PRO FLIGHT TRAINER
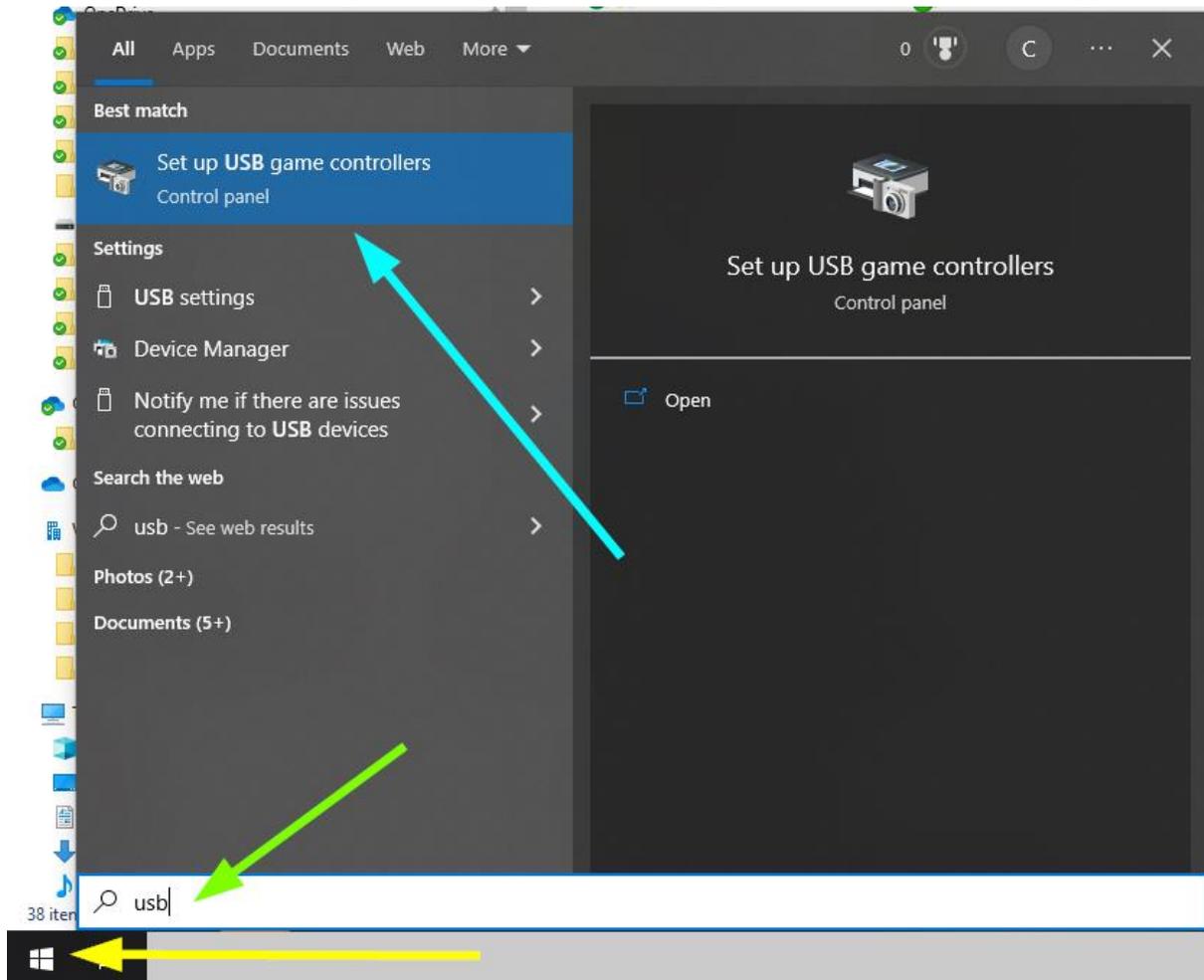
Note that this guide shows Windows 10, and some of the buttons might be shaped slightly differently
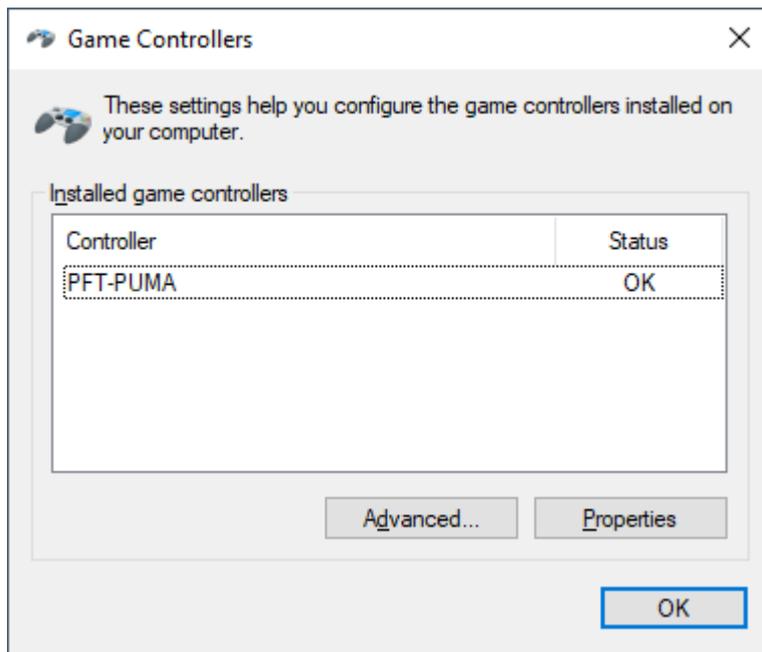
Start by pressing the windows key, and type "usb".

You should see a menu called "Set up USB game controllers"

Otherwise type "Set up USB game"

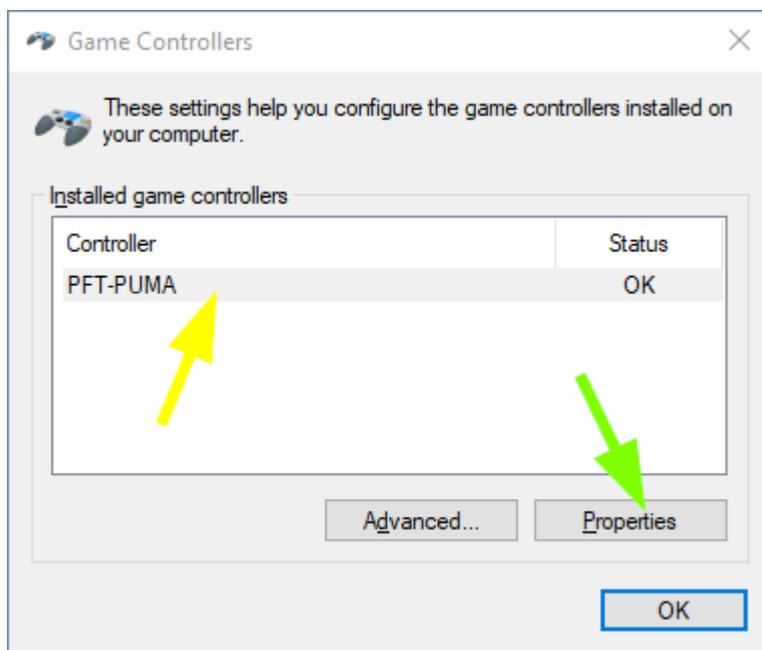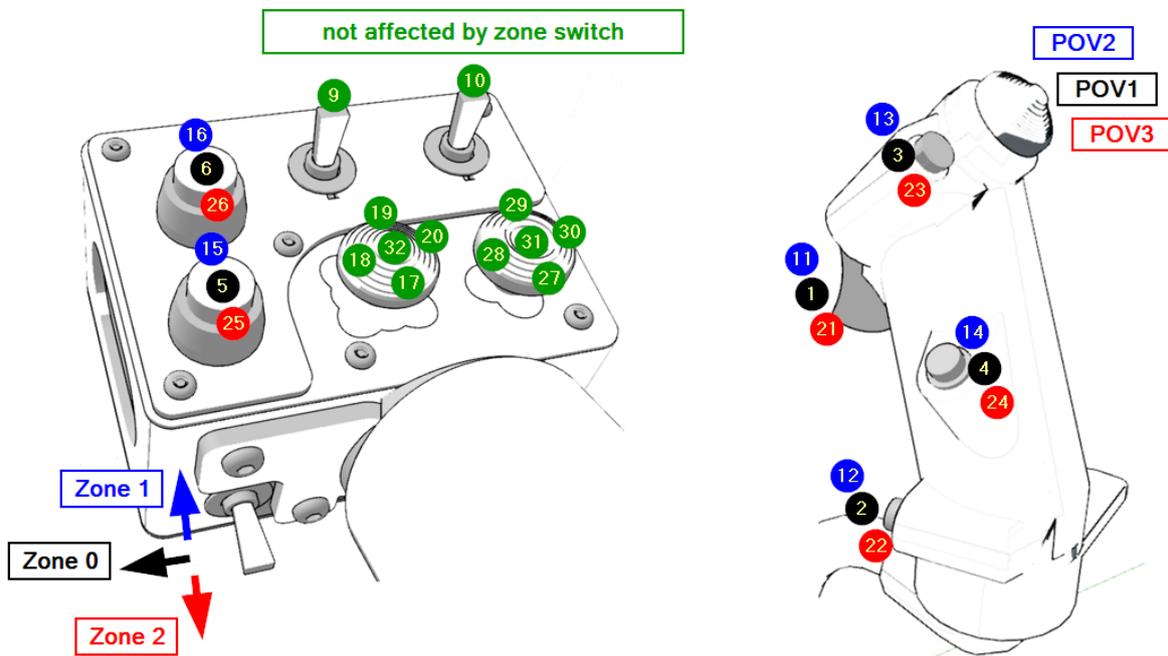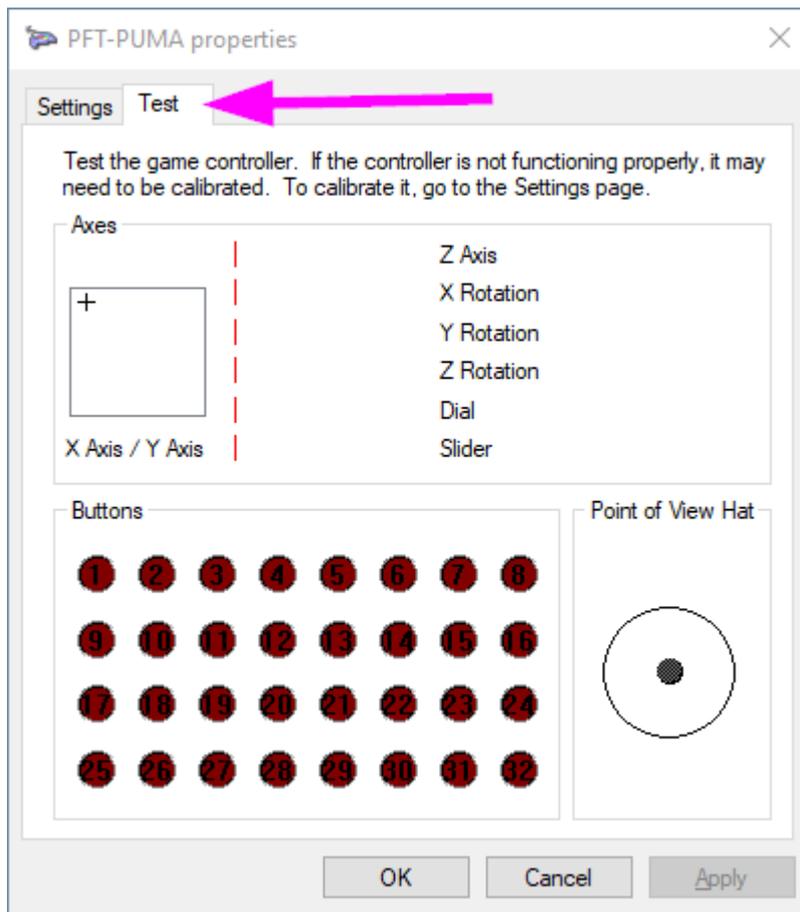The Game Controllers menu appears

