

# BOMBARDIER CL 415



**A HIGHLY SUCCESFULL PLANE USED IN VARIOUS COUNTRIES THROUGHOUT THE WORLD TO FIGHT FOREST FIRES.**

A brief illustrated description on how to load and dump water in fire bombing missions.

The model of the CL415 is designed so that it is possible to simulate loading and dumping water for fire-fighting duties. The central upper portion of the panel of the CL415 (see fig.1) shows a section which contains some specifically designed gauges which allows o perform these operations, up to the limits given by the simulator.

To be able of performing the operations explained below, be sure of having correctly installed both the "BDWD.gau" gauge into the fs2004\gauges folder and the "fx\_WATER\_DROP.fx" effect, shipped with the model, into the fs2004\effects folder.



Fig.1

As you can see in fig.1, the upper part of the panel shows four gauges (which looks like green bars of variable height) which indicate the actual level of water inside the tanks located on the belly of the plane. These tanks (which are initially empty when the aircraft is loaded onto fs2004) have four bay doors which are opened to dump water. (Not actually created in the model) In real life, the water tanks are filled on the ground before take-off or, more often, just surfing over an open water's surface via two retractable scoop situated in the back of the step of the keel.

Similarly, to perform that operation in FS2004 we must have either the plane on the ground (with parking brakes set) or floating on the water with undercarriage retracted, and use the button situated in the middle of the four level-bar gauges. For each press of the button, the tanks will fill for a quarter, so that to fill them completely you must press that button at least four times.

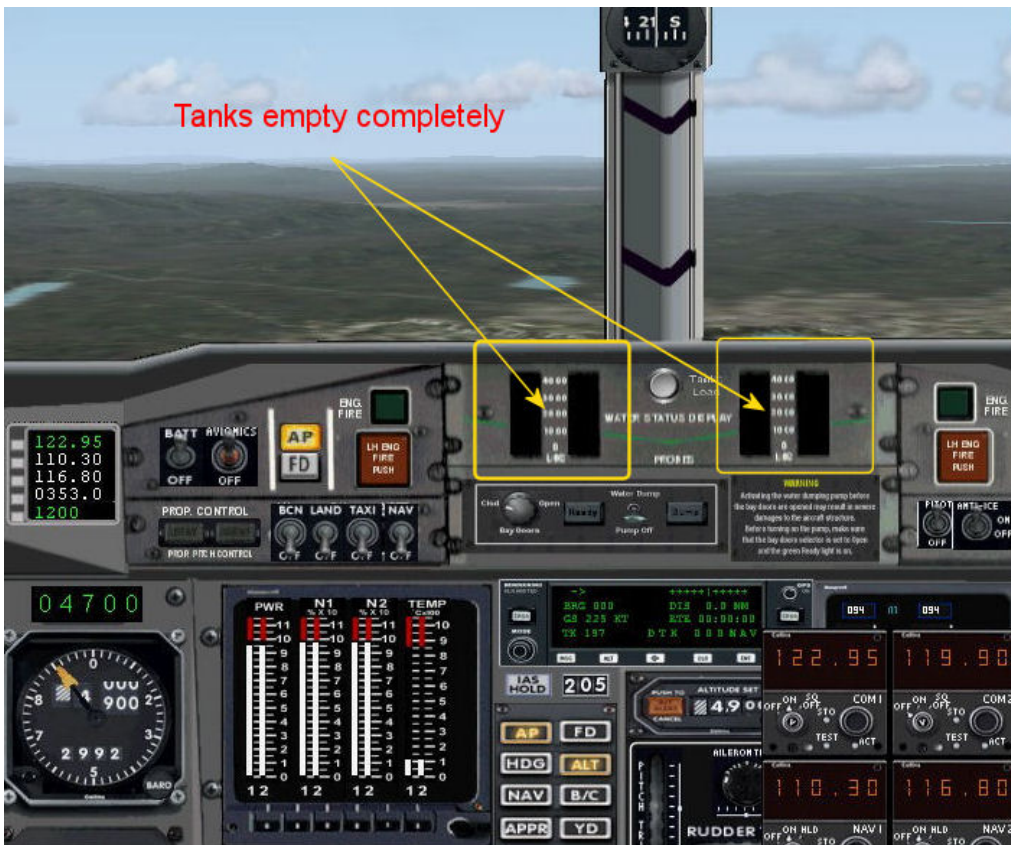


Fig.2

The Fig.2 shows the tanks completely empty

When tanks are filled the plane can take off and fly to the fire, ready to dump water on it.

