

English manual

# *Morane Saulnier MS760 PARIS*



*Flight Simulator 2020*

**Version v1 .0**

**RESTAURAVIA**

|  |           |
|--|-----------|
| <i>The Morane Saulnier 760 Paris</i>     | <i>3</i>  |
| <i>MS760 Paris design by Restauravia</i> | <i>5</i>  |
| <i>Main pilot panel</i>                  | <i>6</i>  |
| <i>Engines control panel</i>             | <i>7</i>  |
| <i>Avionics panel</i>                    | <i>8</i>  |
| <i>Copilot panel</i>                     | <i>9</i>  |
| <i>Other commands</i>                    | <i>10</i> |
| <i>Starting procedure</i>                | <i>11</i> |
| <i>Legal mentions</i>                    | <i>13</i> |

# THE MORANE SAULNIER 760 PARIS

From Wikipedia [https://en.wikipedia.org/wiki/Morane-Saulnier\\_MS.760\\_Paris](https://en.wikipedia.org/wiki/Morane-Saulnier_MS.760_Paris)

*The Morane-Saulnier MS.760 Paris is a French four-seat jet trainer and liaison aircraft designed and manufactured by Morane-Saulnier.*

*The Paris was based upon an earlier proposed trainer aircraft, the MS.755 Fleuret. Following the failure of the French Air Force to select the Fleuret, Morane-Saulnier opted to develop the design into a liaison aircraft and compact business jet. The primary difference between the two designs was the altered seating arrangement, the original side-by-side seating two-seat cockpit was modified to allow for the addition of another row of two seats to accommodate passengers. The Paris retained the flight characteristics of the Fleuret along with the option for installing armaments, which maintained its potential for use as a military trainer as well for civil aviation. On 29 July 1954, the prototype performed the type's maiden flight.*

*The primary operator of the Paris was the French air services, who used the type for liaison purposes between 1959 and 1997. During 1955, a short-lived joint venture was formed between Morane-Saulnier and American aviation company Beech Aircraft to market the Paris as an early Executive Business Jet in the North American market [3]. However, it was soon eclipsed by the arrival of more advanced business jets, such as Learjet's Model 23, leading to the joint venture being disbanded during early 1961. During the 1960s more advanced variants were developed such as the MS.760B Paris II and the six-seat MS.760C Paris III; the latter would not enter production however. While four-seat propeller planes are commonplace, jet-powered aircraft with this seating arrangement, such as the Grumman EA-6B Prowler combat aircraft, have remained comparatively rare.*

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## *Variants:*

*MS.760 Paris I: initial version with 400 kg Marboré II engines*

*MS.760B Paris II: 480 kg Marboré VI engines, wing tip tanks, air conditioning, enlarged luggage compartment*

*MS.760C Paris III: extended version with 6 seats (1 prototype)*

*MS.760 Paris IR and IIR: designation of the Brazilian planes bought by France*

## *The MS760 PARIS by Armor Aero Passion*

*(<http://www.aeropassion.fr/>)*

*For more than 20 years in Morlaix (France) , a team of enthusiasts has been restoring and returning old aircraft to flight.*

*As such, the MS760 PARIS N ° 32, a former aircraft in Naval Aeronautics, has found a new lease of life and is frequently presented to the public during various aeronautical events.*

*Many photos and videos of this aircraft are available by Internet. They were very useful for the modeling of the MS760 Paris by Restauravia. All those who contributed to the restoration of this aircraft or still contribute to its maintenance in flight condition are thanked.*

*A reproduction of the MS760 Paris N ° 32 is provided in the collection of models made by Restauravia.*



## *THE MS760 PARIS MODELING BY RESTAURAVIA*

*The MS 760 Paris was initially modeled for Prepar3Dv4 and adapted for FSX*

- \* 3D modeling Gmax André CHANCEL*
- \* flight model Jean-Pierre BOURGEOIS*
- \* textures Marc HARDOUIN*
- \* sounds Jean-Michel RENAUX*
- \* technical support and tests Michel PANATTONI*

*The model presented here is an adaptation of the initial version for Flight Simulator 2020 ( MSFS ) by Jean LACANTE*



*The MS760 Paris is presented in two versions:*

- Marboré II engine*
- Marboré VI engine*

*To simplify, the panel is identical for both versions.  
Using the documentation available, it is based on the  
MS760 Paris 1R version.*

## MAIN PILOT PANEL



1 - Marker display with ON / OFF switch

2 - Horizontal stabilizer setting ( not functional )

3 - Landing gear position alarm

4 - ADF QDM display ( active channel )

5 - NAV1 display ( VOR1/ILS )

6 - Turn indicator

7 - Airspeed indicator ( knots )

8 - Attitude indicator ( activated by switch 15 page 7 )

9 - NAV2 display ( VOR2/ILS )

10 - Position indicator: flaps - ailerons trim - elevator trim

11 - Altimeter ( activated by switch 14 )

12 - RMI : VOR1 and ADF active channel

13 - Vertical speed indicator

14 - Altimeter and DME inverter switch

15 - Landing gear position indicator

16 - Emergency altimeter

17 - Cabin telephone ( only the active VHF selection wheel is functional )

18 - Oxygen valve ( nonfunctionnal )

