



# Jet Captain System

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## OPERATIONS NOTES

The GoFlight GF-AC Jet Captain System is a full-featured, powerful system for the flight simulator enthusiast or real-world flight training environment. With the Jet Captain system, you're in full command of all types of aircraft including the largest, most complex, and challenging aircraft in the sky.

The Jet Captain System includes the following GoFlight modules and accessories:

- Flight Deck Console
- Overhead Rack
- GF-TQ6 Throttle System
- GF-MCP Advanced Autopilot
- GF-RP48 Rotary/Pushbutton Module
- GF-LGT Landing Gear and Trim Control Module
- Three (3) GF-P8 Pushbutton Modules
- Three (3) GF-166 Versatile Radio Panel modules
- GF-T8 Toggle Switch Module

To further customize the system, you can install up to two 2" cockpit control modules. As shipped from the factory, module bay covers fill these spaces in the console, giving the system a clean finished look.



### Assembly

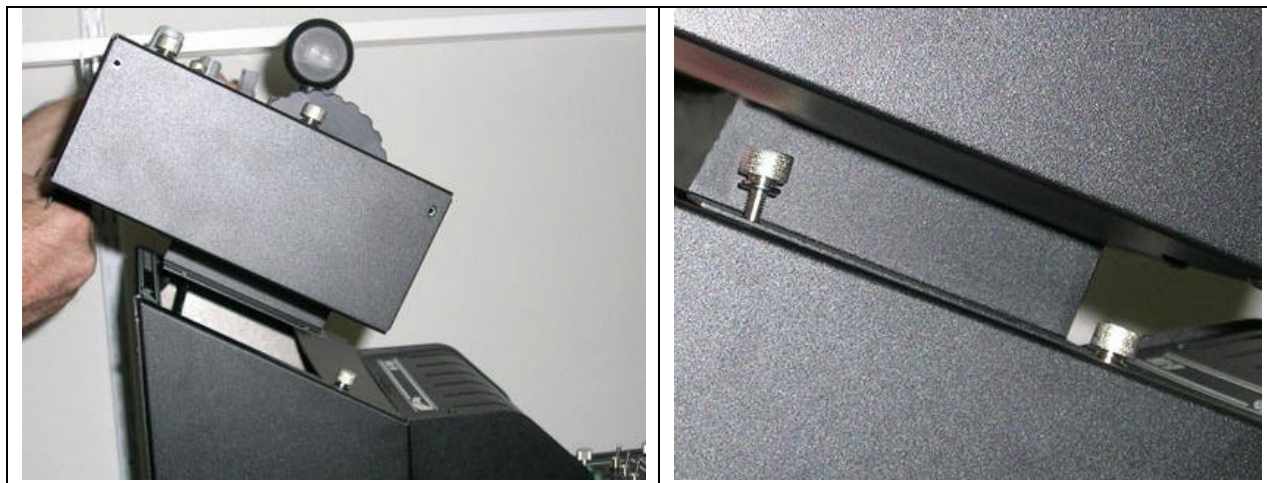
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The Jet Captain System is shipped from the factory almost fully assembled. To complete assembly, all you will need to do is (a) attach the overhead rack to the Flight Deck Console, and (b) install a set of control levers in the GF-TQ6.

#### Attaching the Overhead Rack

You attach the Overhead Rack to the Flight Deck Console using four thumbscrews. Taking care not to dislodge any of the USB cable connections, place the Overhead Rack over the module bay opening

along the front edge of the Flight Deck Console as shown below. Using the supplied thumbscrews, fasten the two enclosures together.



*Attaching the GoFlight Overhead Rack to the top bays of the Flight Deck Console.*

### **Installing the GF-TQ6 Control Levers**

The Jet Captain System includes both jet and prop control levers for the GF-TQ6 unit. The levers are easy to install and remove, allowing you to switch between flying jet and prop aircraft quickly and easily. Please refer to the section named **GF-TQ6 Configuration**, later in this document, for specific details on setting up the system to operate your desired type of aircraft.

## **USB and Power Connection**

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To operate the Jet Captain System with your computer, connect the AC power cable to a suitable wall outlet, and the USB cable to a USB port on your computer.