Make sure the PUMA X USB cable is plugged into the computer.

Select the ==PFT-PUMA== and select ==Properties==

This opens the PFT-PUMA properties window

You can test the buttons and hats in the ==Test TAB==

PFT-PUMA properties

Settings | Test

Test the game controller. If the controller is not functioning properly, it may need to be calibrated. To calibrate it, go to the Settings page.

Axes

+

X Axis / Y Axis

Z Axis
X Rotation
Y Rotation
Z Rotation
Dial
Slider

Buttons

1 2 3 4 5 6 7 8
9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24
25 26 27 28 29 30 31 32

Point of View Hat

OK   Cancel   Apply

not affected by zone switch

Zone 1
Zone 0
Zone 2

POV2
POV1
POV3

Before we calibrate, a few hints and important information!

If you bought your controls without toe brakes and with a single-engine throttle, some of the channel axis are unused.

This table summarizes the axis names and how they will be shown under Windows

| Column1	Column2	Column3	Column4	Column5
control axis	Label on Cable	default rotation	USB Board Axis Label	axis name under windows
Cyclic Roll	A	CW	A	X Axis
Cyclic Nick	B	CCW	B	Y Axis
Collective	C	CW	C	Z Axis
Rudder Pedal	D	CW	D	X Rotation
T1 / Fore Throttle	E	CCW	E (twin only)	Y Rotation
T2 / Aft Throttle	F	CCW	F (single and twin)	Z Rotation
Right Toe Brakes	G	CW	G (TBM only)	Dial
Left Toe Brakes	H	CCW	H (TBM only)	Slider

If you do not have a twin-engine throttle or toe brakes, simply ignore the corresponding axis during calibration by clicking next.

The ==graphic bars and percentages== can be irritating during the calibration, as they don't move from full left to full right or 0-100. Simply activate the ==raw data option== to show input data numbers.
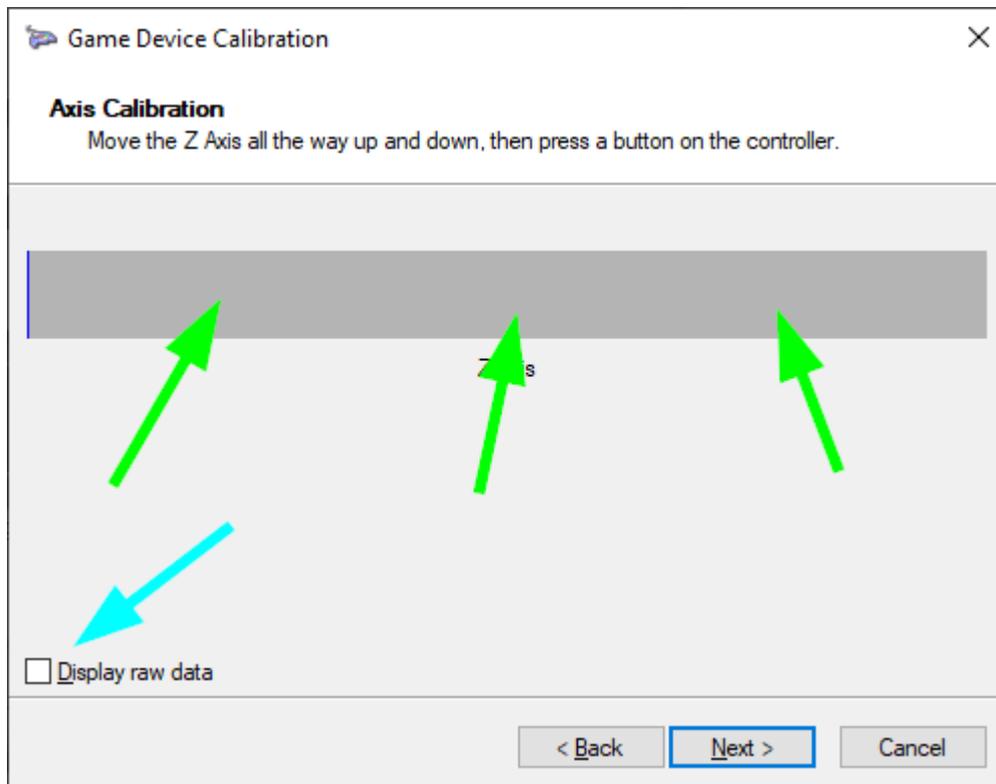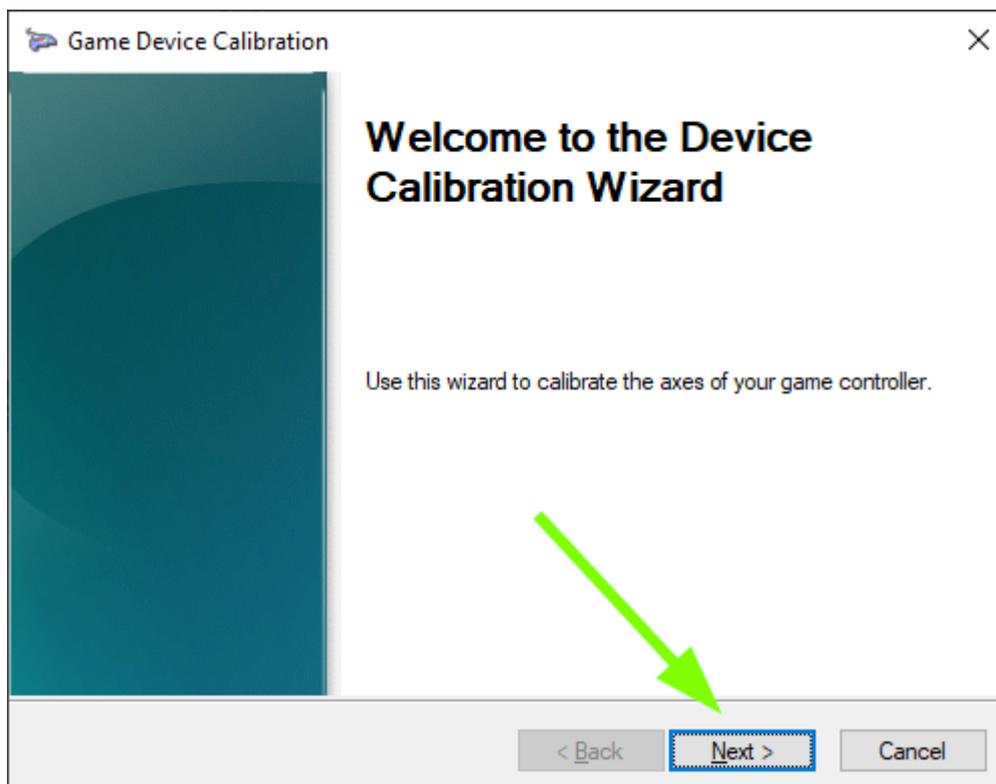

