



HAWK for DCS



Hawk Quickstart Guide

DCS
SERIES

1.2.11 / 0.0.20.3

Health Warning

Please read before using this computer game or allowing your children to use it.

A very small proportion of people may experience a seizure or loss of consciousness when exposed to certain visual images, including flashing lights or light patterns that can occur in computer games. This may happen even with people who have no medical history of seizures, epilepsy, or “photosensitive epileptic seizures” while playing computer games.

These seizures have a variety of symptoms, including light-headedness, dizziness, disorientation, blurred vision, eye or face twitching, loss of consciousness or awareness even if momentarily.

Immediately stop playing and consult your doctor if you or your children experience any of the above symptoms

The risk of seizures can be reduced if the following precautions are taken, (as well as a general health advice for playing computer games):

- Do not play when you are drowsy or tired.
- Play in a well-lit room.
- Rest for at least 10 minutes per hour when playing the computer game.

Installation

Digital Download: Place the download file in a folder on your hard drive and double click on the file to begin installation. Then follow the on-screen instructions.

Note: You will need to be logged into Windows with Administrator rights in order to install the game.

DCS: Hawk useful links

DCS Forum

<http://forums.eagle.ru/index.php>

DCS: Hawk Forum

<http://forums.eagle.ru/forumdisplay.php?f=208>

DCS Wiki

http://en.wiki.eagle.ru/wiki/Main_Page

DCS: Hawk Training Supplements:

Aircraft Startup Sequence: <http://youtu.be/jNE20hNyGAs>

DISCLAIMER

This product is a beta version and some features may not yet be available or may contain bugs.

The beta product provided does not represent the final product and is subject to change without warning.

Please check the DCS: Hawk forums for information on updates.

ACTIVATION

Using the activation number provided, you will be required to activate your game purchase prior to flying a mission. During the Activation process, the copy protection system will create a hardware profile of your system and compare that to your current system each time you start the game. If there has been a significant change to your computer, like replacing significant hardware items or changing your Operating System, you may be required to reactivate your purchase.

Each game license has 10 activations. The number of installations is unlimited but once activated, the activation process will check against the hardware profile of the machine it is installed on to prevent further activations on additional machines.

If the copy protection system detects changes to your computer hardware/software, an activation will be required. It's important to note that deactivations are utilised to save your activations when altering your PC hardware/software. Before conducting a PC upgrade/OS re-install, you can deactivate the product and when complete, reactivate without a loss of activations. Again though, you can install the game as much as you wish.

Please email support@veaosimulations.co.uk to deactivate your license.

If once in the cockpit within the game you do not see the warning flags on the main instrument panel, this indicates that the product is not activated or has been activated on another machine with the same activation code.

See figure 1.0 below for warning flag indication

Automatic Activation

The Automatic Activation method is the preferred method; an Internet connection is necessary.

Install the game to your computer and open DCS World.

The activation window will appear asking for you to enter your activation code provided at the time of order or on the confirmation email, please follow the directions.

The Automatic Activation is now complete.

LAN and Internet play require Internet connection for activation.

Figure 1.0 Warning flags on the instruments indicate that the product has been activated successfully



SETTING UP CONTROLS

There are custom controls that need to be set up in order to maximise the full functions of the Hawk.

Within DCS World go to Options > Controls and select Hawk for the Layer and CUSTOM KEYS for the Category.

Here you can set up keyboard and joystick/throttle controls for the custom controls in the Hawk.

These need to be set for the functions to work and will be fully integrated into the standard keys list at a later date.

Set the keys and joystick/throttle to your desired setting.

It is important to set the Start/Re-light Button option as the engine will not start without this button.

If you have a HOTAS WARTHOG you can set the idle detent for the Idle Cut-Off switch. Either lift the throttle into the detent and click Add then lift the throttle out of the detent to set it. Pull the throttle all the way back to idle, click Add and lift the throttle into the detent.

You can also set the 3 stage flap switch on the HOTAS Warthog to the three stages of flaps on the aircraft. Set the flap switch to the middle position (MVR), click Add on the Flaps Down setting and move the switch down. Reset the switch to the central position and click Add on the Flaps Up setting and move the switch up.

The MASS Key and MASS Switch are for the master arm function for arming the weapon circuits. You can use the clickable function within the cockpit for this or set desired control settings.