### **USB Connection**

The connection between the Jet Captain System and your computer is made using a single USB cable that plugs into one USB port on your computer. Inside the Jet Captain System are two “daisy-chained” 7-port USB hubs, which can provide connections for up to 13 GoFlight cockpit control modules, or alternatively, other USB devices. The system as shipped from the factory includes 11 modules, and the Flight Deck Console enclosure allows for expansion of the system by adding up to two more modules. When not installing extra modules, you can use the extra ports to connect other USB devices such as a yoke or rudder pedals.

The first time you connect the system to your computer, each module in the system will be detected by your computer, one after another. You may be prompted for the location of drivers. In most cases, you can simply click “Next” and proceed through automatic installation. But if you are unfamiliar with this process, we recommend that you refer to the README file located on the GF-AC Pre-Flight Disk, or to the installation instructions for the GoFlight modules.

### **Power Connection**

Power for the USB hubs, as well as all GoFlight modules, is supplied using a power strip which is mounted inside the Flight Deck Console. Make sure you connect the power cable to an AC outlet before trying to operate the system. Otherwise, not all of the modules in the system will operate.

## Sample Configuration

Using GoFlight's *GFConfig* software, you can assign a large number of cockpit control functions to each of the GoFlight modules, quickly and easily. This section describes one example configuration that illustrates many of the powerful functions of the GoFlight modules and software. Once you become familiar with the functions and the operation of each type of module, you can easily change the function assignments to suit your style of flying, or for the specific aircraft you like to fly most often.

For modules that use MagLabels for panel labeling, we have provided suggestions for which MagLabel to use for labeling the panel control for each function on the corresponding modules.

### Physical Arrangement of Modules

For the purpose of this example, assume that the modules are installed in the console and overhead rack in the following order (from top to bottom), as shown in the picture on the front page of this manual.




<b>GF-RP48</b>	<b>GF-MCP</b>
<b>GF-LGT</b>	
	<b>GF-P8 Unit 1</b>
<i>(empty 2" bay)</i>	
<b>GF-TQ6</b>	
<i>(empty 2" bay)</i>	
<b>GF-T8</b>	
<b>GF-166 Unit 1</b>	
<b>GF-166 Unit 2</b>	
<b>GF-P8 Unit 2</b>	
<b>GF-166 Unit 3</b>	
<b>GF-P8 Unit 3</b>	


Also, please note that this example assumes that you are using your Jet Captain System with Microsoft® Flight Simulator 2004, and are using GoFlight's GF-AC Software version 1.33 or newer.

### GF-RP48 Configuration

In this example, the GF-RP48 module is set up so that the 4 rotary knobs can adjust certain settings commonly found on the aircraft instrument panel, and the buttons control some commonly-used functions of the simulator program, including the state of pop-up windows and pause/slew modes.

Using GFConfig, assign the following functions to the GF-RP48:

Control	Function Name	Description	MagLabel(s)
Knob 1 (leftmost)	<b>PANEL_BRIGHT</b>	Adjusts the brightness of the LED displays and indicators on all GoFlight modules. Useful for night flying..	
Knob 2	<b>AI_PITCH_BARS</b>	Allows adjustment of the Attitude Indicator pitch bars while on the ground prior to takeoff. Initial checking and adjustment of the attitude indicator is typically a pre-takeoff or takeoff checklist item.	
Knob 3	<b>ALTIMETER</b>	Adjusts the barometric pressure setting of the altimeter to match local conditions.	
Knob 4	<b>AUTO_BRAKE</b>	Adjusts the Autobrakes setting on aircraft	