Note: -> You will notice some fluctuation in the numbers without touching the controls. This is normal and due to tension in the metal bars and other factors.
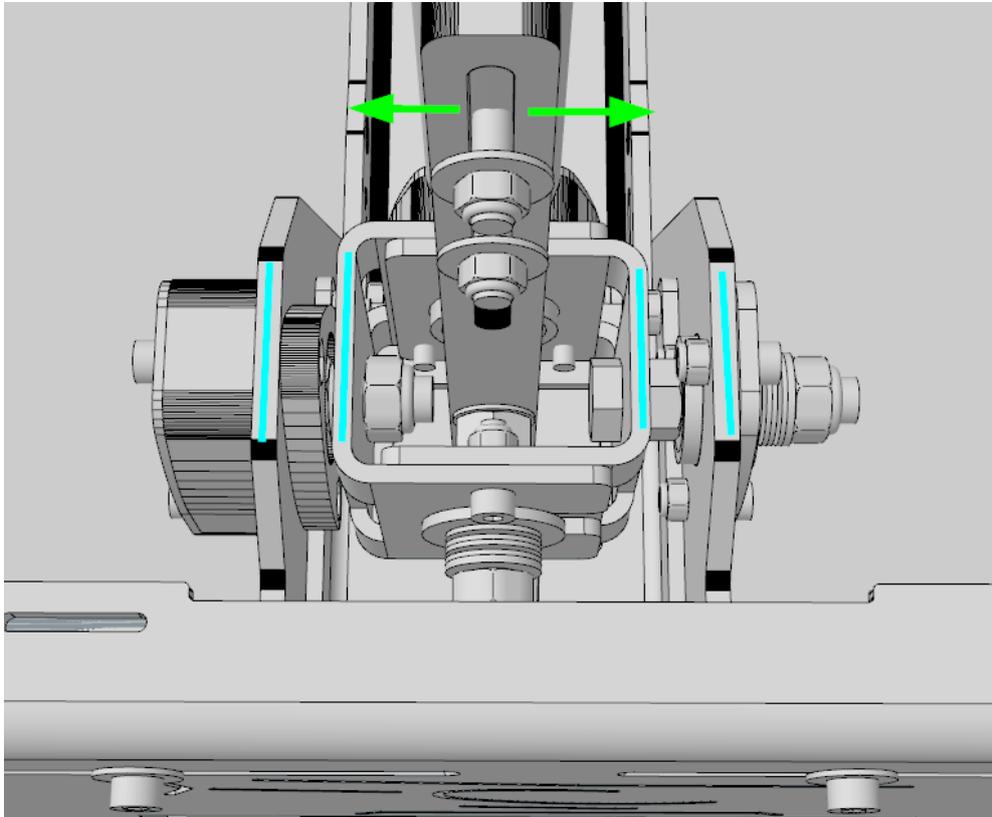
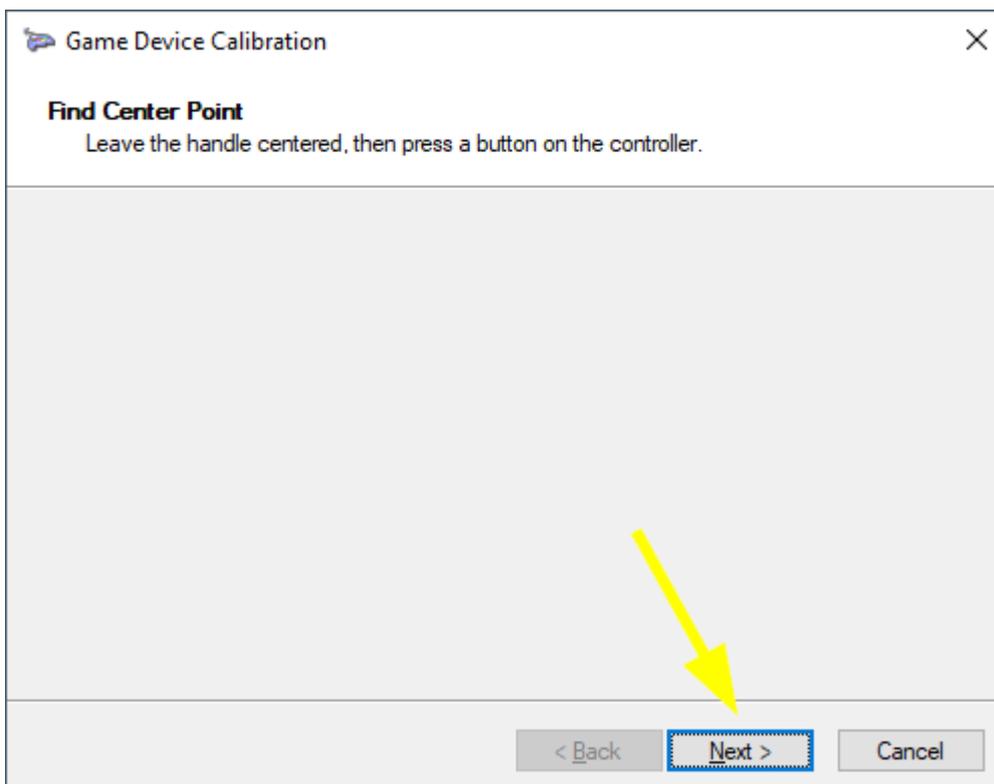Select the Settings TAB and select Calibrate.
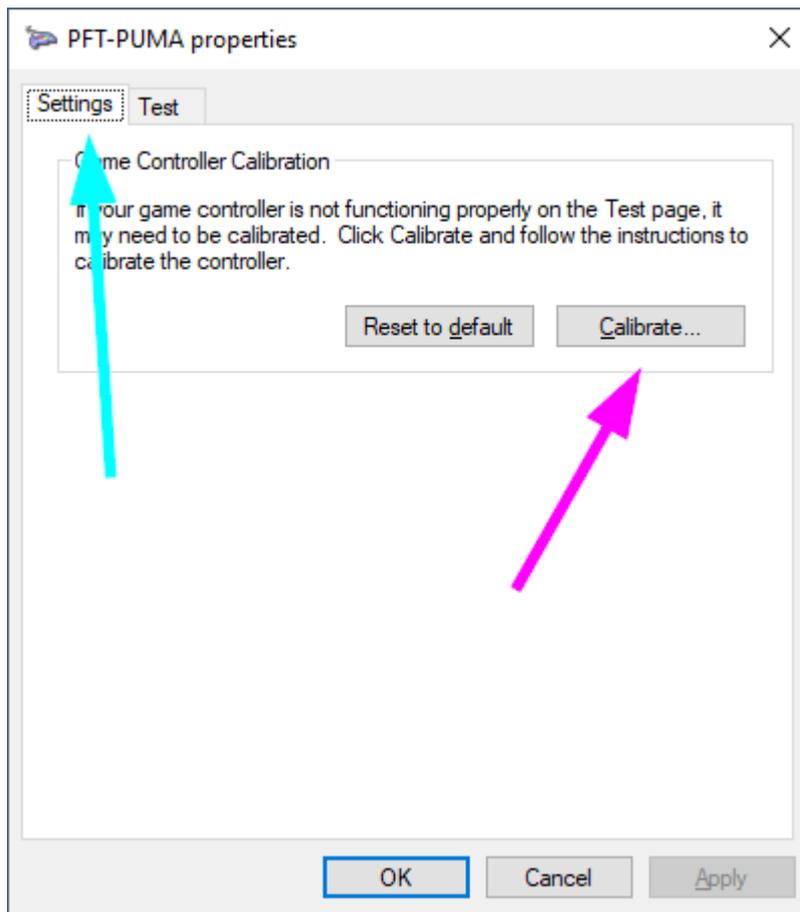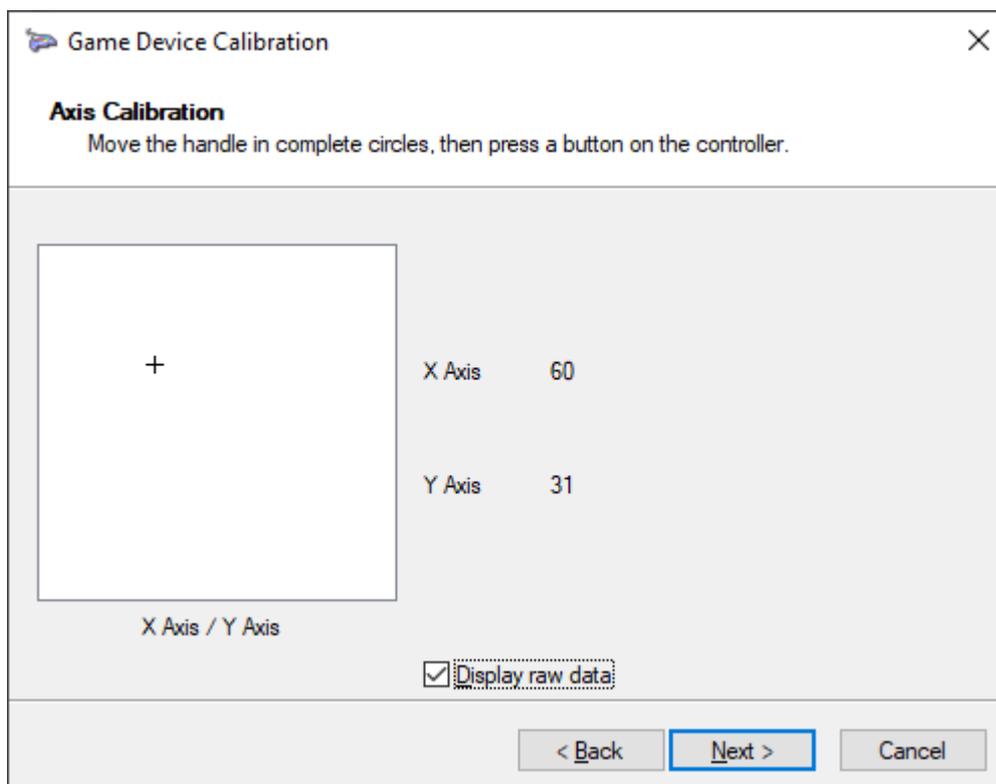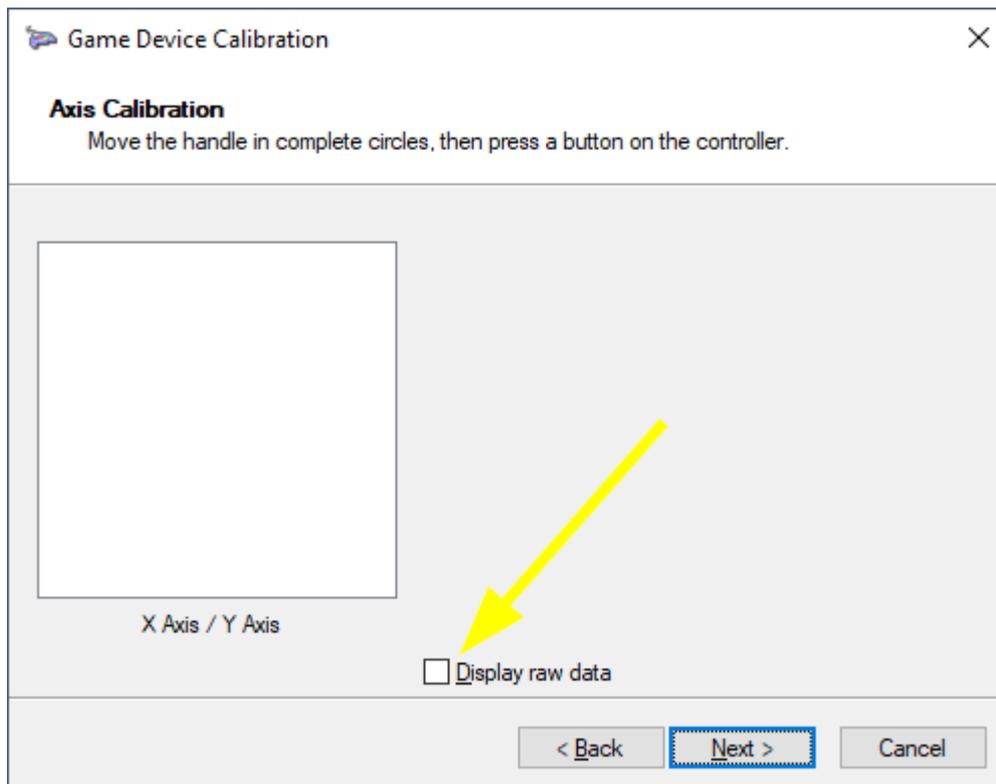

