Miltech Simulations-Microsoft C-17 Globemaster III

Lighting Systems



Lighting Panel, Overhead

1. **Dome Lights**
2. **EPC Flood**
3. **Flow Line Power:** INOP
4. **W/S Wiper, Captain:** Three Positions - OFF, SLOW and FAST
5. **Overhead Panel Flow Line/Panel:** The small knob controls the lighting flow lines on the overhead panel. The large knob controls the brightness of the backlit panel text.
6. **Overhead Panel Digit/Flood:** The small knob controls the brightness on all the small LCD displays in the overhead panel. The large knob controls the flood lighting illuminating the overhead completely.
7. **Navigation/Storm Lights:** Controls the Green NVG Lighting, as well as the thunderstorm dome lights.
8. **Left Wing Landing Lights:** Controls the extensible landing lights located on the left wing. These lights are generally in the FOLDED position. Use the Landing Lights Position switches (#11) to move the lights into the extended position for operations.
9. **Nose Landing Lights:** Controls the two extensible landing lights located on both sides of the fuselage, as well as the Runway Turnoff lights. Three way switch - LAND, TAXI, OFF. The LAND position sets maximum brightness to the extensible landing lights, and turns the Runway Turnoffs off. The TAXI position makes use of the Runway Turnoff lights, while setting the Landing Lights to medium intensity. OFF de-energizes the entire system. These lights are generally in the FOLDED position. Use the Landing Lights Position switches (#11) to move the lights into the extended position for operations.
10. **Right Wing Landing Lights:** Controls the extensible landing lights located on the right wing. These lights are generally in the FOLDED position. Use the Landing Lights Position switches (#11) to move the lights into the extended position for operations.
11. **↔ Landing Light Position Switch:** This switch controls the position of foldable landing lights. All three are 3-way switches EXTEND-HOLD-RETRACT. The Extend position will fully move the corresponding extendable light to the fully deployed position. The HOLD position will hold the position and de-energize the folding mechanism. The RETRACT position will return the lights to fully retracted. Keep in mind that extension and retraction of lights works completely independently from the light circuits themselves, and as such configuring lights for landing is a two-step process: First extending lights, and then turning them on. Finally, we'd like to remind that lights shall be retracted for cruise flight, and only extended under 250 KIAS.
12. **Navigation Lights:** Modeled as an ON/OFF Switch
13. **Anti Collision Lights:** Four-position switch - OFF, Lower Beacon, Both Beacons, Beacon + Strobe

14. **W/S Wiper, First Officer:** Three Positions - OFF, SLOW and FAST
15. **Standby Comp:** INOP
16. **Formation Lights, Side and Trail:** Controls the formation lights brightness.
17. **Air Refueling Lights:** Controls the slip way and lead in lighting.
18. **Nacelle Scan Lights:** Illuminates the Engine Nacelles and Front Leading Flap for inspection.

Various other lighting panels are scattered around the aircraft - located in the centre console, glareshield, loadmaster bay, etc. These control "local lights" (eg. Cargo Bay lights from the Loadmaster Panel), as well as smaller panels that feature backlighting. For practical reasons, we decided not to pitcure all of them on the manual, but the decal titles are self-explanatory and these are all tooltipped as well.



TOP LEFT: Under Autopilot Module, TOP RIGHT: Next to the HUD, BOTTOM: Centre Console