

Stay on this SE course until you hit Bimini's latitude of N 25 23 00 then fly East and stay on this latitude line of N 25 23 00 until you hit Bimini.

This will take quite a while because Bimini is quite a distance from Miami.

This flight should be made in the daytime because if you make it at night then the computer has a clock inside it and it will fly you there at night as well. You won't see much of Bimini at night. Unless you know how to fly instruments you'll have trouble keeping the plane in the air at night and you will join the ranks of Joseph Kennedy. You can learn instruments right here.

Just like in real life you must set all your radios to the correct frequencies to get the VOR, Glide slope and Localizer instruments properly working for that particular runway. Go to VIEWS on menu then to INSTRUMENT PANEL then to BENDIX-KING RADIO STACK and click it. Insert correct frequencies. This is a toggle so do it again to remove stack from your windshield view.

If you have problems with this or anything else go to HELP on menu then click PILOT TRAINING and on upper left menu click CONTENTS. You will then see 7 books: Flight School, Aircraft Handbooks, Preflight Briefings, Using Flight Simulator, etc. with all the info you could possibly ever need.

To fly the sailplane you take Cessna up first then **switch** in air to glider.

A big red word STALL is a stall warning indication to get your nose down **fast** and/or add power (9 key). The 3 key **reduces** power so you can land.

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the computer to correctly land you at Midway though you'll have to change all your radio frequencies because they are now set to land at Meigs.

After you get really good at flying take the mouse pointer and place it slightly to the right of the constant speed propeller control on the bottom of the instrument panel. You will see the pointer change to a hand. Hit the mouse a fast click while you are flying and you will see the control gets pulled back a bit and the RPM needle goes into the green area. That's all you do. If you hold the mouse button down too long then the control comes too far back and you'll go to too low an RPM and lose the airplane so then you put the hand to the left hand side of the control and click to push it back forward again. Remember all controls—like that prop control—forward for takeoff.

Trim is tricky but you have to learn how to do it if you want any speed. Key 7 trims the horizontal stabilizer for nose down and the 1 key trims for nose up. You want **over** 100 knots with a steady unchanging altitude.

Shift plus C toggles pages in a handbook for the airplane you are flying.

Click WORLD on menu. Click "Airport/Facility Directory". Put arrow on Cuba until logo Reads "Central America and Caribbean" and click it. Use down arrow to locate BIMINI whose latitude you see is N 25 23 00 and whose longitude is W 79 15 80. Hit CLOSE rectangle

Click WORLD again but this time click GO TO and follow it to the right and select AIRPORT.

On AIRPORT ID screen pull down middle segment until you get to the Ks.

Find KMIA using arrow. Select KMIA (Kuban Miami)

It will show you MIA 9R (Runway) Select OK.

Hold down 9 key for 4 seconds and hit . (Period) to release brakes.

Take off from Runway 9R in Miami International Airport and climb to 5,000 feet on a heading of SE or 135 degrees.

Fly over Miami and then over the south end of Miami Beach and then out over the Atlantic Ocean.

Hit SHIFT plus Z. This puts latitude and longitude at top of screen.

Hit F-7 again and you will see your flaps go down one fourth each time you hit F-7. Since you hit it twice you are now at one half flap position. This is too much for takeoff. (Flaps make a lot of noise going either up or down.)

Now hit F-6 key and you will see this has raised the flaps from half to quarter flaps which is the takeoff position. Leave the flaps in this position.

Click NUM LOCK key so light goes **off**. This is **important** because the computer always starts with Num lock on where throttle (9 key) won't work.

Look out windows using space plus numbers. Space plus 8 is front.

Start engine with 9 key. To regain flite if computer pauses, click mouse.

Hold 9 key down for 4 seconds and press period key to release brakes.

FASTEN SEAT BELT You are now taking off. . . . Hit the X key fast.

The words INSTRUCTOR : MY AIRPLANE appear across the top of the screen informing you that you have now safely transferred control of this extremely dangerous aircraft into the capable hands of this expert computerized pilot who will now save your life.

He will fly you in the traffic pattern first though before he lands again.

You will see a bit of Chicago. The tall black building with the two red and white barber poles on top of it is the Sears Tower. The big light colored rectangular building that he's heading straight for and almost hits, but just turns to the right in the nick of time, is the John Hancock building.

After the airplane has safely landed then you can breathe deeply and hit the menu FLIGHTS and go to RESET FLIGHT. (Trim and prop will reset.)

This will start you all over again but you will not have to drag down that instrument panel again because the computer has now remembered where you want it and it will keep putting it at the same spot every time if you go first to FLIGHTS on the menu bar and then to RESET FLIGHT.

This time when you take off, go a little higher or elsewhere before you hit the X key. Sometimes when you hit the X key around this area he will land you in the other direction or even fly you all the way to Midway Airport. If you want

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Kirk-Williams-Duncan Lite-Flite Manual

Captain Harry A. Kirk---Captain John B. Williams---Instructor Robert B. Duncan

Revised Standard Edition---© 2000

Install your **Microsoft '98 Flight Simulator CD** or later one.

Double click '98 Flight Simulator Icon on your desktop.

Click round button "Run Microsoft Flight simulator '98".

Click "Fly Now" inside rectangle.

Computer will automatically select the aircraft and airport for you.

It will select a Cessna with constant speed propeller and it will select the airport of Meigs field in Chicago on the shore of the great lake.

If you want another airplane or airport select it now.

If you want to learn though you had better stay with this selection.

Pull down—using double arrows—Windows START button row. (You can use double arrows to put it back later to turn off your computer but you need that half inch of space now for an exceptional **full view** of your flight panel.)

Again using double arrows pull down top of instrument panel enough to give you a greater area to see out of your windshield—**windscreen** for Limey readers—but don't pull down so far that you make noticeable ellipses out of the round instruments. Click on panel to move entire panel without squeeze.

Notice your altimeter is at an elevation of 600 feet above sea level. Remember your altimeter will not go to zero when you land. It will only come back to 600 feet above sea level again. Note trim position mid bottom.

Hit your F-7 key watching the flap indicator bottom right of screen.