(rightmost)		such as the Boeing 737, 777, and other passenger airliners.	<b>AUTO BRAKES</b>
Button 1 (leftmost)	<b>ATC_WINDOW_POPUP</b>	When pushed, alternately displays and hides the Air Traffic Control menu window.	<b>ATC</b>
Button 2	<b>VIEW_WINDOW_3</b>	When pushed, alternately displays and hides Auxiliary Window 3 in Flight Simulator. For most aircraft, Aux Window 3 is assigned to the GPS window. But since this window assignment is aircraft-specific, you might need to select another VIEW_WINDOW_ <n> function to control the GPS window.	<b>GPS</b>
Button 3	<b>VIEW_WINDOW_4</b>	When pushed, alternately displays and hides Auxiliary Window 4 in Flight Simulator. For most FS default aircraft, Aux Window 4 is assigned to the Pedestal window, which shows the throttles and other controls located near the throttle controls. But since this window assignment is aircraft-specific, you might need to select another VIEW_WINDOW_ <n> function to control the Pedestal window.	<b>PEDESTAL</b>
Button 4	<b>VIEW_FLIGHT_MAP</b>	Push once to display the Flight Simulator Map View. To hide this window, you must click the OK or Cancel buttons in the Map View dialog.	<b>MAP VIEW</b>
Button 5	<b>VIEW_WINDOW_5</b>	When pushed, alternately displays and hides Auxiliary Window 5 in Flight Simulator. For some of the larger default aircraft, Aux Window 5 is assigned to either the Master Caution or the Overhead Panel window (for example, the King Air 350 and the Boeing 737-400.) But since this window assignment is aircraft-specific, you might need to select another VIEW_WINDOW_ <n> function to control the Master Caution or Overhead Panel windows.	<b>CAUT PANEL</b> or <b>OVRHD PANEL</b>
Button 6	<b>VIEW_WINDOW_6</b>	When pushed, alternately displays and hides Auxiliary Window 6 in Flight Simulator. For most default aircraft, Aux Window 6 is assigned to the Compass window. But since this window assignment is aircraft-specific, you might need to select another VIEW_WINDOW_ <n> function to control the Compass window.	<b>COMPASS</b>
Button 7	<b>SIM_SLEW</b>	Push once to enter slew mode, which allows you to position the aircraft at various altitudes, attitudes and geographical locations without having to fly it. Pushing the button a second time exits slew mode and returns the program to normal simulation.	<b>SIM SLEW</b>
Button 8 (rightmost)	Key Sequence 	Push once to display the Flight Simulator menu bar, which also pauses simulation. Pushing a second time hides the menu bar and resumes simulation.	<b>SIM PAUSE</b>

### **GF-LGT Configuration**

The controls on the GF-LGT are configurable, although in the current version of software, the function selections are limited to only the most obvious functions for a gear lever, trim wheel, and flaps switch. The GF-LGT function configuration initially defaults to “No Selection” assignments.

For flying land-based aircraft, assign functions to the GF-LGT controls as follows:

<b>Control</b>	<b>Function Name</b>	<b>Description</b>
Lever & Indicators	<b>LANDING_GEAR</b>	Extend or retract the aircraft's landing gear.
Wheel	<b>ELEV_TRIM</b>	Adjust the aircraft's elevator pitch trim.
Up/Down Switch	<b>FLAPS</b>	Extend or retract the aircraft's wing flaps .

When flying aircraft with floats, you may wish to change the Lever & Indicators assignment to **WATER\_RUDDER** for better maneuverability when taxiing on water.

### **GF-MCP Configuration**

In this example, we will make the assumption that you are flying jet aircraft that feature an autothrottle as part of the autopilot system – after all, this is the Jet Captain System! In the current version of GFConfig software, there are no configurable options for the GF-MCP other than two checkboxes with the following titles:



- **Arm autothrottle when CMD active** – This option allows you to synchronize the autothrottle arming state to the Autopilot Master function, so that both are either on or off at the same time. This is useful when the GF-MCP is being used by itself, with no other GoFlight modules available to supply the separate Autothrottle Arm function.
- **Disarm autothrottle on Disengage** – This option allows you to turn off the autothrottle using the Disengage bar on the GF-MCP, which otherwise only affects the lockout state of the autopilot master. Again, this option is most useful when the GF-MCP is being used by itself with no other GoFlight modules.







**For most realistic operation, we recommend that you UNCHECK both of these boxes.** Later in this guide, we recommend assigning the Autothrottle Arm function to be controlled by a button on GF-P8 Unit 1.

### **GF-P8 Unit 1 Configuration**

In this example, GF-P8 Unit 1 is used for controlling various functions found on the overhead panel or autopilot of most large aircraft.

Use GFConfig to assign the following functions to GF-P8 Unit 1:

<b>Control</b>	<b>Function Name</b>	<b>Description</b>	<b>MagLabel(s)</b>
Button 1	<b>STROBE_LTS</b>	Controls the on/off state of the aircraft's exterior strobe lights.	
Button 2	<b>NAV_LTS</b>	Controls the on/off state of the aircraft's exterior navigation lights.	