The calibration wizard opens.

Select Next.

Approximately center the Cyclic Grip by looking down and checking that the ==cyclic tube is roughly centered== on the roll axis and that the ==cyclic mixer piece is roughly flat== in the pitch axis.

Select ==Next==.
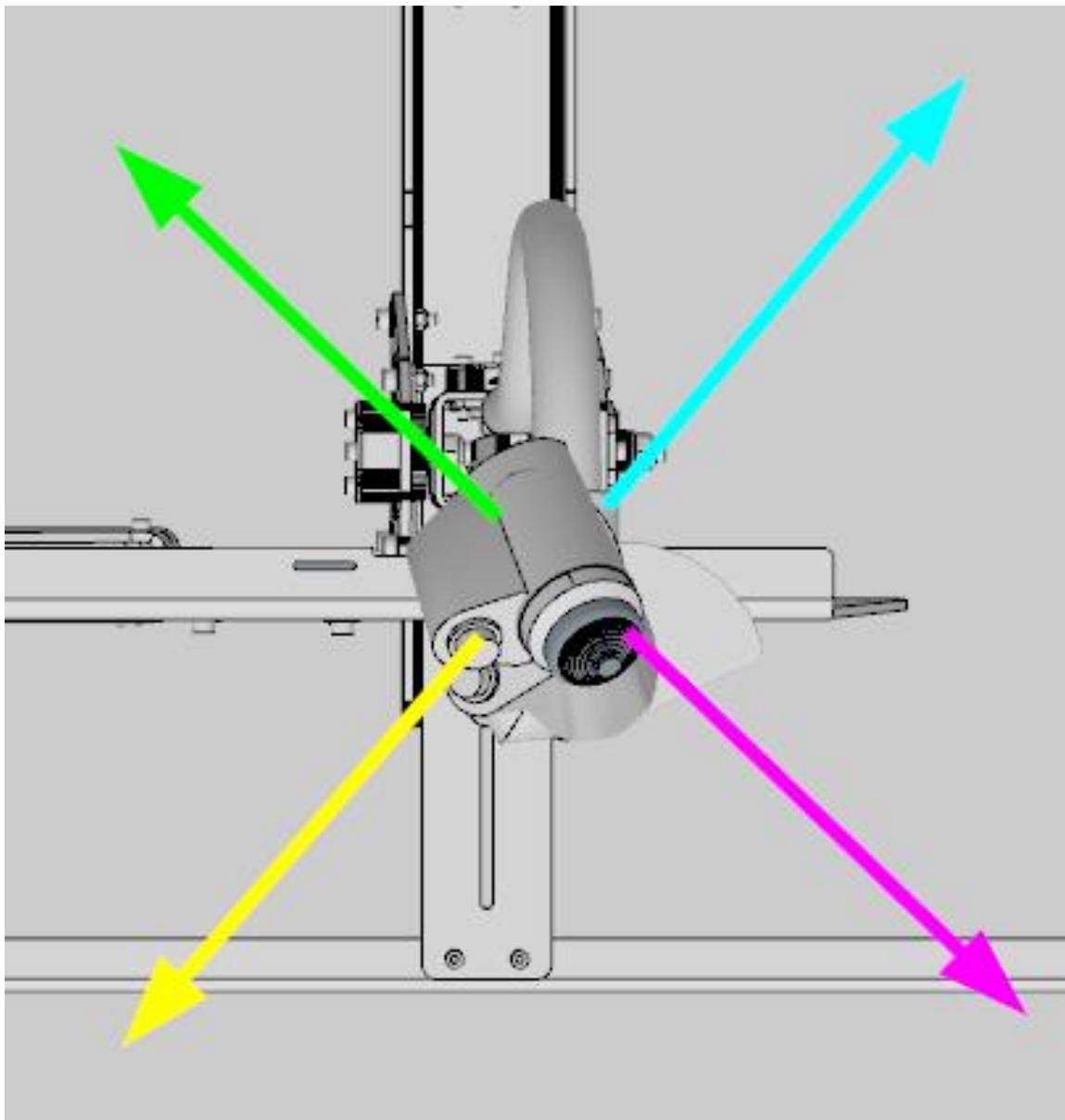
Activate the Display raw data option.

Gently move the cyclic grip all the way back left, then move it all the way forward right.

Repeat.

Gently move the cyclic grip all the way back right, then move it all the way forward left.

Repeat.

Stay in the corners for 2-3 seconds before moving the other way.

