

# EMBRAER ERJ SERIES FOR FS2002

Version 3.0

Aircraft by Nick Botamer - Panel by Bill Grabowski - Flight Dynamics by Sam Chin

## Introduction:

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This is an update of my previously released ERJ series for FS2000/FS2002. Version 3.0 was in many ways rebuilt from the old version to take advantage of the latest features in animation and texturing. From the start, the aircraft, and its flight dynamics were designed to function best when used in conjunction with Bill Grabowski's excellent ERJ panel, the latest version of which can always be found in the FS Nordic file library.

## What's new from Version 2.0:

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Users of my previously released Version 2.0 for FS2002 will notice many new and updated features. Among the new features are:

Working Reversers	Fully Steering Nose Wheel
Double Hinged Rudder	Horizontal Stabilizer That Moves with Trim
More Accurate Flaps	Compressing Landing Gear Struts
Opening Passenger Doors	Landing Lights Visible on the Ground in Panel View
Improved Night Lighting	Wing Inspection Light Effects
Fixed Texture Distortions	Reflective Texture Effects

## About the ERJ:

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A pressurized jet for regional transport, the ERJ 145 is characterized by its high performance and low operating costs. Available in Extended Range (ER), Long Range (LR) and Extra Long Range (XR) versions, the ERJ 145 is equipped with quiet, fuel-efficient turbofan engines. The cabin of the ERJ 145 has a maximum pressure differential of 8.4 psi, offering passengers the comfort of a smooth, relaxed flight above bad weather. Since first delivery in December of 1996, more than 600 of these successful Embraer jet aircraft have been delivered to airlines around the world.

The ERJ 135 is a new generation jet for 37 passengers, based on the proven and very successful ERJ 145 regional jet. The ERJ 135 benefits from 98% of parts commonality with the ERJ 145: engines, main systems, cockpit, wing and tail. The fuselage cross section is the same, 11.7 feet (3.6 m) shorter. [ERJ-135s have been] in service since August 1999. In order to increase passengers comfort the cabin is equipped with maximum pressure differential of 7.201 lb ensuring a smooth flight above bad weather.

The ERJ 140 is a new generation jet for 44 passengers, based on the proven and very successful ERJ 145 and ERJ 135 regional jets benefiting from 98% of parts commonality and the same crew type-rating.

Based on the platform of an acclaimed regional jet, the Legacy is available in two versions: Executive and Corporate Shuttle.

With sophisticated and personalized options for the configuration of the interior, the aircraft offers comfort, high performance and large cabin volume, with low purchase and maintenance costs.

(source <http://www.embraer.com>)

## **Version 3.0 Notes:**

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Version 3.0 of the Embraer ERJ series comes in 12 distinct model variations with different MDL file names, based on the type of door and the option of thrust reversers.

The door types are jetway and airstair. Jetway doors open out and then slide forward parallel to the fuselage. ERJs with this type of door require external stairs or a jetway to load passengers, Airstair doors feature built in stairs in the downward opening door.

Because thrust reversers are optional equipment on ERJs, aircraft with and without reversers have been produced where appropriate.

ERJ-135:

ER3-nb-j-n: Jetway Door, No Thrust Reversers

ER3-nb-j-t: Jetway Door, Thrust Reversers

ER3-nb-s-n: Airstair Door, No Thrust Reversers

ER3-nb-s-t: Airstair Door, Thrust Reversers

ERJ-140:

ERD-nb-j-t: Jetway Door, Thrust Reversers

ERJ-145:

ER4-nb-j-n: Jetway Door, No Thrust Reversers

ER4-nb-j-t: Jetway Door, Thrust Reversers

ER4-nb-s-n: Airstair Door, No Thrust Reversers

ER4-nb-s-t: Airstair Door, Thrust Reversers

ERJ-145XR:

ERX-nb-j-t: Jetway Door, Thrust Reversers

Legacy:

ER4-nb-s-n: Airstair Door, No Thrust Reversers

ER4-nb-s-t: Airstair Door, Thrust Reversers

Separate air files have also been created to correspond with these differences.

When flying the ERJ, please make note of whether or not the plane has thrust reversers by checking the name of the mdl file before contacting for help asking why the thrust reversers do not work.

Also, the ground only spoilers on the ERJ are activated using the "wing fold" command in Flight Sim, to more accurately reflect their operation. Simply engage the wing fold system either on approach (they will not deploy in flight) or after touchdown. The normal flight spoilers still deploy at any time (or when spoiler activation conditions are met if you are using Bill Grabowski's panel) using the " / " key.

## **Installation:**

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Installation of the ERJ series is easy. All you need to do is extract the entire zip file to the aircraft folder of your FS2002 directory. Or, if you extract it to a temporary folder, simply cut and paste the newly created folder into the aircraft folder in your FS2002 directory.

This aircraft requires that you have Bill Grabowski's panel properly installed and fully updated. You must also have the VC Update installed for the aircraft to function properly.

### **Repaints:**

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The rules and guidelines for repainting the ERJs are as follows:

### **REAL WORLD AIRLINES:**

Repaints of real world airlines are allowed so long as they have not yet been planned or released. However, new variations of real liveries may be done so long as the changes involve more than just a changed or repositioned registration. All real world airline liveries will be available from the PROJECT ERJ website only.

### **REAL WORLD VIRTUAL AIRLINES:**

Virtual Airlines based on real world airlines may use PROJECT ERJ aircraft. However, the repaint policy is the same as all real world repaints. Such Virtual Airlines may provide either a link to the PROJECT ERJ website home page or to the individual airline page. This does NOT apply to Virtual Airlines wishing to add the ERJ as an imaginary addition to a real airline based VA.

### **IMAGINARY VIRTUAL AIRLINES:**

Virtual Airlines not based on real world airlines may repaint PROJECT ERJ aircraft and choose to either upload their repaint to the PROJECT ERJ website and/or their own private website.

### **IMAGINARY/FAKE REAL WORLD LIVERIES:**

No imaginary or fake repaints based on real world airlines liveries will be allowed. The exceptions to this rule are repaints of the Embraer Legacy business jet in personal non-airline colors.

To request to make a repaint, send an e-mail to Nick Botamer ([thatweirdguy@hotmail.com](mailto:thatweirdguy@hotmail.com)) stating how you would like to repaint an ERJ. It is most helpful to also attach an image or link to an image of the specific livery or variation that you wish to repaint. Requests are handled on a first come, first served basis. If permission is granted for the repaint, a repaint kit will be provided to aid in the repainting. Once completed, all repaints will be made available at the PROJECT ERJ website for all to download.

For the current status of repaints, and to check if repaints are being accepted, please see the REPAINTING page of <http://www.project-erj.com>.

### **Redistribution:**

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Aircraft files may not be uploaded to any site other than <http://www.project-erj.com> without prior permission.

### **Copyright:**

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These aircraft and repaints are copyright protected and may not be edited without prior consent. The author(s) is in no way associated with Embraer or the airline(s) depicted and makes no claims to their materials.

**Other Resources:**

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For technical support for Bill Grabowski's panel or these aircraft, please visit the ERJ Panel Project Support Forum at FS Nordic: <http://www.fsnordic.net/discussion/index.php?board=1>

**Contact Information:**

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