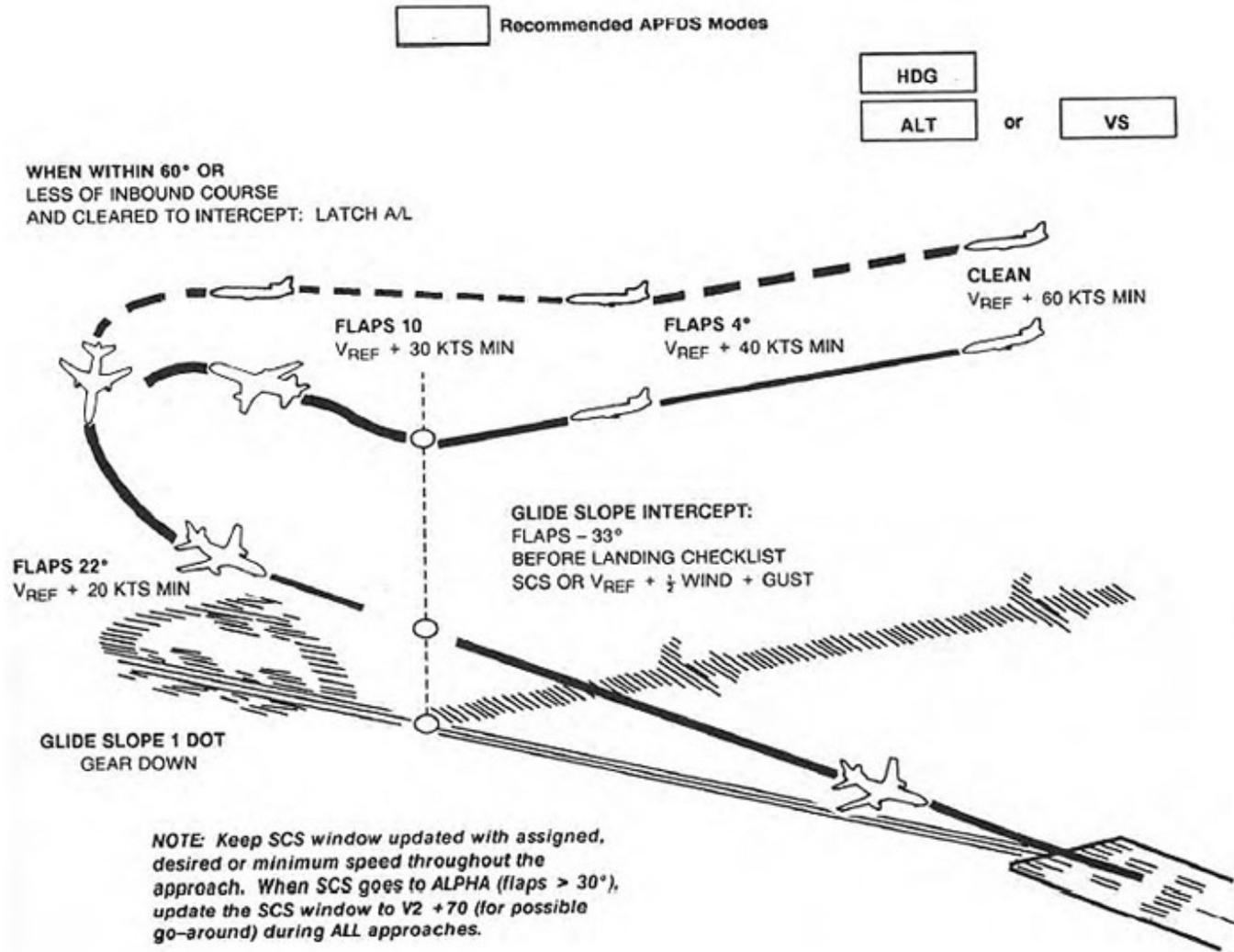


VISUAL APPROACH SLOPE INDICATOR



DO NOT USE FOR FLIGHT

INSTRUMENT APPROACHES



DO NOT USE FOR FLIGHT

DUAL A/L APPROACH

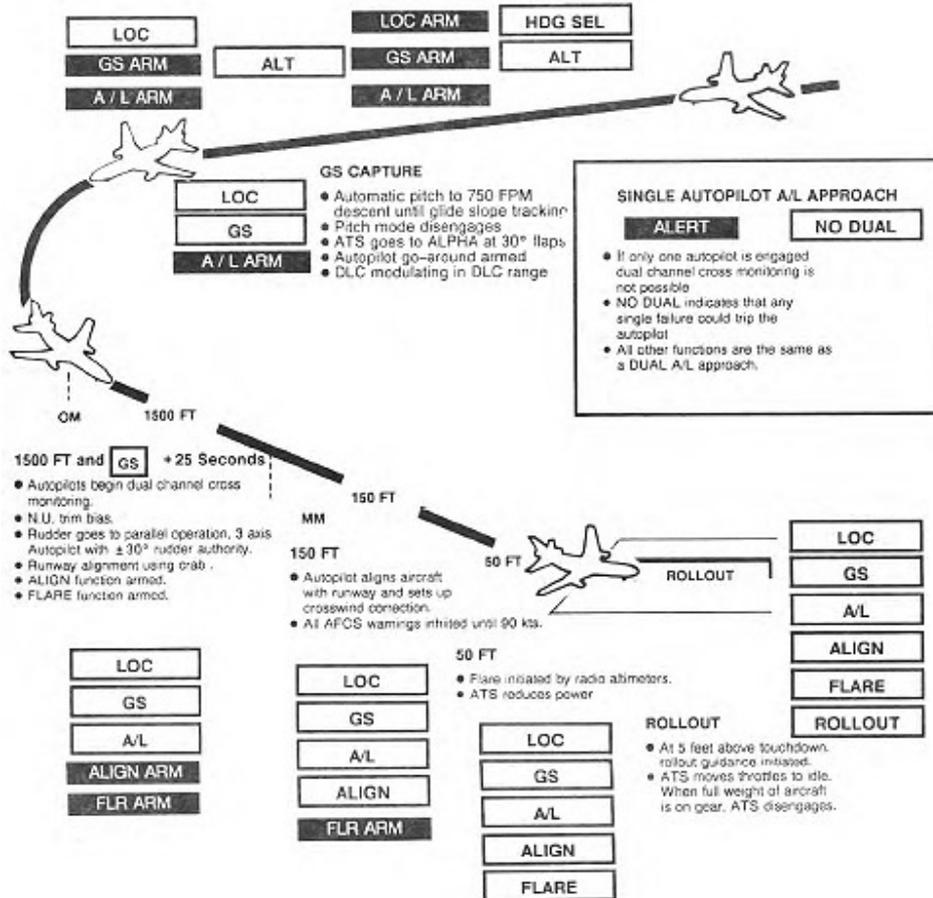
 Recommended APFDS Modes

APPROACH

- Tune both ILS's and set up inbound course with course knobs
- Set DH/Alert Height on altimeters
- Set Flight Directors ON (should already be on). Set Autopilot to CMD.
- Use HDG select to maneuver.
- Use VS or ALT for pitch guidance.
- Update approach speeds in IAS window as flap configurations are changed.