Avoid entering the folding gap, as this would render the calibration data unusable. If you do enter the gap by accident, cancel the calibration procedure and restart from the beginning.
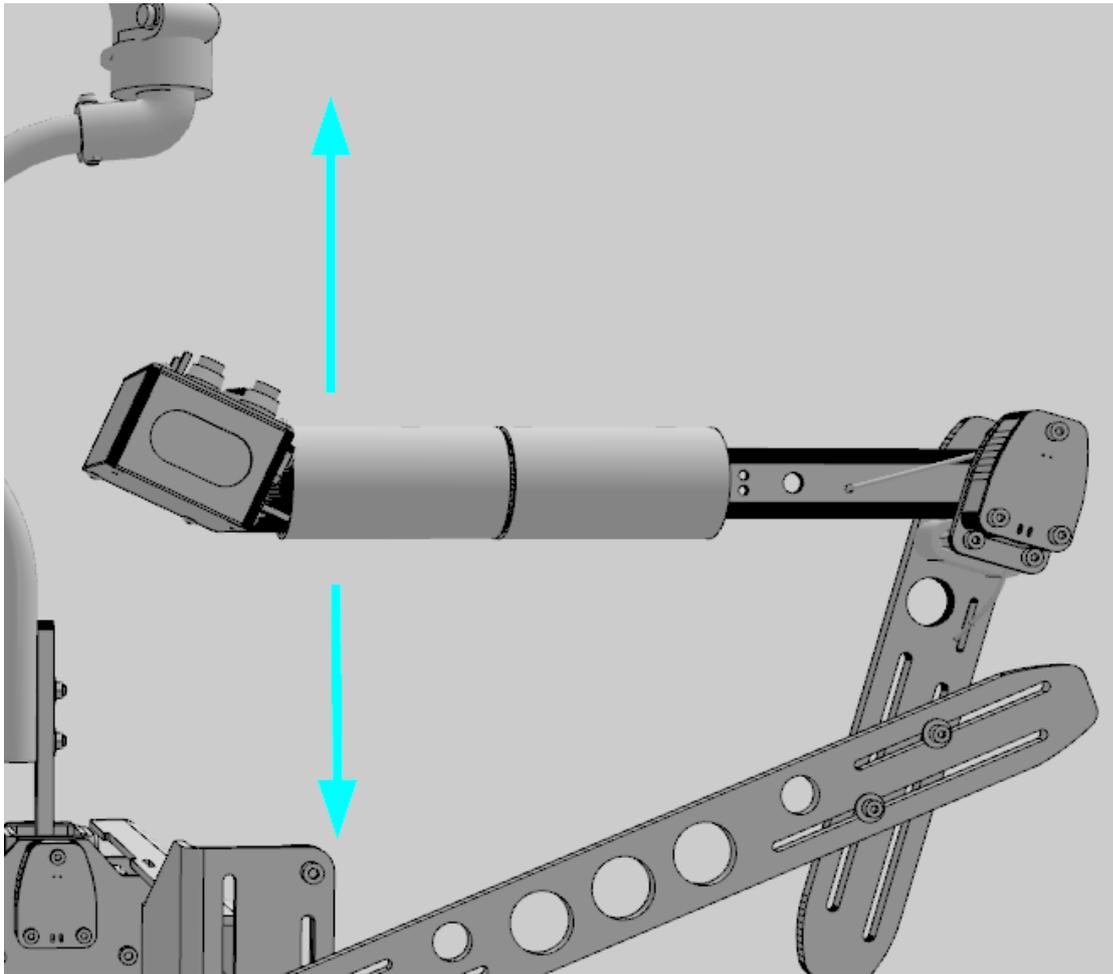
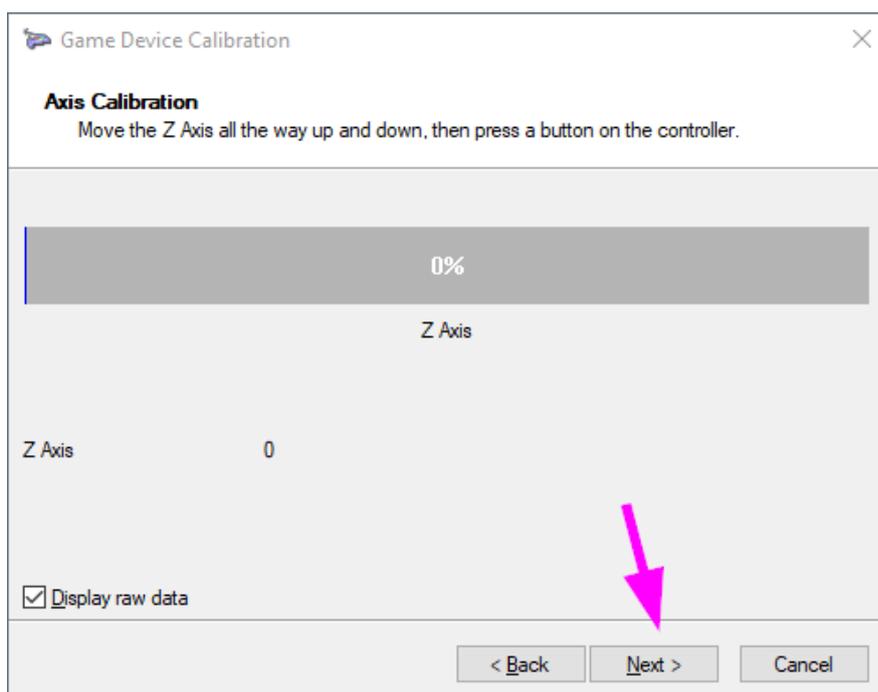Installing the Fold Stopper piece can prevent entering the folding gap!