Button 3	<b>LANDING_LTS</b>	Controls the on/off state of the aircraft's landing lights.	
Button 4	<b>BEACON_LTS</b>	Controls the on/off state of the aircraft's rotating beacon(s).	
Button 5	<b>DE_ICE</b>	Controls the on/off state of the aircraft's structural de-icing system.	
Switch 6	<b>PITOT_HEAT</b>	Controls the on/off state of the aircraft's pitot-static heating system.	
Button 7	<b>AP_FLIGHT_DIR</b>	Controls the on/off state of the aircraft's flight director system.	
Button 8	<b>AP_AUTOTHROTTLE</b>	Controls the arming state of the aircraft's autothrottle system.	

### **GF-TQ6 Configuration**

In this example, two alternate configurations for the GF-TQ6 provided--one configuration for a 4-engine jet aircraft, and another for a twin turboprop aircraft. Please consult the section that applies to the type of aircraft you would most like to set up your GF-TQ6 to simulate. If you wish to change configurations later, the GF-TQ6 hardware and software have been designed for quick and easy switching between jet and prop operation.

#### **Configuration 1: 4-Engine Jet**

To set up the GF-TQ6 for 4-engine jet operation (example: Boeing 747), use GFConfig to assign the following functions to the GF-TQ6:

<b>Control</b>	<b>Function Name</b>	<b>Description</b>
Main Lever A	<b>SPOILERS</b>	Control the position of the aircraft's wing spoilers.
Main Lever B	<b>ENG_1_THROTTLE</b>	Control the thrust output from Engine 1.
Main Lever C	<b>ENG_2_THROTTLE</b>	Control the thrust output from Engine 2.
Main Lever D	<b>ENG_3_THROTTLE</b>	Control the thrust output from Engine 3.
Main Lever E	<b>ENG_4_THROTTLE</b>	Control the thrust output from Engine 4.
Main Lever F	<b>FLAPS</b>	Control the position of the aircraft's wing flaps.
Switch Lever B	<b>ENG_1_THRUST_REVERSE</b>	Control the Engine 1 thrust reverser.

Switch Lever C	<b>ENG_2_THRUST_REVERSE</b>	Control the Engine 2 thrust reverser.
Switch Lever D	<b>ENG_3_THRUST_REVERSE</b>	Control the Engine 3 thrust reverser.
Switch Lever E	<b>ENG_4_THRUST_REVERSE</b>	Control the Engine 4 thrust reverser.

The control levers for jet operation can be identified easily because they all have ivory-colored handles. There is one spoiler lever, one flaps lever, four throttle levers, and four small thrust reverser levers. Note that the middle four slots, B through E, have two receptacles for levers. The top receptacles accommodate the smaller switch levers, used for thrust reverse, while the bottom receptacles accommodate the larger levers. To match the GFConfig function assignments already recommended, install the control levers in the six slots in the GF-TQ6 base as follows:

<b>GF-TQ6 Slot</b>	<b>Jet Control Lever</b>
Slot A (leftmost)	Spoiler Lever (bend is toward the left edge)
Slot B	Throttle Lever (bottom); reverser lever (top)
Slot C	Throttle Lever (bottom); reverser lever (top)
Slot D	Throttle Lever (bottom); reverser lever (top)
Slot E	Throttle Lever (bottom); reverser lever (top)
Slot F (rightmost)	Flaps Lever (bend is towards the right edge)

For flying jet aircraft with fewer than 4 engines, you can simply remove the levers assigned to the functions for Engines 3 and 4 and leave all function assignments as recommended here.