- Engage Autothrottles (may already be on).
- Set intercept heading with heading knob.
- Latch A/L mode selector after cleared to intercept and within 60° of inbound course.
- Second Autopilot to CMD (check 5 "bat-handles," i.e., 2 Autopilots, 2 F/D's, 1 Autothrottle).

LOC CAPTURE

- Capture point varies with beam rate change and angle of intercept
- HDG SEL disengages – Update HDG



DO NOT USE FOR FLIGHT

APPROACH MODE

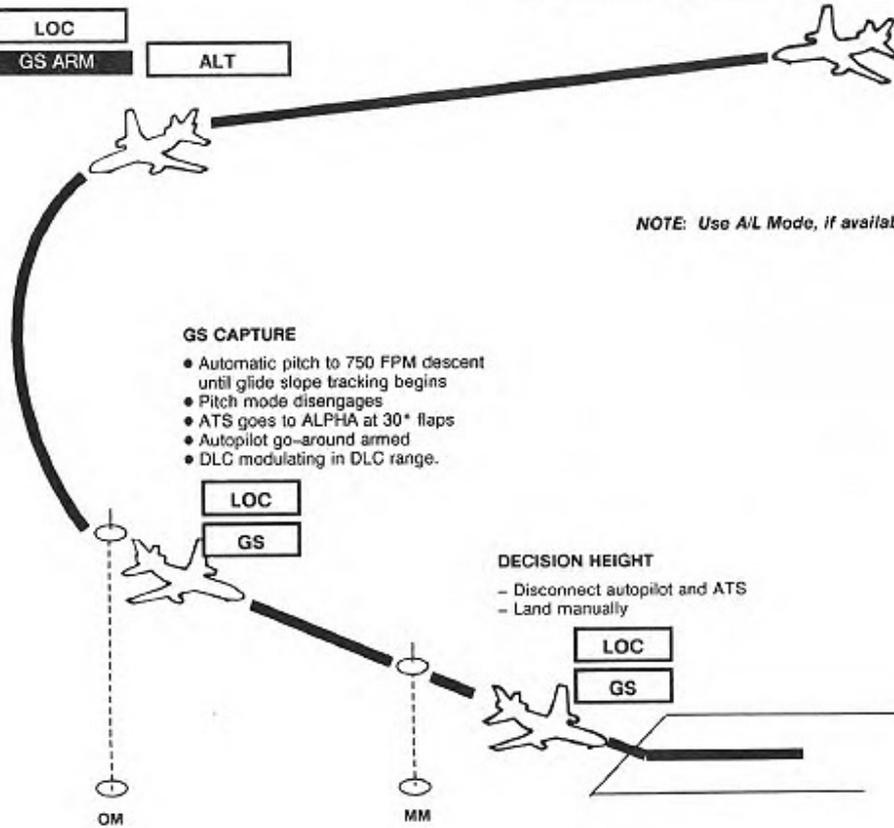
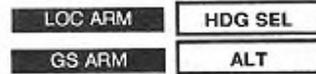
Recommended APFDS Modes