An example of the typical configuration is shown in figure 1.2 below.

Set your joystick, throttle and rudder controls in Axis Assign as normal (figure 1.3 below).

Figure 1.2 Custom Keys Settings



Figure 1.3 Axis Assign

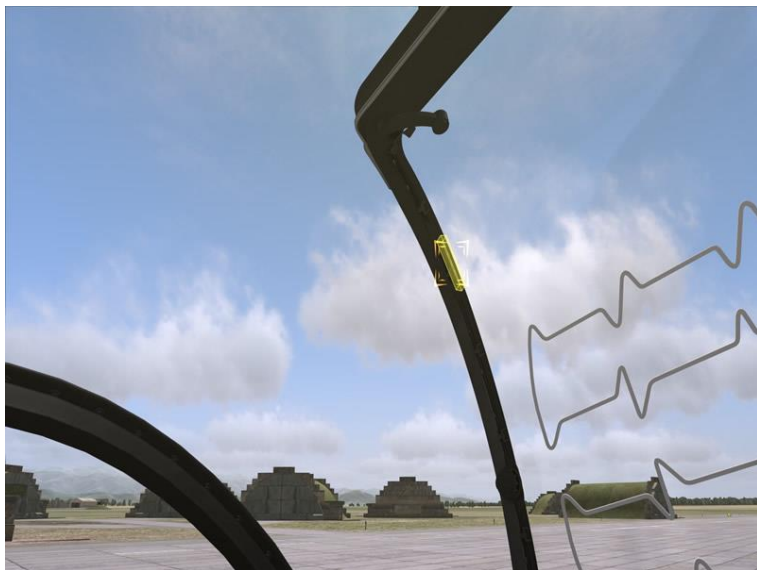


FLYING THE AIRCRAFT

Closing / Opening the Canopy

The canopy closing and opening mechanism requires 3 steps to complete. The three elements are the Canopy Grab Handle, Canopy Locking Lever and Canopy Safety Catch.

To close the canopy, click the canopy grab handle on the canopy frame.



Next click the Locking Lever to lock the canopy.



Then click the Safety Catch to secure the grab handle.



Reverse this process to open the canopy; Safety Catch, Locking Lever and then the Grab Handle.

Lighting System

The Hawk has a comprehensive external lighting system comprising of 2 navigation lights on the wing tips, two strobe lights on the top and underside of the fuselage and a bright taxi/landing light in the nose cone.



Internally there is a main emergency light, multiple cockpit spotlights around the canopy frame, instrument backlights and panel lights.



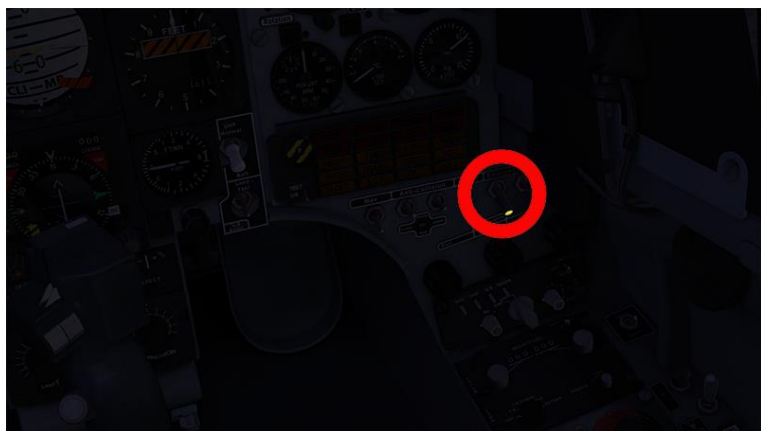
Use the right side front panel to set the lights to your desired settings.



Anti-collision lights can be set to either white (up) or red (down) independently.

Night Time Lighting

For night time lighting, switch the Emergency Lights switch on and select the panel switch to on. Then use the radial dials; Port, Centre and Starboard to turn up the brightness of the cockpit lights to your desired level and switch the Emergency Lights switch to off.





Emergency lights on



Panel lights on (set to maximum), emergency lights off



Panel backlighting on

To set the panel backlighting, use the starboard radial dial to set the required brightness with the panel lights switch off.