#### Configuration 2: Twin Turboprop

To set up the GF-TQ6 for controlling the engines on a typical twin turboprop aircraft (example: Beech Baron or King Air 350), use GFConfig to assign the following functions to the GF-TQ6:

<b>Control</b>	<b>Function Name</b>	<b>Description</b>
Main Lever A	<b>ENG_1_THROTTLE</b>	Control the power output from Engine 1.
Main Lever D	<b>ENG_2_THROTTLE</b>	Control the power output from Engine 2.
Main Lever B	<b>ENG_1_PROPELLER</b>	Control the pitch of Engine 1's propeller.
Main Lever E	<b>ENG_2_PROPELLER</b>	Control the pitch of Engine 2's propeller.
Main Lever C	<b>ENG_1_MIXTURE</b>	Control the fuel mixture for Engine 1.
Main Lever F	<b>ENG_2_MIXTURE</b>	Control the fuel mixture for Engine 2.
Switch Levers B-E	<No Assignment>	No function assignment.

The six control levers for propeller operation can be identified by their black, red, and blue handles; there are two levers with each of these handle colors. By convention, the levers with black knobs are

used for power levers, those with blue knobs for propeller pitch, and those with red knobs for fuel mixture. Note that the middle four slots, B through E, have two receptacles for levers, however, in this example there are no levers installed in the top receptacles because these are typically used for controlling jet thrust reverse. To match the GFCConfig function assignments already recommended, install the control levers in the six slots in the GF-TQ6 base as follows:

GF-TQ6 Slot	Propeller Control Lever
Slot A (leftmost)	Power Lever (black handle)
Slot B	Power Lever (black handle)
Slot C	Propeller Pitch Lever (blue handle)
Slot D	Propeller Pitch Lever (blue handle)
Slot E	Fuel Mixture Lever (red handle)
Slot F (rightmost)	Fuel Mixture Lever (red handle)

For flying propeller-driven aircraft with a single engine, you can simply remove the levers assigned to the functions for Engine 2 and leave all function assignments as recommended here.







#### Game Controller Calibration



Before you use the GF-TQ6 for the first time, and after installing the desired set of control levers, make sure to calibrate the GF-TQ6 lever operation using the Windows Game Controllers applet. This applet is accessible through the Windows Control Panel. Also, please refer to the GF-TQ6 instruction sheet for information on setting up Flight Simulator for use with the GF-TQ6. This is necessary to prevent configuration conflicts between GFCConfig and Flight Simulator.

#### **GF-T8 Configuration**

In this example, the GF-T8 is configured to operate as an audio panel that closely resembles the layout of audio panel functions on the Flight Sim 2004 pop-up stack. In addition to the audio panel controls, an avionics master power switch function is assigned to the rightmost toggle.

Use GFCConfig to assign the following functions to the GF-T8:

Control	Function Name	Description	MagLabel(s)
Switch 1	<b>AUDPNL_COM1_COM2_TX_SEL</b>	Audio Panel COM1/COM2 transmit selector switch. You transmit on COM1 when the toggle switch is in the Up position; and on COM2 when the toggle switch is in the Down position.	
Switch 2	<b>AUDPNL_COMMS_RX_BOTH</b>	When On (Up), communications on both COM1 and COM2 radios can be heard.	
Switch 3	<b>AUDPNL_NAV1_IDENT</b>	When On (Up), Morse identifier for the currently tuned VOR station on the NAV1 radio can be heard.	
Switch 4	<b>AUDPNL_NAV2_IDENT</b>	When On (Up), Morse identifier for the currently-tuned VOR station on the NAV2 radio can be heard.	
Switch 5	<b>AUDPNL_MKR_IDENT</b>	When On (Up), Morse identifiers for marker beacons O, M, and I can be heard.	
Switch 6	<b>AUDPNL_ADF_IDENT</b>	When On (Up), Morse identifiers for the currently tuned ADF station on the ADF radio can be heard.	

Switch 7	<b>AUDPNL_DME_IDENT</b>	When On (Up), Morse identifier for the currently-tuned DME station on the NAV1 radio can be heard.	
Switch 8	<b>AVIONICS_MASTER</b>	Controls master power to all modules configured as COMMs, NAVs, ADFs or transponders.	

### **GF-166 Unit 1 Configuration**






In this example, GF-166 Unit #1 is configured to operate as a dual COMM (COMM1/COMM2) radio.

The left function button is used to switch the unit between COMM1 and COMM2 modes, and the current mode is shown using a small 'c' indicator which appears along the left edge of the active frequency (left hand) display. The 'c' indicator is shown along the top edge of the display when the unit is in COMM1 mode, and along the bottom edge of the display when operating in COMM2 mode.