APPROACH

- Tune both ILS's and set up inbound course with course knobs.
- Set DH on altimeters.
- Set Flight Directors ON (should already be on). Set Autopilot to CMD.
- Use HDG select to maneuver.
- Use VS or ALT for pitch guidance.
- Update approach speeds in SCS window as flap configurations are changed.
- Engage Autothrottles (may already be on).
- Set intercept heading with heading knob.
- Latch APR mode selector when cleared to intercept and heading within 60° of inbound course.

LOC CAPTURE

- Capture point varies with beam rate change and angle of intercept
- HDG SEL disengages – Update HDG



NOTE: Use A/L Mode, if available.

GS CAPTURE

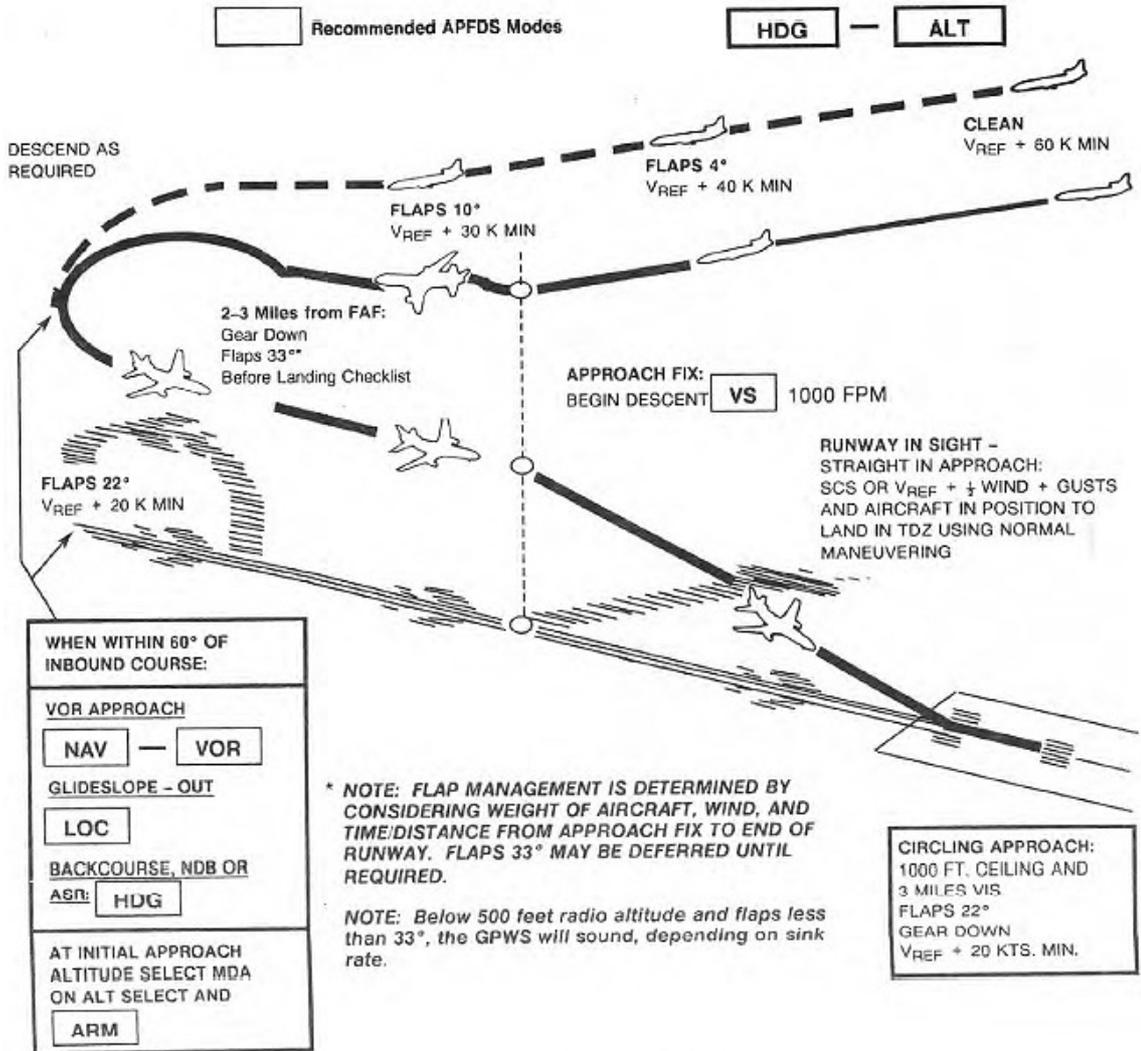
- Automatic pitch to 750 FPM descent until glide slope tracking begins
- Pitch mode disengages
- ATS goes to ALPHA at 30° flaps
- Autopilot go-around armed
- DLC modulating in DLC range.

