

CENTURY III
Autopilot Flight System



ROLL (AILERON) ENGAGEMENT

The roll is first in logical sequence, therefore the roll engage acts as an autopilot master switch. In this capacity the roll must be engaged for all other engage and mode switches to become operative.



ROLL COMMAND KNOB

With this roll switch only engaged, the autopilot is responsive only to the roll command knob.



HEADING MODE

The roll command knob controls the roll axis of the aircraft when roll mode switch is engaged.



COURSE SELECTOR D.G.

When the heading mode switch is engaged the roll knob is removed from the autopilot circuit and is ineffective.
The function of the heading mode switch is remove the roll command knob from the autopilot circuit and add the D.G., heading command and coupler functions to the basic roll attitude control.

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PITCH COMMAND WHEEL

This switch is interlocked with the roll engage so that the roll function will be engaged simultaneously with the heading mode switch.
The course selector D.G. provides a fully visible course indicator around the normal D.G. opening. The pitch command wheel is on only when the pitch mode switch is engaged. It is removed from the circuit and becomes ineffective upon engagement of the altitude hold.



PITCH (ELEVATOR) ENGAGEMENT

The pitch mode switch engages the autopilot pitch servo.



ALTITUDE HOLD

Constant attitudes may be directed by rotating the command wheel in the appropriate direction. Engagement of the altitude mode switch will remove the pitch command wheel from the circuit and initiate a smooth transition to the pressure altitude at which it was engaged.
Lateral Guidance System helps with VOR and ILS navigation.



LATERAL GUIDANCE SYSTEM

For selecting each option you have to click over the letters (red squared area). OMNI mode could produce excessive roll motion. The NAV Mode incorporates an extended time delay in the computer circuit which reduces this excessive roll motion.



NAV AND OMNI MODE

OMNI mode could produce excessive roll motion. The NAV Mode incorporates an extended time delay in the computer circuit which reduces this excessive roll motion.

For the sake of simulation OMNI and NAV mode perform exactly the same function.



HEADING MODE

When in the HDG mode, the Autopilot will function in the same manner as described in the first part of this manual.

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LOCALIZER (Normal) MODE

In the LOC NORM mode, the system automatically adjusts its sensitivity even more than the OMNI mode.
For the sake of simulation LOC NORM mode perform exactly the same function as NAV mode.



LOCALIZER (Reverse) MODE

When using the LOC-REV mode, the Course Selector D.G. is set to the reciprocal of the Front-Course heading.

Localizer Reverse mode permits automatic backcourse approaches and to track outbound on the Front Course prior to procedure turn.