The right function button is used to select ATC menu option #1, which is the most common response to commands and other transmissions that you will receive from Flight Simulator's built-in air traffic control facility.

MagLabels for the GF-166 are supplied on a magnetic-backed sheet in a "7-across, 4-down" configuration. The sheet is smaller in size than the one supplied with the switch modules. The MagLabels referenced in this section are located on the GF-166 MagLabel sheet, so be sure to look for them there and not on the larger sheet used for the switch modules.

Use GFConfig to assign the following functions to GF-166 Unit 1:

<b>Control</b>	<b>Function Name</b>	<b>Description</b>	<b>MagLabel(s)</b>
Main Function	<b>COM1</b>	This sets the GF-166 "initial" function – the function that the GF-166 operates as when you first start up the sim. The main function can be switched at any time while in flight, using the Left Function button.	Above Left-hand Display:  Above Right-hand Display:  Above Center Button: 
Left Function	<b>COM1_COM2_TOGGLE</b>	Switches the mode for this GF-166 between COM1 and COM2. When operating as COM1, the left function LED is lit; when operating as COM2, the LED is unlit.	
Right Function	<b>ATC_ACTION_1</b>	When pushed and ATC menu is displayed, selects Response #1 on the ATC menu.	

### **GF-166 Unit 2 Configuration**






In this example, GF-166 Unit #2 is configured to operate as a dual NAV(NAV1/NAV2) radio.

The left function button is used to switch the unit between NAV1 and NAV2 modes, and the current mode is shown using a small 'n' indicator which appears along the left edge of the active frequency (left hand) display. The 'n' indicator is shown along the top edge of the display when the unit is in NAV1 mode, and along the bottom edge of the display when operating in NAV2 mode.

The right function button is used to switch the right-hand display between standby NAV frequency and VOR radial adjustment modes.

MagLabels for the GF-166 are supplied on a magnetic-backed sheet in a "7-across, 4-down" configuration. The sheet is smaller in size than the one supplied with the switch modules. The MagLabels referenced in this section are located on the GF-166 MagLabel sheet, so be sure to look for them there and not on the larger sheet used for the switch modules.



Use GFConfig to assign the following functions to GF-166 Unit 2:







Control	Function Name	Description	MagLabel(s)
Main Function	<b>NAV1</b>	This sets the GF-166 "initial" function – the function that the GF-166 operates as when you first start up the sim. The main function can be switched at any time while in flight, using the Left Function button.	Above Left-hand Display:  Above Right-hand Display:  Above Center Button: 
Left Function	<b>NAV1_NAV2_TOGGLE</b>	Switches the mode for this GF-166 between NAV1 and NAV2. When operating as NAV1, the left function LED is lit; when operating as NAV2, the LED is unlit.	
Right Function	<b>NAV_FREQ_OBS_SEL</b>	Cycles the right-hand display and dual-knob function between Standby NAV frequency selection and VOR radial selection.	

### **GF-P8 Unit 2 Configuration**

In this example, GF-P8 Unit 2 is used for responses to Air Traffic Control commands. Since this unit is located directly between the COMM and NAV radios, it is an ideal location for these functions.

Use GFConfig to assign the following functions to GF-P8 Unit 2:

Control	Function Name	Description	MagLabel(s)
Button 1	<b>ATC_ACTION_2</b>	When pushed and ATC menu is displayed, selects Response #2 on the ATC menu	
Button 2	<b>ATC_ACTION_3</b>	When pushed and ATC menu is displayed, selects Response #3 on the ATC menu	

Button 3	<b>ATC_ACTION_4</b>	When pushed and ATC menu is displayed, selects Response #4 on the ATC menu	
Button 4	<b>ATC_ACTION_5</b>	When pushed and ATC menu is displayed, selects Response #5 on the ATC menu	
Button 5	<b>ATC_ACTION_6</b>	When pushed and ATC menu is displayed, selects Response #6 on the ATC menu	
Button 6	<b>ATC_ACTION_7</b>	When pushed and ATC menu is displayed, selects Response #7 on the ATC menu	
Button 7	<b>ATC_ACTION_8</b>	When pushed and ATC menu is displayed, selects Response #8 on the ATC menu	
Button 8	<b>ATC_ACTION_9</b>	When pushed and ATC menu is displayed, selects Response #9 on the ATC menu	

### **GF-166 Unit 3 Configuration**




In this example, GF-166 Unit #3 is configured to operate as a combination ADF/transponder unit.