DECISION HEIGHT

- Disconnect autopilot and ATS
- Land manually

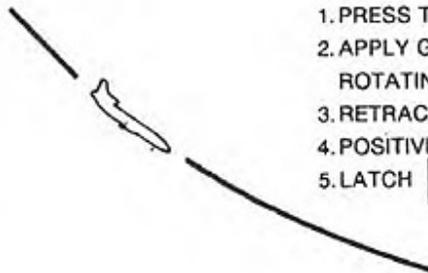
DO NOT USE FOR FLIGHT

NON-PRECISION APPROACH PROCEDURE



MISSED APPROACH PROCEDURE (2 OR 3 ENGINES)

GEAR DOWN
 FLAPS 33°
 SCS OR $V_{REF} + \frac{1}{2}$ WIND + GUST
 NORMAL SLOT



1. PRESS TOGA **GO-AROUND**
2. APPLY GO-AROUND THRUST WHILE ROTATING TO CLIMB ATTITUDE.
3. RETRACT FLAPS TO 22°.
4. POSITIVE RATE OF CLIMB – GEAR UP.
5. LATCH **HDG** AND **ALT ARM**

FLAP RETRACTION SCHEDULE		
22° TO 10°	$V_{REF} + 10$ KTS	
10° TO 4°	$V_{REF} + 20$ KTS	
4° TO 0°	$V_{REF} + 60$ KTS	



2 ENGINE MISSED APPROACH

When Clear of Obstacles and at Not Less Than 1,000 ft. AGL:

