Miltech Simulations MH60

Primary Display (PD)



Primary Display

1. ↔ **OFF/DAY/NIGHT Switch:** Applies power and boots the FD when switched from the OFF position. Provides luminance mode control with selections for NIGHT mode and DAY mode.
2. ◉ **Universal Control Knob (UCK):** Allows entry of values for: Barometric Altitude (BARO), Heading Bug (HDG), Decision Height (DH), and Course (CRS). More information, Using the Universal Control Knob (UCK)
3. ▣ **SYNC Button:** When the selection of HDG, DH, or CRS, the respective pilot´s adjustable parameter is matched to the current aircraft parameter. This function is temporarily disabled.
4. ▣ **TIMER Button:** Initiates start, stop, and reset of the 24-hour timer. Use Timer controls on the standalone Timer instrument.
5. ▣ **DCLT Button:** Not implemented.
6. ▣ **MSTR Button:** Allows the operator to sync the CRS and HDG settings from the other flight display.
7. ▣ **DSP BRT Button:** Provides overall display brightness control. Use mouse wheel while hovering over buttons to adjust.

8. ▣ **FMC Button:** This switch allows selection of the FMC Input channel. On MSFS, a single FMC is simulated, hence it always selects FMC1.
9. ▣ **DTC Button:** Inoperative. This switch allows selection of the Data Concentrator, which does not apply to this simulation.
10. ▣ **ADC Button:** Inoperative. This switch allows selection of the Air Data Computer, which does not apply to this simulation.
11. ▣ **EGI Button:** Displays the Embedded GPS/INS (EGI) popup submenu, which shows the current EGI status, alignment timer, and additional INS-related information.
12. ▣ **ATT Button:** Inoperative. This switch allows selection of the Attitude Input Channel, which does not apply to this simulation.
13. ▣ **CNT VID Button:** Inoperative. This switch has no function described in the NATOPS manual for this aircraft.
14. ▣ **RNG Button:** Allows selection of the range for the MAP Mode on HSI. Use the mouse wheel while hovering over buttons to adjust.
15. ▣ **M/T Button:** Magnetic-True selector. Allows the selection of Heading and Course data in Magnetic or True. This function is temporarily disabled.
16. ▣ **N/H/T Button:** Selects map mode orientation, NORTH UP, HEADING UP or TRACK UP. This will control both the HSI Map, as well as the MFD Maps.
17. **Turn and Slip Indicator:** Shows the rate of turn and whether the aircraft is in coordinated flight.
18. ◇ **BRG2 Selector:** Allows the operator to view the BRG2 source selection menu and select one of the BRG2 sources to drive the BRG2 needle on the HSI or MAP display.
19. ◇ **BRG1 Selector:** Allows the operator to view the BRG1 source selection menu and to select one of the BRG1 sources to drive the BRG1 needle on the HSI or MAP display.
20. ◇ **NAV Selector:** Allows the operator to view the NAV menu and select one of the navigation sources to drive the NAV needle on the HSI or MAP display.
21. **VID BRT:** Inoperative. This switch has no function described in the NATOPS manual for this aircraft.
22. ◇ **MODE Selector:** Allows the operator to toggle between the following HSI display formats. More information, Primary Display Overview

1. Horizontal situation indicator (HSI)
2. Hover (HVR)
3. Map (MAP)

23. ▣ **CRS Button:** Allows the operator to adjust the desired course using the UCK. The range of the CRS bezel value is 000° to 359° with 1° increments. More information, Using the Universal Control Knob (UCK)
24. ▣ **DH Button:** Allows the operator to adjust the desired Decision Height using the UCK, by 10ft increments. The DH bug is a white circle located on the outside of the RADALT dial. More information, Using the Universal Control Knob (UCK)
25. ▣ **HDG Button:** Allows the operator to adjust the heading bug value using the UCK. The range of the heading bug value is 000° to 359° with 1° increments. More information, Using the Universal Control Knob (UCK)
26. ▣ **BARO Button:** Allows the operator to adjust the local barometric pressure settings, using the UCK, in the Kohlsman window. More information, Using the Universal Control Knob (UCK)

27. **SYM BRT:** Inoperative. This switch has no function described in the NATOPS manual for this aircraft.

Using the Universal Control Knob (UCK)

The UCK Knob, located on both Pilot and Copilot PFD Bezels, functions as a multi-purpose rotary control selector for various functions, including selecting Heading, Course, Decision Height and Kollsman BARO.

Changing Heading

> Note
> MH60 Autopilot system does not have a "Heading Select" mode. Therefore, the heading bug is only used for visual reference.

As a practical example, let's adjust the selected heading using the ◉ **Universal Control Knob**:

1. ▣ **Press the HDG Button** on the left side of the PFD bezel (▣ **Button #25** on the diagram above).\ This will highlight **"HDG"** near the airspeed tape, indicating that heading selection is now active.
2. **Rotate the UCK** (by clicking and dragging, or using the mouse wheel) to increase or decrease the desired heading.
3. Once the desired heading is set, simply **release the UCK**. After a few seconds of inactivity, the heading selection mode will close automatically, and the **HDG indicator** near the airspeed tape will disappear.

Changing Course, Decision Height or Kollsman BARO

You may follow the steps above, pressing ▣ **CRS (Button 23), DH (Button 24), or BARO (Button 26)** respectively.