The Centre radial dial will set the brightness for the main backlit instrument dials.

There is also a switch for the Compass which will backlight the compass on the canopy frame.

Engine Start-up Sequence

To start the jet from cold on the ramp follow the procedure below and refer to the screenshots.

1. Pre-start checks

		Front Cockpit	Rear Cockpit
1.1	Oil Temperature	Minimum inlet temp. for starting and accelerating above idle -26°C. Maximum inlet temp. 150°C	-----
1.2	Brakes	Ensure fully on and "PARKED" (check pressures)	-----
1.3	Landing gear selector switch	Ensure selected DOWN	Red button in
1.4	Throttle control lever	Ensure in HP COCK OFF position	-----
1.5	Ignition isolation switch	Ensure set to NORMAL	-----
1.6	Battery master switches*1	Select to ON	-----
1.7	Landing gear indication	Ensure three GREEN indicators showing	Ensure three GREEN indicators showing
1.8	Cabin air selector switch	Select NORMAL	-----
1.9	CWP captions	(1)Ensure all illuminated except:- FIRE, T6NL, EOHT, FUEL, SKID, JPOHT, ECA and START. (2)Operate ON/TEST switch to TEST and check all illuminated (3)Release switch to ON and check that excepted captions in (1) extinguish	(1)Ensure all illuminated except:- FIRE, T6NL, EOHT, FUEL, SKID, JPOHT, ECA and START. (2) Check all illuminated (3)Check that excepted captions in (1) extinguish
1.10	Engine instruments	Check reading zero	Check reading zero
1.11	Start indicator (GTS)	Ensure indicator	Ensure indicator

		shows Black	shows Black
1.12	LP shaft rotation indicator	Ensure indicator shows Black	Ensure indicator shows Black
1.13	Access ladder	Ensure ladder removed	-----
1.14	Canopy	Close and locked	-----
1.15	LP fuel cock control lever	Ensure set ON	-----

*1 reset Attention lights

2. Starting procedure

CAUTIONS.....

1. *Do not select throttle lever to IDLE before LP shaft rotation is indicated otherwise mechanical damage may result from an overheat condition.*
2. *If the start TGT limit is rapidly approached and appears likely to be exceeded, move the throttle lever to the HP cock off position. Any instance of limits being exceeded must be recorded and reported.*

Notes.....

1. *Engine light up normally occurs within 10 seconds after moving the throttle lever to IDLE and a successful start is normally achieved with a TGT of less than 550 deg. C*
2. *If during ground start, either before flight or ground test, the starting system fails to operate correctly, even though a start is achieved, the sortie or ground test is to be abandoned and the fault investigated.*

		FRONT COCKPIT	REAR COCKPIT
2.1	Engine start master switch	Set to ON	-----
2.2	Fuel booster pump switch	Set to ON	-----
2.3	Start/Relight button	Press and release ¹	-----
2.4	Start Indicator (GTS)	Ensure that indicator shows GREEN within 15 sec. of carrying out sub-item 2.3	Ensure that indicator shows GREEN within 15 sec. of carrying out sub-item 2.3
2.5	Engine start master switch	Set to START and release	-----
2.6	LP shaft rotation	Ensure indicator	Ensure indicator

	indicator	shows GREEN within 10 sec. of carrying out sub-item 2.5	shows GREEN within 10 sec. of carrying out sub-item 2.5
2.7	Engine NH indicators	Immediately 15% is indicated move throttle lever to IDLE	-----
2.8	TGT and NH indicators	Observe and check TGT limit is not exceeded and when 45% NH is indicated on indicator check as in sub-items 2.9 and 2.10 45% should be achieved within 23 sec. +/- 3 sec.	-----
2.9	LP shaft rotation indicator	Ensure indicator shows BLACK	Ensure indicator shows BLACK
2.10	Start indicator (GTS)	Ensure indicator shows BLACK	Ensure indicator shows BLACK
2.11	TGT and NH indicators	Monitor and when stabilized check :- TGT (450°C max.), record reading. Then check as in sub-items 2.12 to 2.14	-----
2.12	CWP indications	All out except HYD2, GEN, AC1, AC2, AC3	All out except HYD2, GEN, AC1, AC2, AC3

CAUTION...