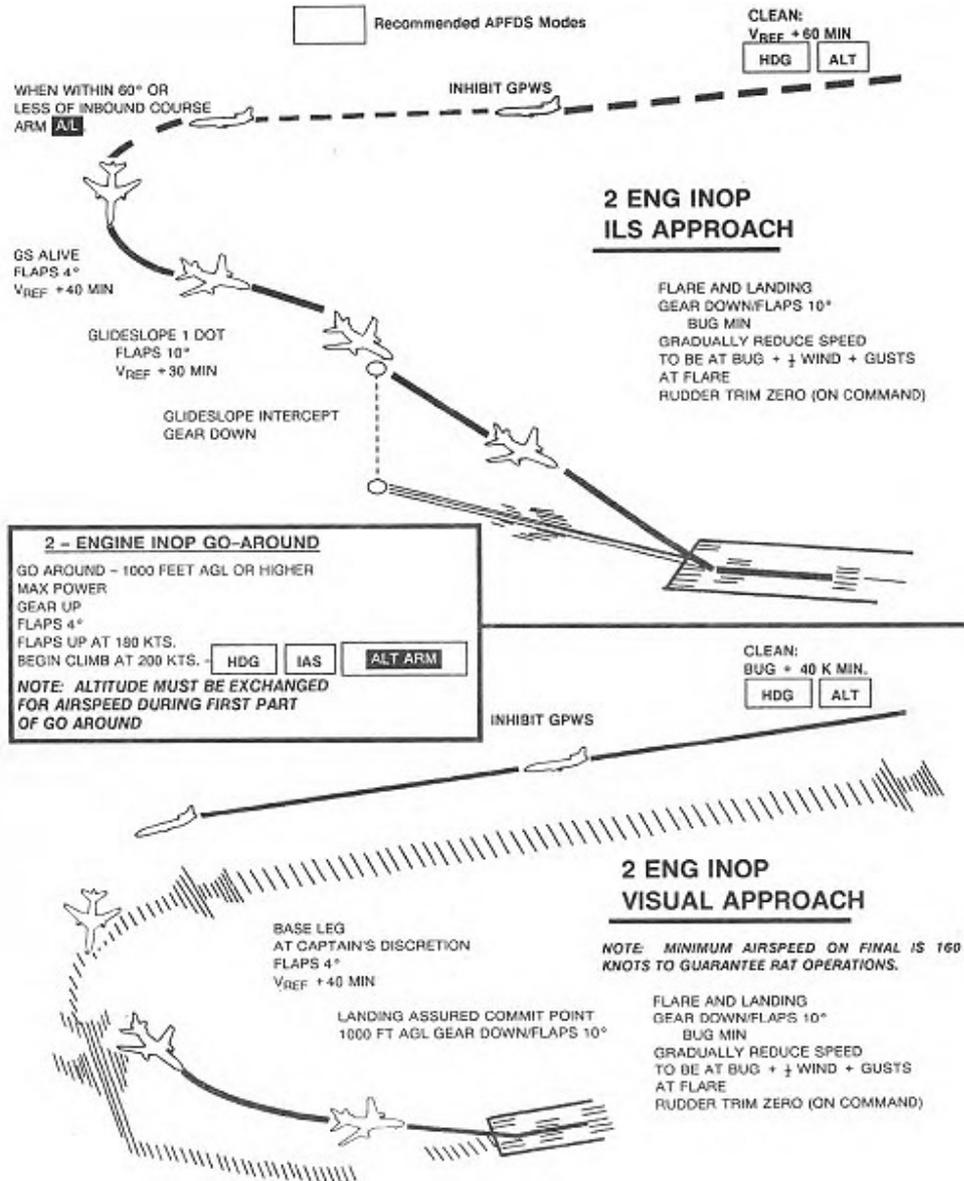
- LATCH **ALT** and accelerate.
- At $V_{REF} + 10$ – Flaps 10°
- At $V_{REF} + 20$ – Flaps 4°
- At $V_{REF} + 60$ – Flaps Up
- At $V_2 + 70$ – Latch **IAS** and set climb thrust.

3 ENGINE MISSED APPROACH

Use Normal Takeoff Noise Abatement procedures.

