Miltech Simulations-Microsoft C-17 Globemaster III

Landing Gear System

> Caution
> **Remove Landing Gear Pin before starting engines**. Gear Pin can be removed by finding the clickspot on the front gear structure, or main gear assemblies.
> Failure to remove the gear pin will result in the landing gear failing to retract while in flight.

The C17 Globemaster III has a very unique Landing Gear assembly configuration. The aircraft is equipped with a front, steerable gear with two wheels; and a main gear with two struts, three wheels on each strut. All wheels on the main gear assembly have braking mechanisms. The front wheels do not have brakes.



Main Gear Mechanism

A complex and unique set of linkages and rotatory axles fold the gear into the reduced space in which they are retracted. The C17 has a gear design like no other aircraft.

On the real aircraft, Hydraulic Pressure from systems 2 or 3 is required to retract the gear.

Retraction/Extension and Anti-Skid

A gear Retraction and Extension handle is located near the First Officer MFDs, and feature indicator lights displaying the gear status. Additionally, the handle lights up Red when the gear is moving. Gear status is also displayed on the MFD, Config page.

A test button lights up all the status lights to certify them being functional. Anti-skid system and auto Brake Temp monitoring is available to control the aircraft in aggressive braking conditions.

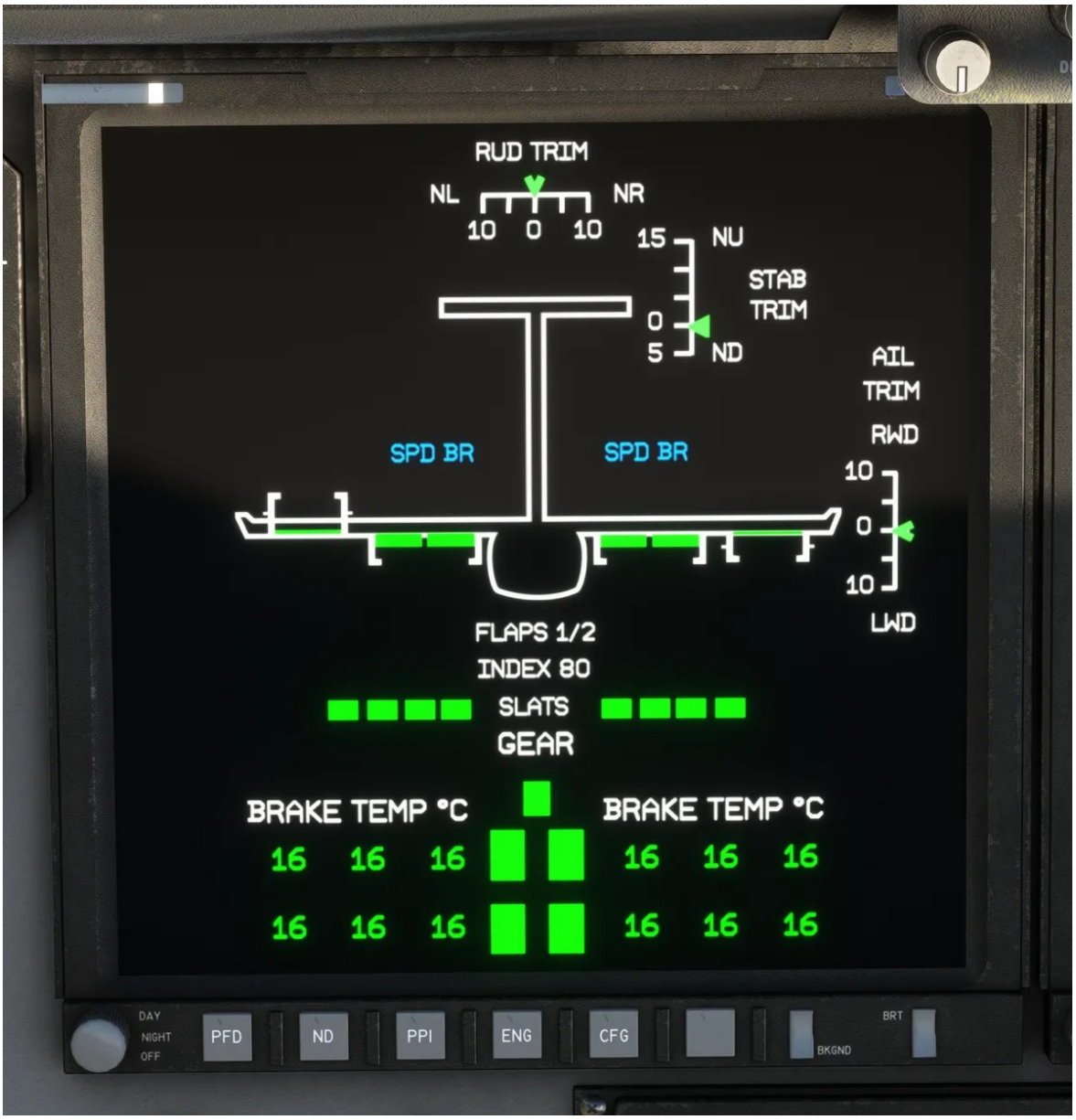


Gear Lever, Anti Skid Switch

Brake System

All 12 wheels on the main gear assembly feature individual braking. The brakes have active monitoring of their temperatures, that can be checked from the cockpit's MFD Config Page.

Autobraking is not available on the C17.



Brake Temperature

A brake pressure gauge accurately represents and monitors Braking Pressure in PSIx1000. This pressure is affected by the supply of Hyd Pressure on Hyd System #3, and decreases/increases slightly with braking action.



Brake Press