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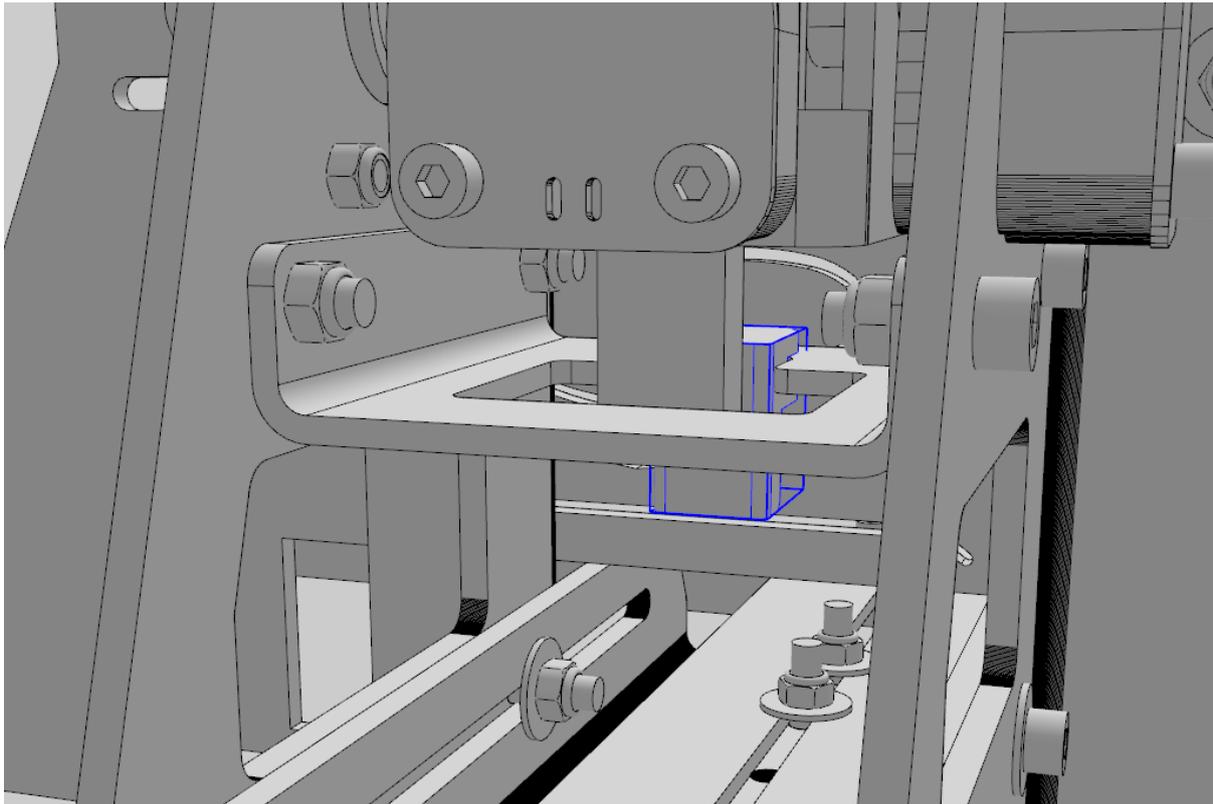
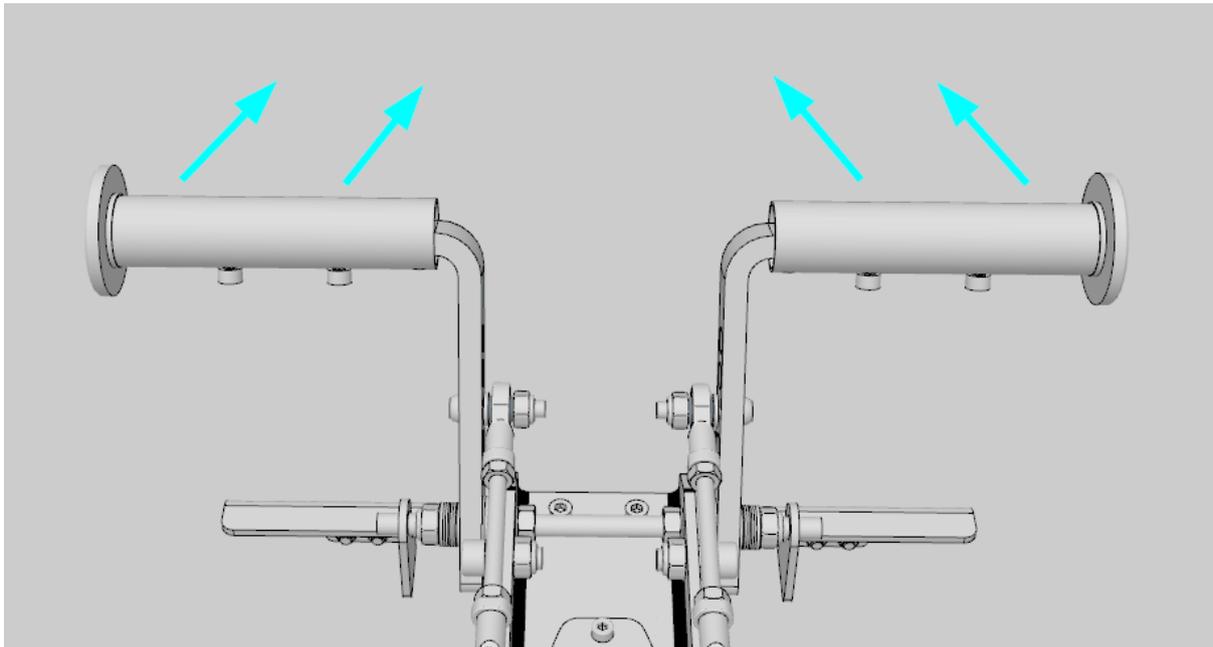Recenter the cyclic grip approximately and select <mark>Next</mark> twice.
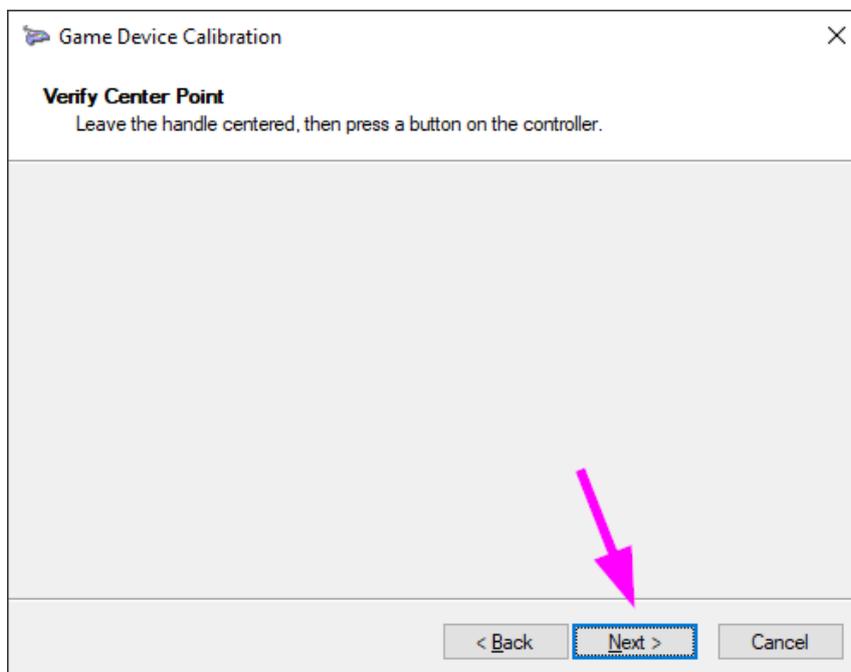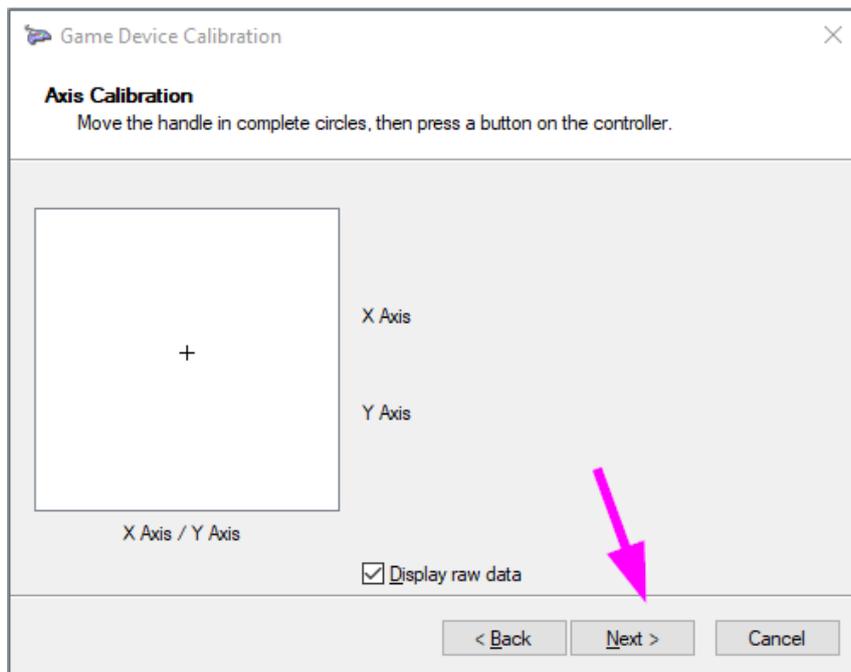
Gently move the ==collective up and down== slowly to its mechanical limits. Repeat twice. Stay at the limit position for 1-2 seconds.
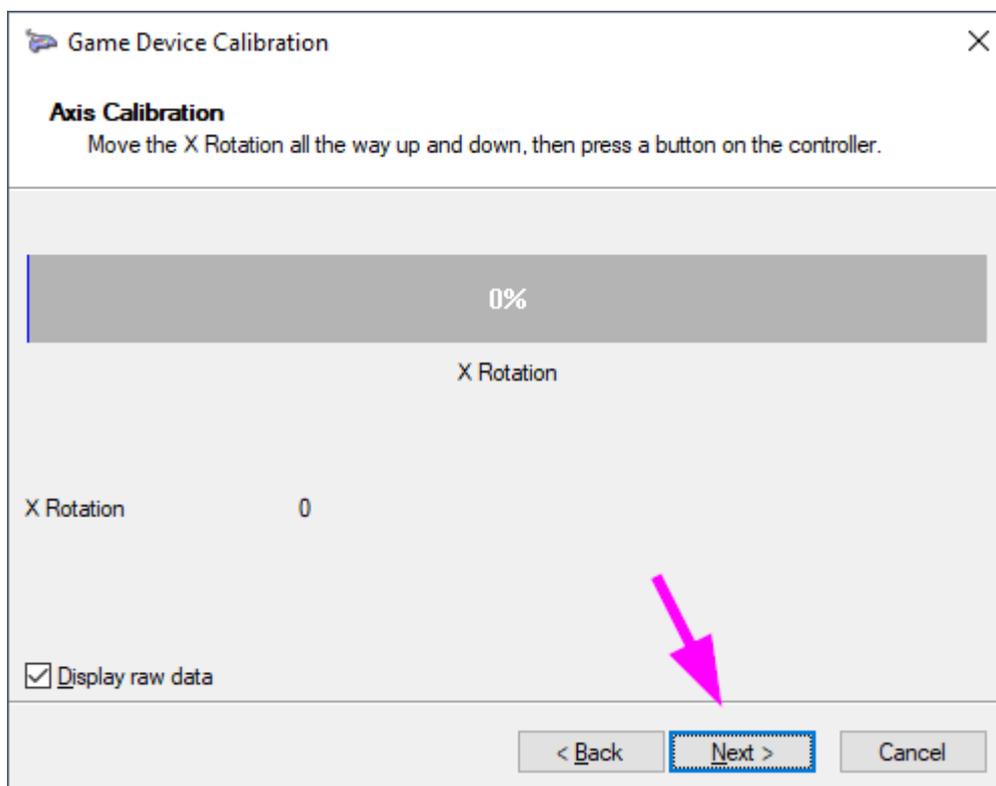

Select ==Next==.

Gently move the rudder pedals full left and full right to their mechanical limits. Repeat twice. Stay at the limit position for 1-2 seconds.
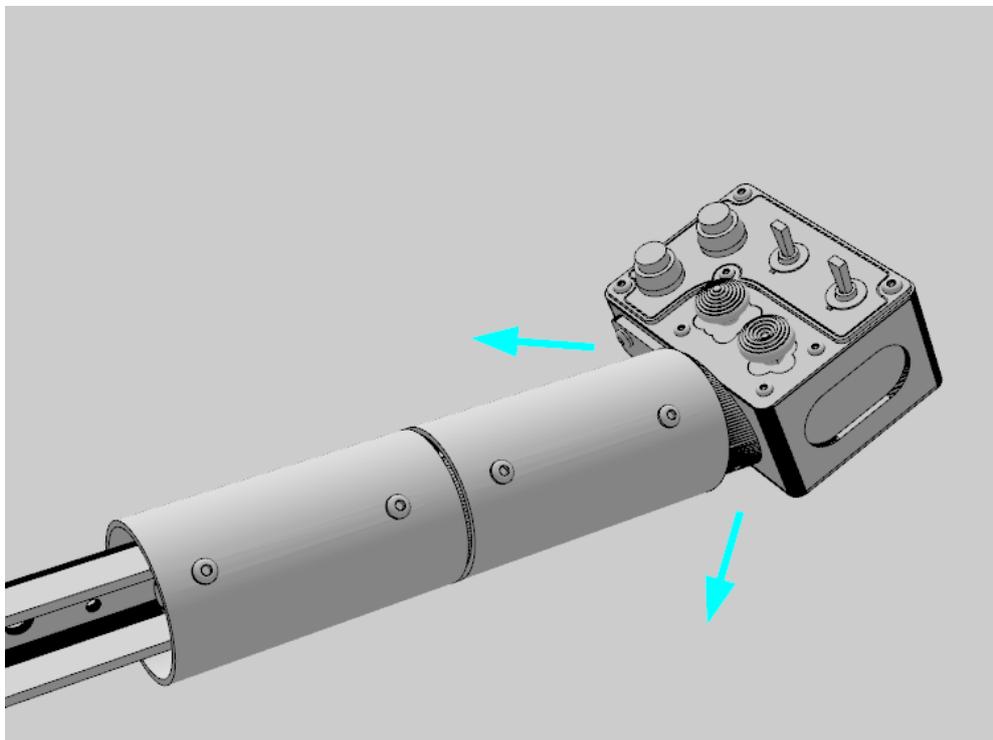