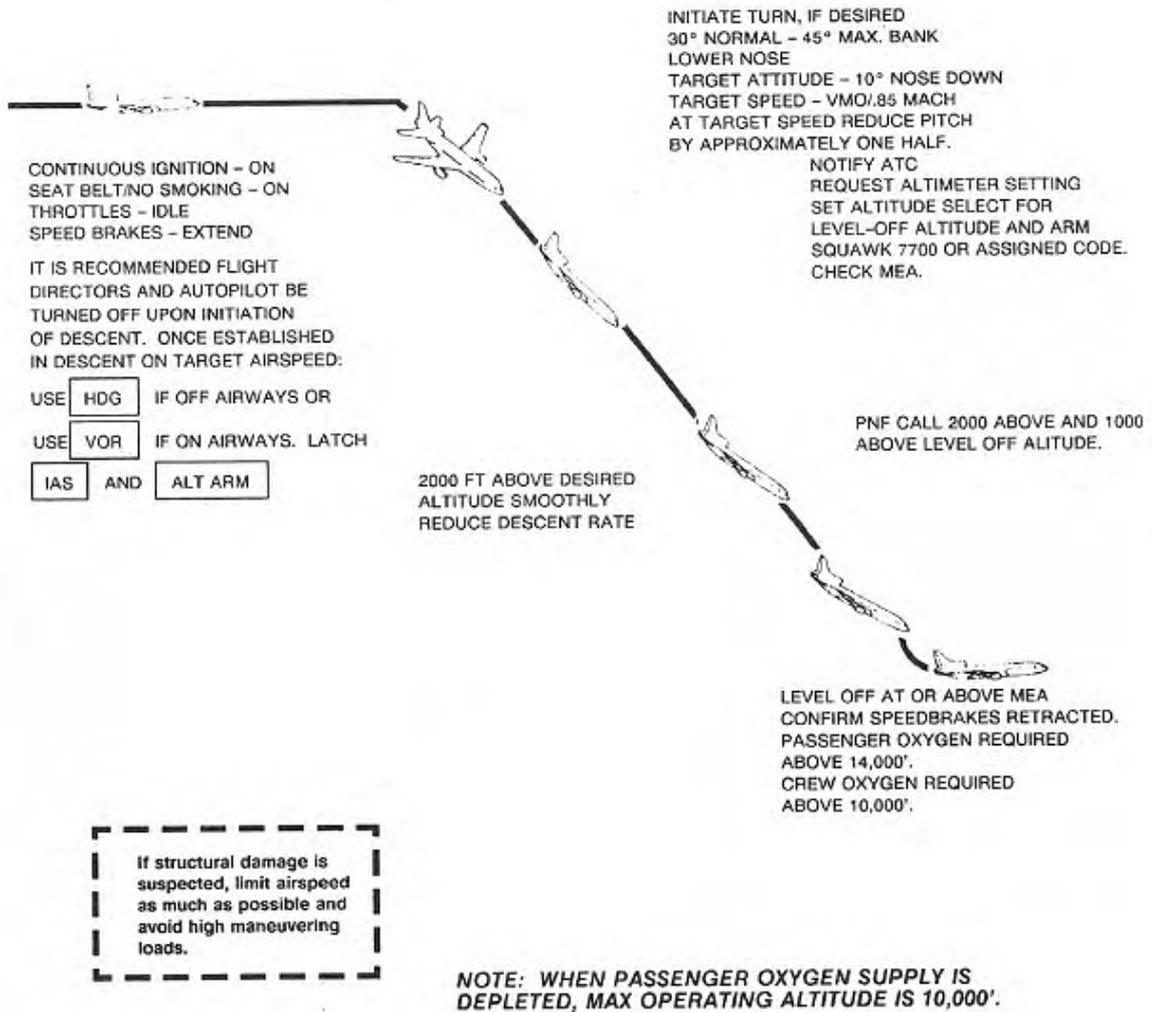
DO NOT USE FOR FLIGHT

TWO ENGINES INOPERATIVE APPROACH / GO AROUND



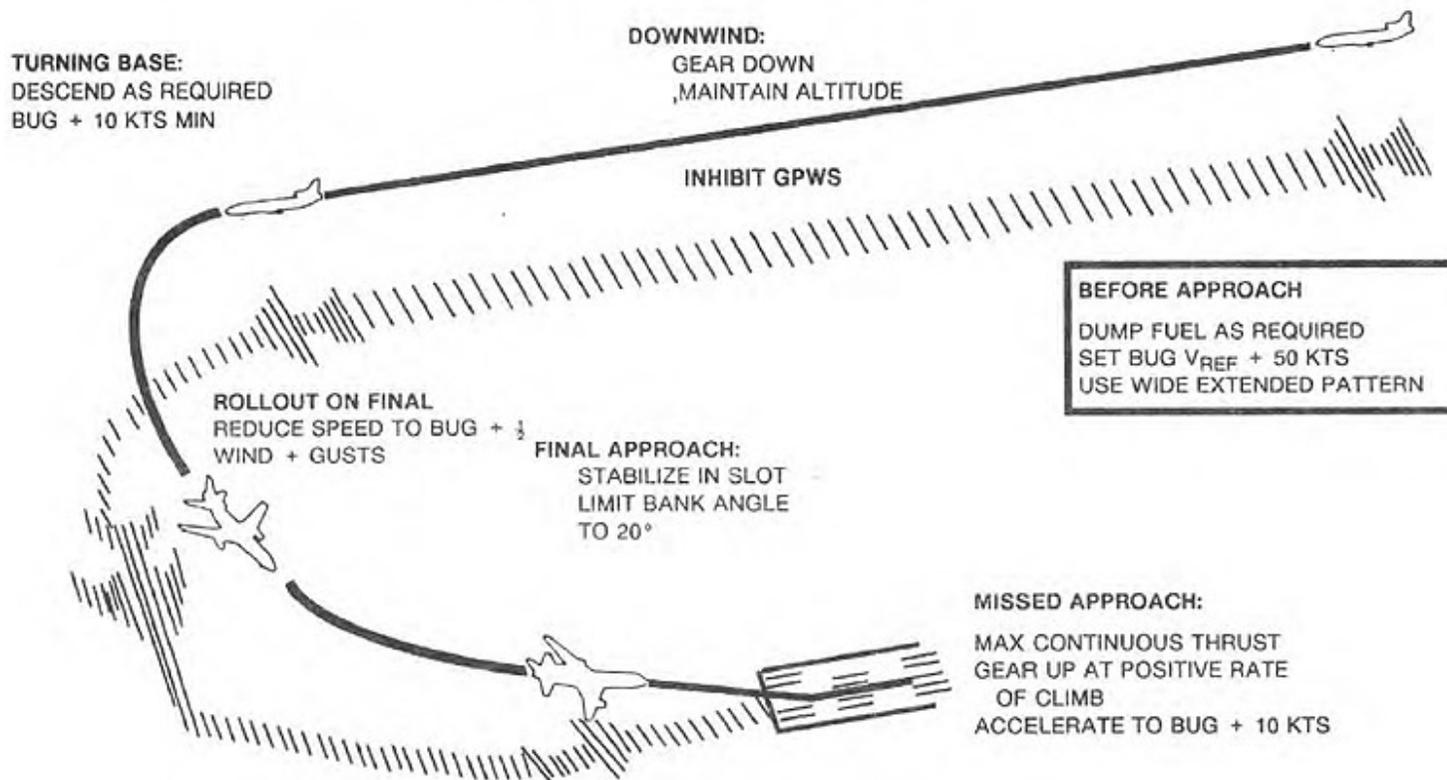
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EMERGENCY DESCENT