Do not advance the throttle rapidly before the bleed valve closes, as there is a probability that the engine will overheat causing serious damage.

		FRONT COCKPIT	REAR COCKPIT
2.13	Throttle control lever	Advance slowly to 65% NH to close bleed valve. Return throttle lever to IDLE. Confirm bleed valve closure by noting NH increase by 3%	-----

		approx. and TGT decreased by 50°C approx. from readings recorded in 2.11	
2.14	TGT and NH indicators	Monitor and check TGT and % NH within limits (bleed valve closed)	-----
2.15	No.2 hydraulic pump reset switch	(1) Press and release (2) Ensure HYD2 caption extinguished	----- Ensure HYD2 caption extinguished
2.16	Hydraulic fluid pressure (three gauges each cockpit)	Check pressure normal 207 +/- 7 bars	Check pressure normal 207 +/- 7 bars
2.17	CWP captions	Ensure all extinguished	Ensure all extinguished

¹ LP rotation indicator shows GREEN whilst button is pressed

Below is the screenshot example procedure of how to start the jet.

There is a cold start training mission provided within DCS World.

Click on Missions, select DCS Hawk and open the Training folder.



Ignition isolation switch set to NORMAL (forward)



Batt1 and Batt2 set to ON (forward).



Reset Attention Lights.



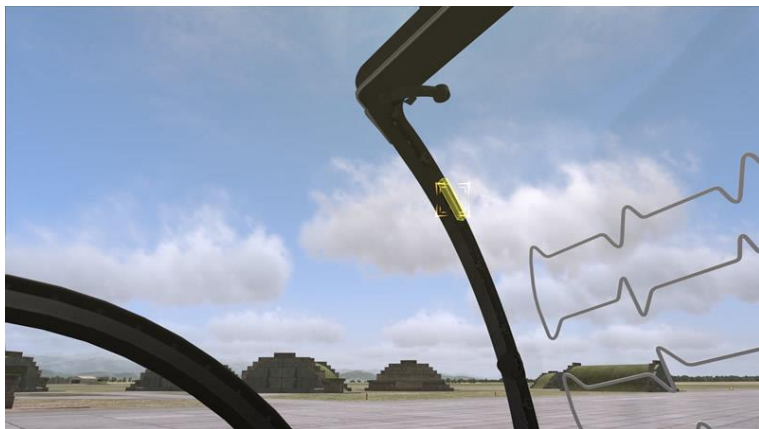
Operate the CWP ON/TEST switch to TEST and check all illuminated.



Release switch to ON and check that expected warning indications are still lit as per 1.9 above.



Close the canopy.



Lock it (forward).



And secure it (catch inwards).



Switch LP Fuel Cock Lever to On.



2. Starting procedure

CAUTIONS.....

1. *Do not select throttle lever to IDLE before LP shaft rotation is indicated otherwise mechanical damage may result from an overheat condition.*
2. *If the start TGT limit is rapidly approached and appears likely to be exceeded, move the throttle lever to the HP cock off position. Any instance of limits being exceeded must be recorded and reported.*

Notes.....

1. *Engine light up normally occurs within 10 seconds after moving the throttle lever to IDLE and a successful start is normally achieved with a TGT of less than 550 deg. C*
2. *If during ground start, either before flight or ground test, the starting system fails to operate correctly, even though a start is achieved, the sortie or ground test is to be abandoned and the fault investigated.*

Set Engine Start Master Switch to On (centre).



Set Fuel Boost Pump to On (forward).



Press and hold the Engine Start/Relight Button noting GTS light on within 20 seconds.



Left click the Engine Start Master Switch to spring forward and release back to centre. The Rotation light will be lit normally within 10 seconds.



Immediately 15% RPM is indicated lift your throttle out of detent to idle (if set) or click the Idle Cut Off lever as indicated below.



Follow steps 2.8 to 2.14 in the procedure above.

Press and release HYD2 button and ensure HYD2 caption goes out on the CWP.



AHRS Alignment

You are now running on internal power with engines run up and it's time to align the instruments.

Move your control stick to the left or right and switch the AHRS Master Mode switch to SLV (right click twice).

This will start the gyro's spinning and align the main ADI and AHRS instruments which takes approximately 3 minutes.