19 - Pilot rudder pedals setting

20 - Parking brake

# ENGINES CONTROL PANEL



- 1 - Distance DME indicator with test button
- 2 - Fuel flow engine selector
- 3 - View selection icons ( only available on Prepar3D and FSX versions )
- 4 - Fire alarm panel ( \* )
- 5 - External tips dump valve switch ( \* )
- 6 - Fuel internal tank gauge ( liters )
- 7 - Fuel flow indicator ( activated by switch 15 )
- 8 - Fuel burnt counter since reset indicator ( liters )
- 9 - Fuel used counter reset
- 10 - External tips end transfer indicator with switch ( green light = finished transfer )
- 11 - Air conditioning panel ( \* )
- 12 - Engines RPM
- 13 - Exhaust engines temperature
- 14 - Engines oil pressure
- 15 - Left inverter switch
- 16 - Left pitot heat switch ( red light = OFF )
- 17 - Left engine starter
- 18 - Left backing pump switch ( red light = OFF )
- 19 - Right backing pump switch ( red light = OFF )
- 20 - Right engine starter
- 21 - Right pitot heat switch ( red light = OFF )
- 22 - Right inverter switch
- 23 - Throttle levers
- 24 - Fuel shut off levers ( left clic to move the right and left levers )
- 25 - Clock
- 26 - Hours setting mode
- 27 - Hours setting knob
- 28 - Chronometer command

( \* ) nonfunctional

## AVIONICS PANEL



### Listening station identifier

- 1 - Pilot listening station identifier rotary switch
- 2 - Copilot listening station identifier rotary switch ( \* )

### DME selection

- 3 - DME selector ( associated with VOR1 or 2 )

### VHF command boxes

- 4 - VHF1
- 5 - VHF2

### ADF command box

- 6 - ON/OFF selector
- 7 - Bands selector ( \* )
- 8 - Sensitivity setting
- 9 - Channel selector ( green / red )
- 10 - Frequency setting of the selected channel
- 11 - Click here to display frequencies

### VOR command boxes

- 12 - VOR1
- 13 - VOR2

### Electrical panel

- 14 - Voltmeter
- 15 - Battery switch
- 16 - Ammeters circuits 1 and 2
- 17 - Rudder pedals setting ( using mouse wheel )
- 18 - Exciter generator switches

## COPILOT PANEL

1 - Attitude indicator ( activated by switch 22 page 7 )

2 - Airspeed indicator ( knots )

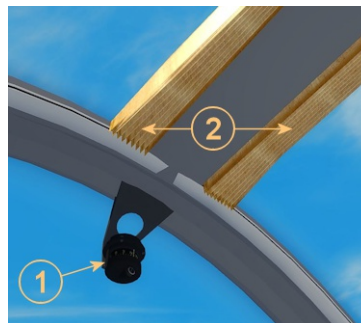
3 - RMI : VOR1 and ADF active channel

4 - Altimeter

5 - Breakers panel ( nonfunctionnal )



## OTHER COMMANDS



- 1 - Standby compass
- 2 - Click here to open/close sun visor
- 3 - Canopy command
- 4 - Cabin light knob
- 5 - Panel UV light switch
- 6 - Standby compass light switch
- 7 - Deployed airbrakes light
- 8 - Landing light switch
- 9 - Anti collision light switch
- 10 - NAV lights switch
- 11 - Landing gear lever
- 12 - Throttle levers
- 13 - Spoilers command
- 14 - Flaps command ( mouse wheel )
- 15 - Throttle lever torque adjust ( \* )
- 16 - Internal lights command ( \* )
- 17 - Air conditioning commands ( \* )
- 18 - Emergency canopy command ( \* )

( \* ) nonfunctional



# STARTING PROCEDURE

- 1 - Parking brake > ON
- 2 - Battery switch > ON
- 3 - Canopy > CLOSED
- 4 - Anti collision light switch > ON
- 5 - Fuel > QUANTITY CHECKED
- 6 - Fuel shut off levers > OPEN ( left click to move forward the right and left levers )



## STARTING THE LEFT ENGINE

- 7 - Left backing pump switch > ( light goes out )
- 8 - Starter switch maintained ON until engine ignition

Exhaust gas temperature indicator ( 9 ) and fuel pressure ( 10 ) checked

## STARTING THE RIGHT ENGINE

Same procedure

- 11 - Altimeter and DME inverter switch > ON
- 12 - Left inverter switch > ON
- 13 - Left pitot heat switch ( light goes out )

>>> repeat 12 and 13 for right engine

- 14 - External tips end transfer switch > ON
- 15 - DME switch > ON ( as necessary )
- 16 - ADF switch > ON ( as necessary )

*ready for flight !*



*Many thanks to all those who helped us in one way or another in this realization:*

- the Armor Aero Passion team (<http://www.aeropassion.fr/>) for the quality of the photos and videos of the MS760 Paris N ° 32 and for the details provided to us*
- the "Ailes Anciennes de Toulouse" museum (<https://aatlse.org/fr/>) which responded favorably to our requests to specify details on this aircraft*

*Thanks also to the many testers who by their remarks and suggestions contributed to the improvement of this modeling*

## LEGAL MENTIONS

*This model is the property of Restauravia. It's distributed as freeware on the Restauravia site .*

*Any distribution of this model, or part of the model, modified or not, by any means is prohibited.*

*However, the distribution of textures on any site is allowed, provided it's done for free as a supplement to the basic model.*

*If you have any problems in using this model :*

- Look at this documentation: the answer is probably here.*
- Visit the "Pilote Virtuel" forum <http://www.pilotevirtuel.com> ( french language ). It probably speaks of MS760 Paris and you can find help.*

*Or an english language forum ( for instance SOH <http://www.sim-outhouse.com/sohforums/forum.php> )*

*Last solution: contact us at [support@restauravia.fr](mailto:support@restauravia.fr)*