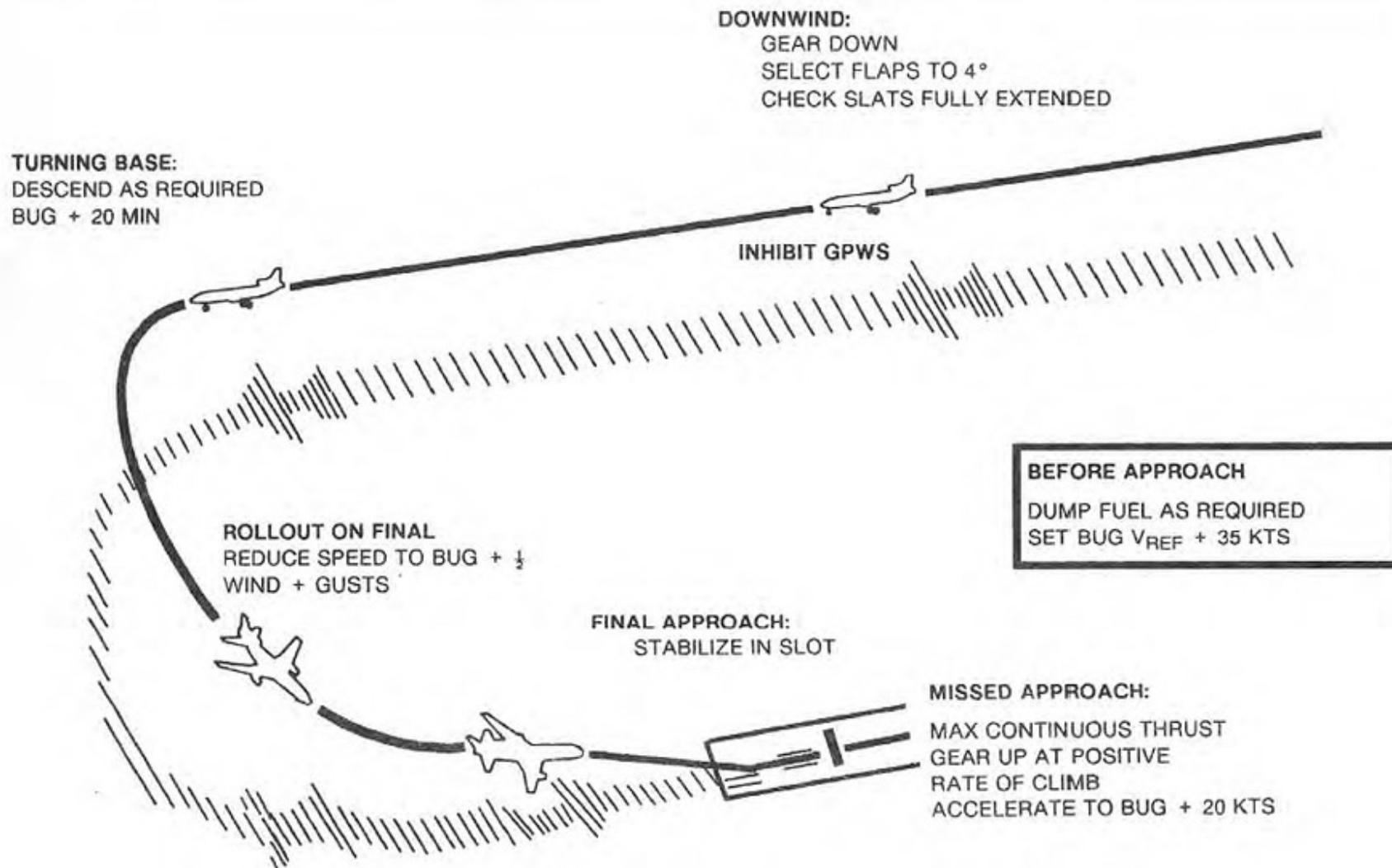
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NO FLAP LANDING