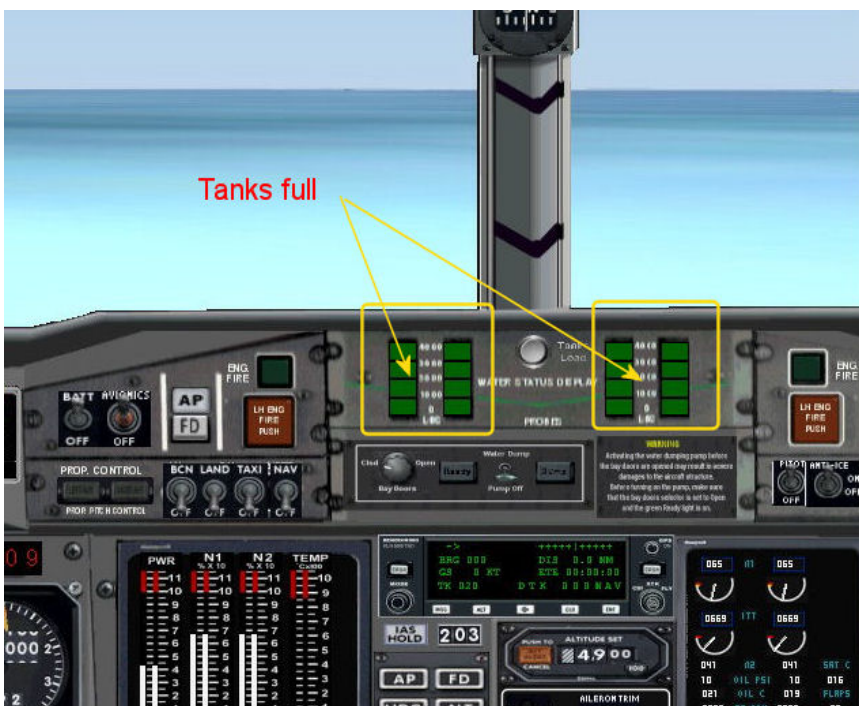


Fig.3

Fig. 3 shows the panel with all tanks filled to their maximum.

The bottom part of this section of the panel shows another instrument made by two separate gauges, a knob on the left which allows to open the four tanks' (bay) doors, and a switch on the right which actually allows to dump water when the bay doors are in the "Open" position. With the water tanks completely filled, you can perform the dumping operation up to four times in succession, and each time the water will be dumped for about four seconds. The water level gauges will show appropriately the quantity of water remaining into the tanks.

Once the tanks are empty, the water dump switch goes inactive and will remain as such until you refill the water tanks again with one of the methods described earlier. A green "Ready" lamp on the right of the left knob shows that bay doors are opened while an orange "Dump" lamp on the right of the water dump switch indicates that you have just dumped water. NOTE that you won't be able of making a new dump as long as the orange light is on, showing that the water pumps are still on. You must then click the water dump switch once to turn the pumps off (the orange light will turn off too) before the water pumps are refilled and you can dump water again, clicking yet another time on the water dump switch. Each time the water is dumped, the plane will tend to climb suddenly due to the loss of weight of the dumped water. This effect can be especially felt if you fly using the keyboard and you must be ready to act on the elevators to keep the aircraft leveled.

Please take note that the model actually doesn't have modeled 3d opening doors under the keel.

It is possible to rotate the bay doors knob and turn on/off the water dump switch either by clicking them with the mouse on the panel or using respectively the Shift+W and I keyboard's shortcuts.

An emergency dumping lever (see Fig. 4), which can dump immediately all water loaded in the tanks, is provided as in real aircraft. The red lever can be reached opening the throttle lever quadrant





Fig.4

Figures 5,6,7,8 show the sequence of water dumping viewed from a spot plane.



Fig.5



Fig.6



Fig.7



Fig.8