Recenter the pedals approximately.
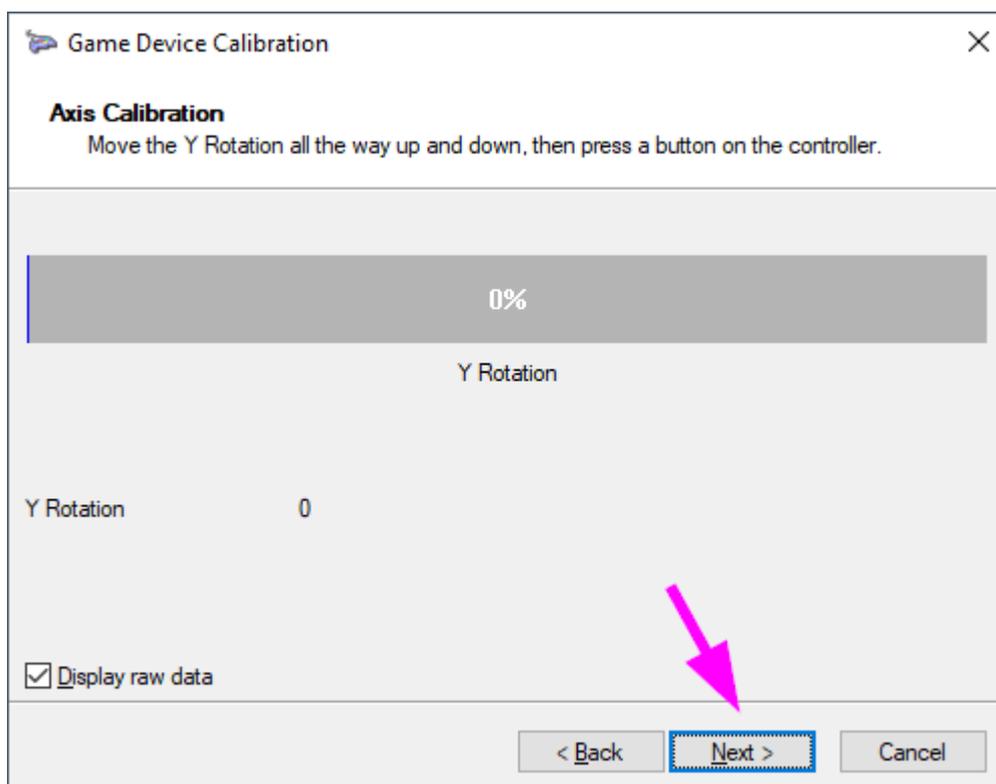
Select <mark>Next</mark>.

If you own a single-engine throttle, you can select Next right away while the calibration windows show Y Rotation.

For twin-engine owners, gently rotate the Fore Throttle to its mechanical limits Clockwise and Counterclockwise. Repeat twice. Stay at the limit position for 1-2 seconds.
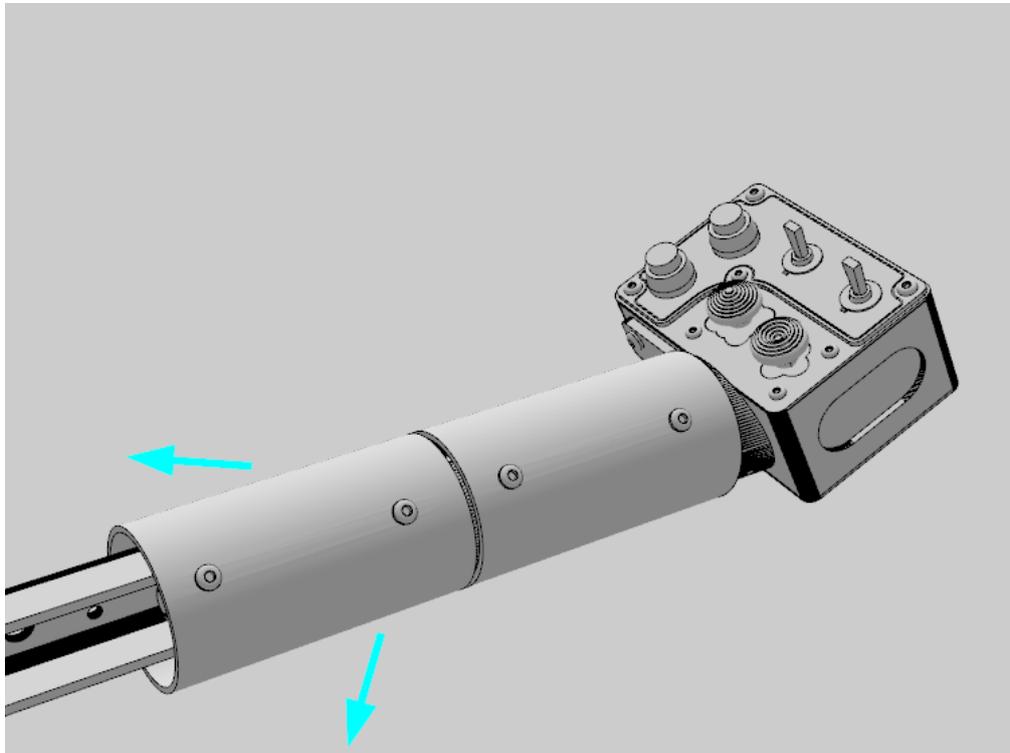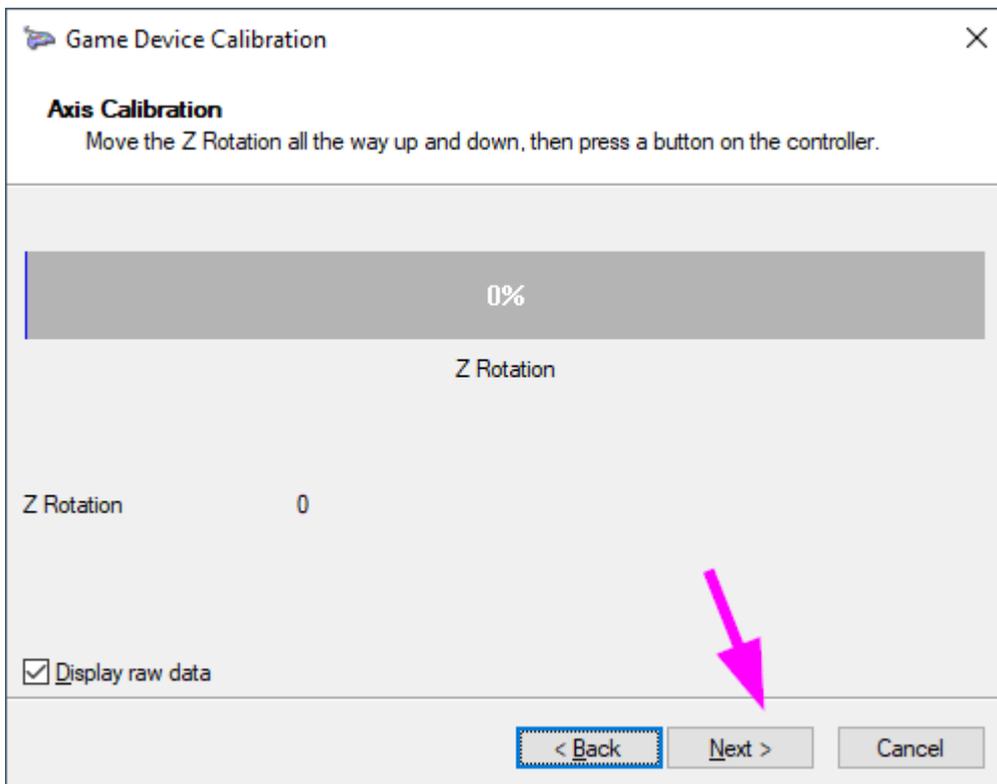

Select Next.