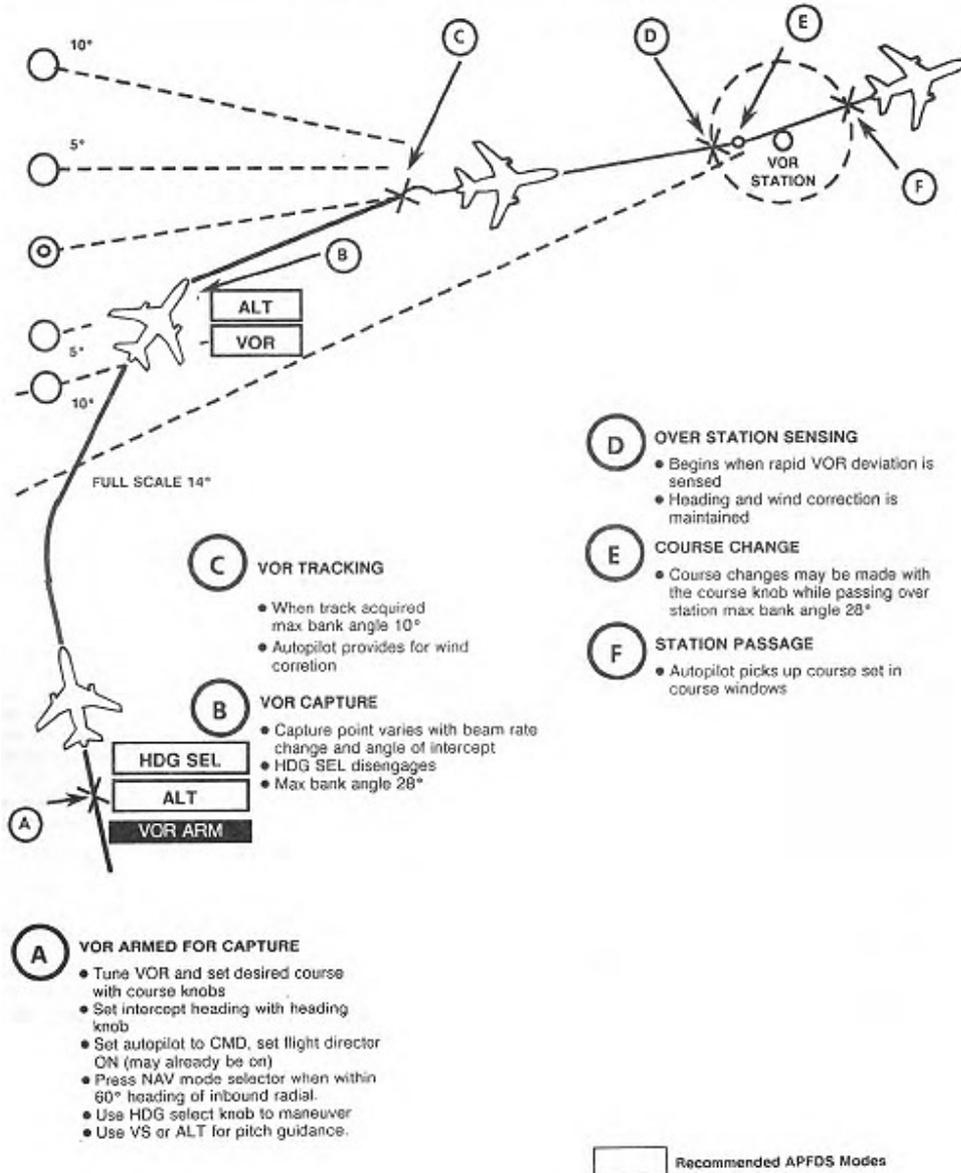
DO NOT USE FOR FLIGHT

NO FLAP - FULL SLAT LANDING



DO NOT USE FOR FLIGHT

VOR INTERCEPTS



DO NOT USE FOR FLIGHT

CUSTOMER CARE

FORUM

You are invited to join Captain Sim [community forum](#)

DAILY NEWS

For Captain Sim *daily* news please follow us at [Twitter](#), [Facebook](#) and [Google](#)

VIDEO CHANNEL

Please watch our YouTube [channel](#).

TECH SUPPORT

The '1011 Captain' is the most advanced, complete and accurate digital replica of the 1011 ever made for any game platform.

Our product is not perfect (unfortunately nothing is). But we are working on improvements. If you have some important issue to report, please check-in to [Your Profile](#) then click Product Name > Customer Support > and use the Trouble Ticket System. We process all tickets and consider the most significant issues for the next service packs.

SPECIAL THANKS TO

Mark Fletcher
Ron Horn