The left function button is used to switch the unit between ADF and XPDR modes.

The right function button is used to conveniently set the transponder code to the VFR setting of 1200 whenever it is pushed. The 1200 setting will take effect while the unit is operating in either ADF or XPDR mode.

MagLabels for the GF-166 are supplied on a magnetic-backed sheet in a “7-across, 4-down” configuration. The sheet is smaller in size than the one supplied with the switch modules. The MagLabels referenced in this section are located on the GF-166 MagLabel sheet, so be sure to look for them there and not on the larger sheet used for the switch modules.

Use GFConfig to assign the following functions to GF-166 Unit 3:









<b>Control</b>	<b>Function Name</b>	<b>Description</b>	<b>MagLabel(s)</b>
Main Function	<b>ADF</b>	This sets the GF-166 “initial” function – the function that the GF-166 operates as when you first start up the sim. The Main Function can be switched between ADF and XPDR at any time while in flight, using the Left Function button.	Above Left-hand Display:  Above Right-hand Display:  Above Center Button: 

Left Function	<b>ADF_XPDR_TOGGLE</b>	Switches the mode for this GF-166 between ADF and transponder (XPDR) modes. When operating as ADF, the left function LED is lit; when operating as XPDR, the LED is unlit.	
Right Function	<b>XPDR_VFR_SET</b>	Resets the aircraft's transponder code to 1200, the standard code for VFR flight.	

### GF-P8 Unit 3 Configuration

In this example, GF-P8 Unit 3 is used for controlling fuel feed and engine start functions for 2 engines, automatic takeoff and go-around thrust, parking brake, spoiler deployment, and basic electrical power. These functions allow you to more realistically perform the power-up and power-down procedures of most aircraft.

Use GFConfig to assign the following functions to GF-P8 Unit 3:

Control	Function Name	Description	MagLabel(s)
Button 1	<b>PARKING_BRAKE</b>	When pushed, sets the aircraft's parking brake. Push again to release the parking brake. The LED remains lit as long as the aircraft's parking brake is set.	
Button 2	<b>SPOILERS_ARM</b>	When pushed, prepares wing spoilers for automatic full extension upon landing touchdown. This helps to slow the aircraft and keep it securely on the runway during landing deceleration.	
Button 3	<b>AP_TO_GA</b>	When pushed, initiates automatic thrust control for aircraft takeoff or go-around phases of flight. Used primarily on large jet aircraft such as passenger airliners.	
Button 4	<b>BATTERY_MASTER</b>	Controls the supply of master power to the aircraft's electrical buses. Push once to supply master power to the aircraft, push again to remove master power. This is useful for powering up the aircraft from a "cold dark" state where all panels are unlit and engines are not yet running.	
Button 5	<b>ENG_1_FUEL_RUN_CUTOFF</b>	Controls fuel flow to Engine 1. Push once to supply fuel to Engine 1, push again to cut off fuel flow to Engine 1. The LED remains lit whenever fuel is flowing to Engine 1.	
Button 6	<b>ENG_2_FUEL_RUN_CUTOFF</b>	Controls fuel flow to Engine 2. Push once to supply fuel to Engine 2, push again to cut off fuel flow to Engine 2. The LED remains lit whenever fuel is flowing to Engine 2.	
Button 7	<b>ENG_1_START</b>	When pushed, initiates a start for Engine 1. Push and hold the button until engine ignition begins.	
Button 8	<b>ENG_2_START</b>	When pushed, initiates a start for Engine 2. Push and hold the button until engine ignition begins.	

**NOTE** For detailed information regarding all of the functions that can be assigned to GoFlight cockpit control modules, please refer to the on-line help information included with the GFConfig software. Also, be sure to visit GoFlight on the Web at [www.goflightinc.com](http://www.goflightinc.com).



11855 SW Ridgecrest Drive, Suite 205 Beaverton, Oregon 97008  
Phone: 503-671-9317 Fax: 503-671-0168  
[www.goflightinc.com](http://www.goflightinc.com)

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