The main ADI will start to align after a few seconds until the horizon is visible and the AHRS dial will align to the correct compass heading.



Once the AHRS has aligned the warning flags on the main ADI and AHRS dials will go out.



The AHRS Track and Heading can be manually set by using the knobs on the bottom left and right respectively.

Now you can set the DGI compass. Click and pull down on the knob to rotate the compass card or with the mouse over the knob use the middle scroll wheel. The faster you scroll the faster the card will rotate. Slow scrolling will rotate the card more precisely.



Now it's time to reset the barometric pressure for the airfield you are at.

The unit of pressure used by the altimeters is the hectopascal (hectopascal is commonly referred to as millibar), so you need to convert the setting given by the ATC (which is given in inches of mercury) to millibars.

The conversion factor is 33.86 (QFE setting x 33.86)

As an example Beslan ATC will give you a QFE of 28.10

The conversion would be $28.10 \times 33.86 = 951.466$

So the Hawk Main Altitude Indicator and Standby Altitude Indicator both need to be set to 0951 (rounded down).



The aircraft is now ready for flight.

Resetting the main ADI and Standby Attitude Indicator (SAI)

During prolonged turns or aerobatic flight the ADI and SAI can miss-align which is normal behaviour. With extreme flight manoeuvring both instruments can topple completely.

To reset the Main ADI click and hold the Fast Erect button on the AHRS control panel. To reset the SAI click and hold the reset button to the bottom right of the dial. This should be done in level non-accelerated flight.



WEAPONS CONTROL

To be able to drop weapons you first must arm the aircraft electrical circuits.

To do this you must insert the master arm key.

Right click the key slot and the key will appear.



Then right click the key to unlock the arm switch.



Then right click the Arm switch (grey dial behind the key) to arm the pylons.



You will see the words Live next to the unlock switch and the Busbar indicators on the weapons panel (OFF flags) will go out.

Once the circuits are armed by the Master Key, you need to select the individual pylon power switches for the left or right wing, respectively.

On the weapons panel, select either the Port, Starboard or both pylons to On to select which wing the weapon falls from (or both staggered).

By having just one pylon selected, the weapon will fall only from that wing.

By having both pylons set to on, the weapon will release from both sides.



Pylon selection switches



Port pylon armed



Starboard pylon armed



Both pylons armed

RAM AIR TURBINE

If the hydraulic system 2 pressure drops below 150psi due to an engine flame out or other circumstance the Ram Air Turbine (RAT) will automatically deploy from the fuselage behind the canopy.

The RAT produces hydraulic pressure for the flight controls so the aircraft can be brought down to the nearest airfield safely.



IN-AIR ENGINE RELIGHT

There may be a situation where you need to relight your engine during flight due to an emergency situation.

If the engine spools down the hydraulic pressure to the aircraft will drop and the RAT will automatically deploy.

The relight procedure is fairly simple, given you have enough altitude to relight the engine.

Place the throttle back into the Idle Detent or click the Idle Cut Off switch just forward of the throttle handle.

Set the Master Start Switch to On and then forward to Start (it will spring load back to On).

Wait for the GTS light to show.

Move the throttle out of Idle Detent or click the Idle Cut Off switch.

The engine will relight and you will notice the TGT and RPM spooling up as well as the rotation light illuminating.

Once the engine has spooled up correctly set the Master Start switch to Off.

Reset HYD2 by pushing the button and watch the pressure rise and HYD2 light go out on the CWP.

Reset the electrical busses by pressing DC Reset, AC1, AC2 and AC3 reset.

All lights should extinguish on the CWP and you now have full control of the aircraft.

AIRCRAFT SHUTDOWN

To shut down the aircraft after landing use the following procedure.

Place the throttle back into the Idle Detent or click the Idle Cut Off switch just forward of the throttle handle.

Wait for the engines to spool down keeping an eye on the RPM and TGT gauges and the CWP warnings.

Set the LP Fuel Cock to Off (rear position).

Turn off all radios and lights.

Switch off BATT2 then BATT1.

Ignition switch to Off.

Set the Oxygen and Air Conditioning to Off.

Open the canopy.

During this procedure you will receive multiple warnings on the attention lights and CWP, this is normal as systems shut down.

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HAWK for DCS



Hawk Quickstart Guide

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