

Embraer EMB-110P2 Bandeirante

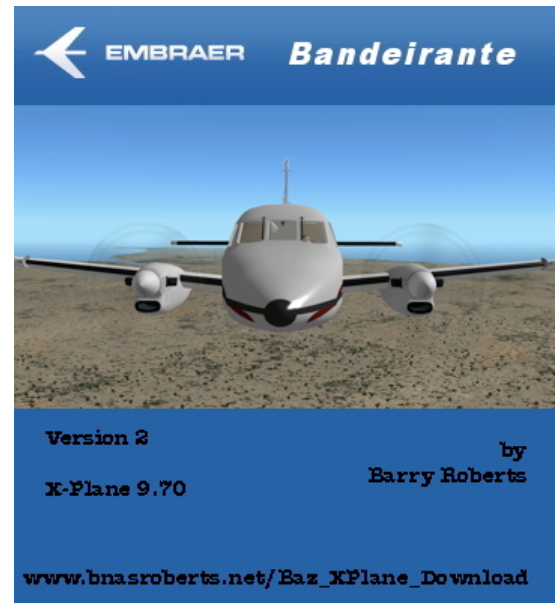
For X-Plane 9.70

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Data for this project came from a range of sources including the Type Certification Data Sheet No.A21SO

This aircraft is a full object model created using Blender 2.65 and 2.49.

<http://www.blender.org>

Blender to X-Plane scripts are available at:

- <http://marginal.org.uk/x-planescenery/tools.html> - Blender 2.49
- <https://github.com/der-On/XPlane2Blender/wiki> - Blender 2.65

Special Thanks goes to:

Danklaue - <http://forums.x-plane.org/index.php?showuser=3424> for his awesome video tutorials: http://wiki.x-plane.com/Plane_Maker_Video_Tutorials

Jonathan Harris and "der-On" for their work developing the Blender export scripts.

Bertrand Augras – Pilot Collection: <http://forums.x-plane.org/index.php?app=downloads&showfile=6187>

Glockenshpelil – Passenger Pack: <http://forums.x-plane.org/index.php?app=downloads&showfile=11075>

Modifications including paint designs are welcome however a courtesy email or PM (X-Plane.org) would be welcomed with appropriate credits.

Installation:

Copy the entire aircraft folder into the aircraft folder in your X-Plane

Features

- 3D Cockpit
- Selectable liveries with English and Portuguese panel labels, US, Australian and Brazilian registrations
- Goodway Compatible (V4): <http://xpgoodway.com>
- Checklister Compatible
- Functional doors, covers and plugs and other animations

Update info

131117	Replace storm scope with weather radar
130720	Corrected a paint issue in Fuse.obj

Flying Hints

Reverse Thrust: If you are using a hardware throttle (like on a joystick or yoke), the lowest 5% of the throttle position activates reverse thrust. Be careful to reduce thrust to the desired position and avoid inadvertently selecting reverse.

Take Off: Due to the rotation direction of the props, I suggest you apply a small amount of aileron trim to the right side until you reach your cruise altitude.

Operating and Limiting Airspeeds-IAS

Vc - Design Cruising Speed: 222kt

Vfe - Flap Extension Speed: 200kt

Vfe - Flap Extension Recommended: 148kt

Vle - Landing Gear Extended: 160kt

Vlo - Landing Gear Operation: 160kt

Vlo - Recommended: 145kt

Vmca - Single Engine Minimum Control Speed: 94kt

Vne - Never Exceed Speed: 263kt

Vno - Normal Operating Speed: 222kt

Vr - Rotation Speed (zero flap): 95kt

Vso - Stall Speed (Full flap and gear extended): 61kt

Vs1 - Stall Speed (clean): 77kt

Vyse - Best Single Engine Rate-of-Climb Speed: 94kt

Turbulence Penetration Speed: 160kt

Va - Manoeuvring speed: 165kt

Vx - Two engine Best Angle of Climb: 125kts

Vy - Two engine Best Rate of Climb: 140

Best Glide Speed both engines inoperative: 135kt

Recommended Speed in Holding procedure: 140kt

V1 - Takeoff Decision Speed (dry asphalt, flap up Standard Temp @5000ft pressure alt): Max TO weight 108kts, <10,000lbs 104kt

Vr - Rotation Speed (dry asphalt, flap up Standard Temp @5000ft pressure alt): Max TO weight 111kts, <10,000lbs 104kts

V2 - TOSS (dry asphalt, flap up Standard Temp @5000ft pressure alt): Max TO weight 117kts, <10,000lbs 111kts

Cruise Climb

SL to 10,000ft: 160KIAS

10k to 15k: 155KIAS

Vref - Landing approach speed, full flap, gear down

12,489lbs: 110KIAS

11,000lbs: 105KIAS

10,000lbs: 102KIAS

<10,000lbs: 100KIAS