Gently rotate the Aft Throttle to its mechanical limits Clockwise and Counterclockwise. Repeat twice. Stay at the limit position for 1-2 seconds.
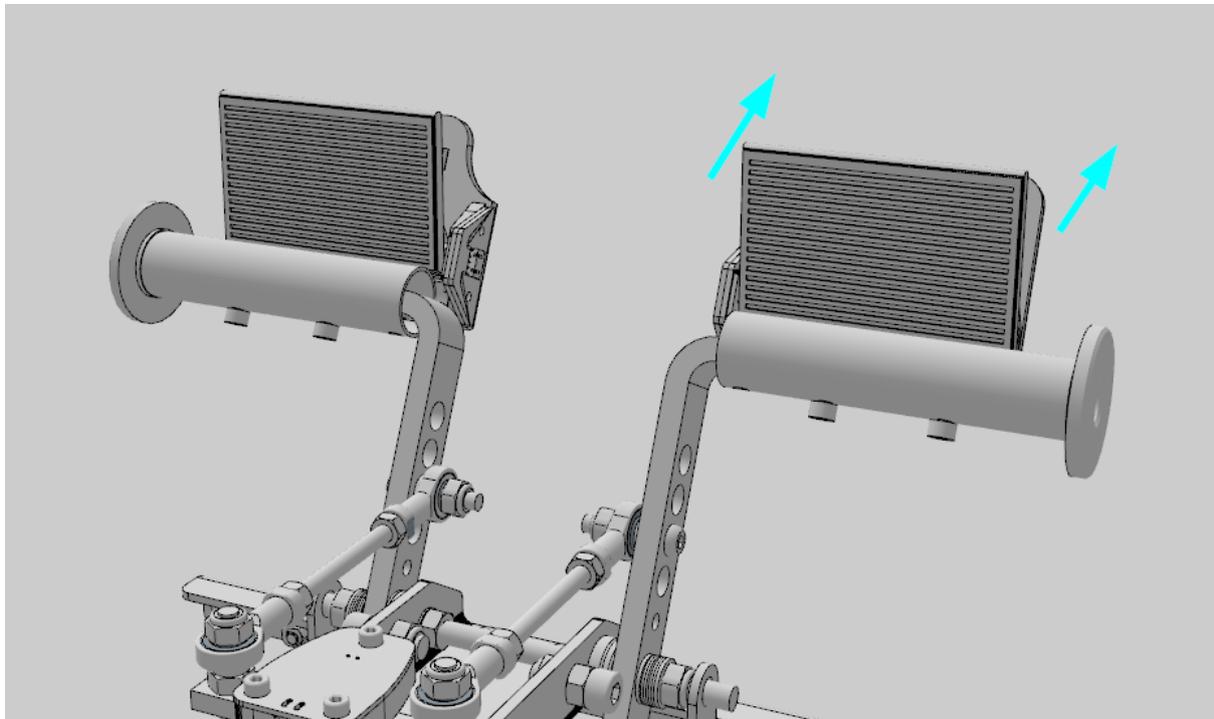
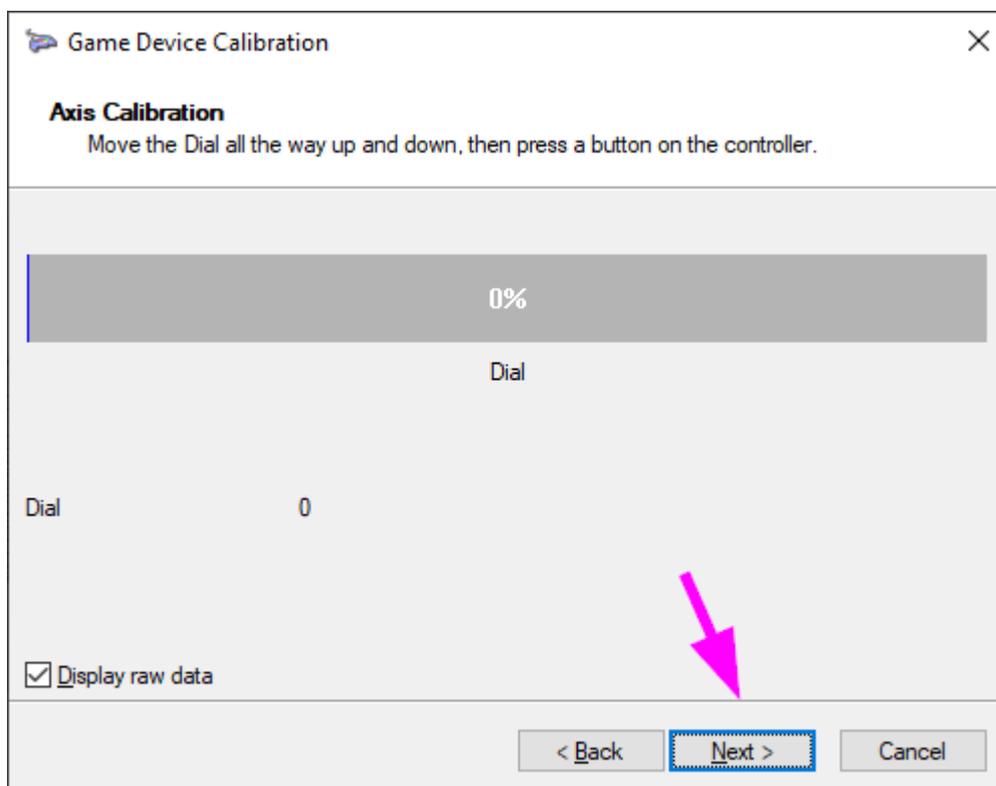The single-engine throttle is also the Aft Throttle.

Select Next.

If you do not own a set of toe brakes, you can click Next twice and Finish to validate the calibration process.

Gently push the Right Toe Brake all the way and release it.
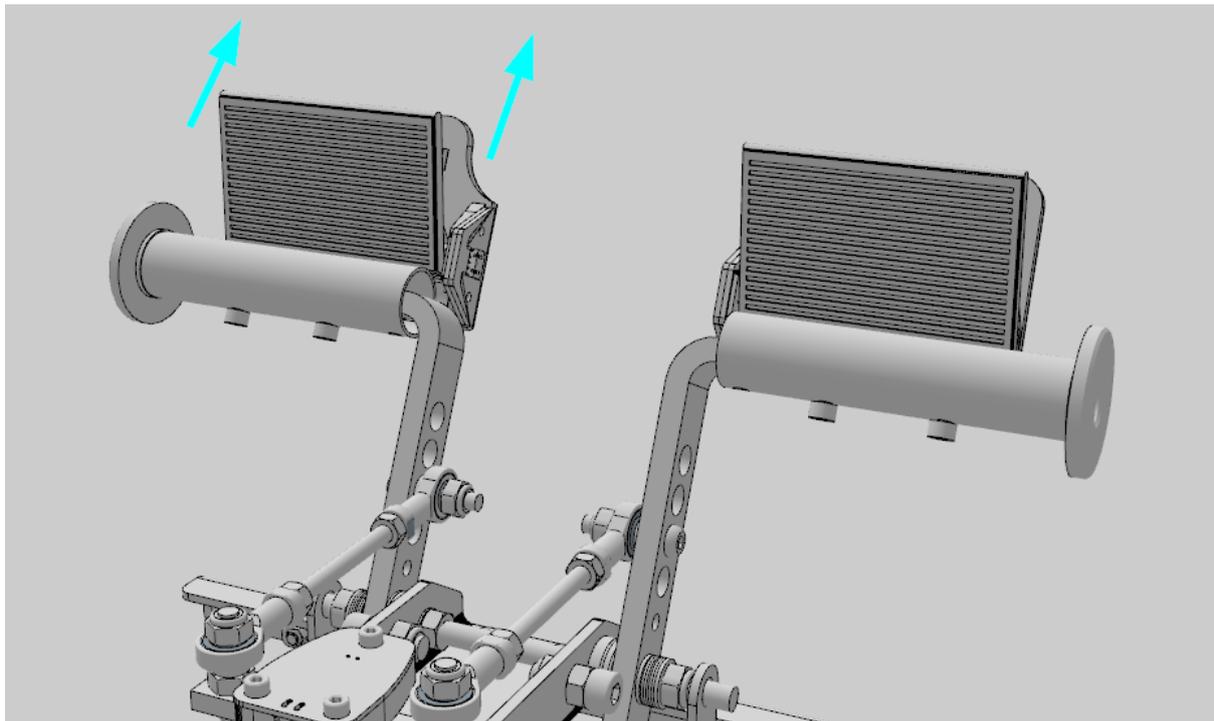
Repeat twice. Stay at the limit position for 1-2 seconds.
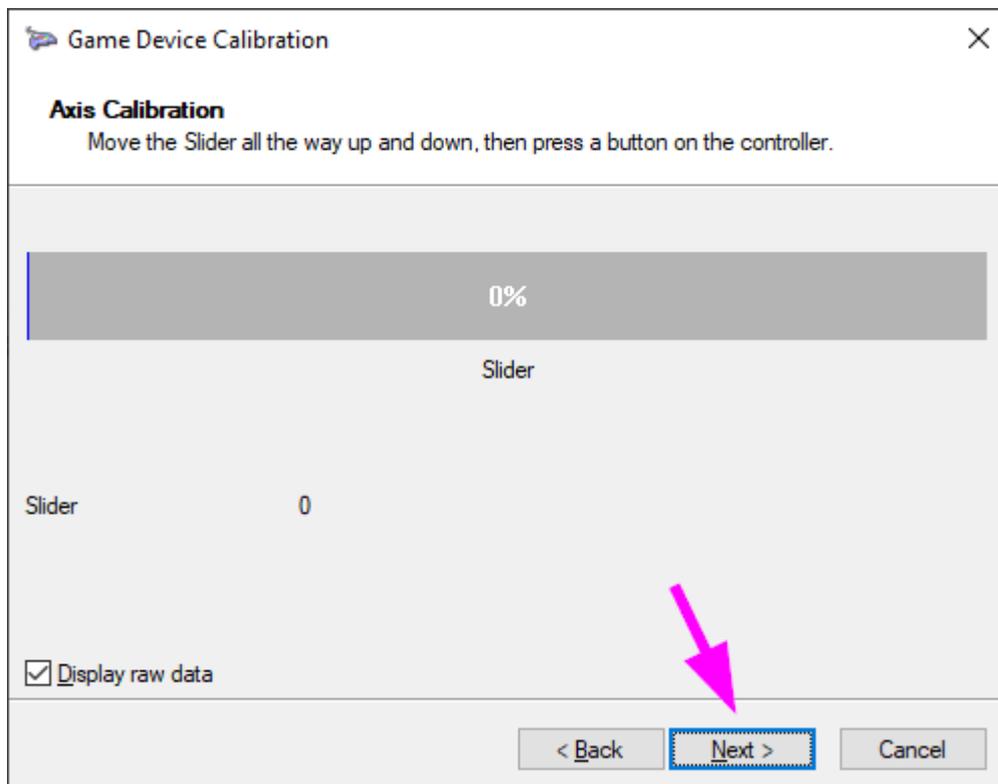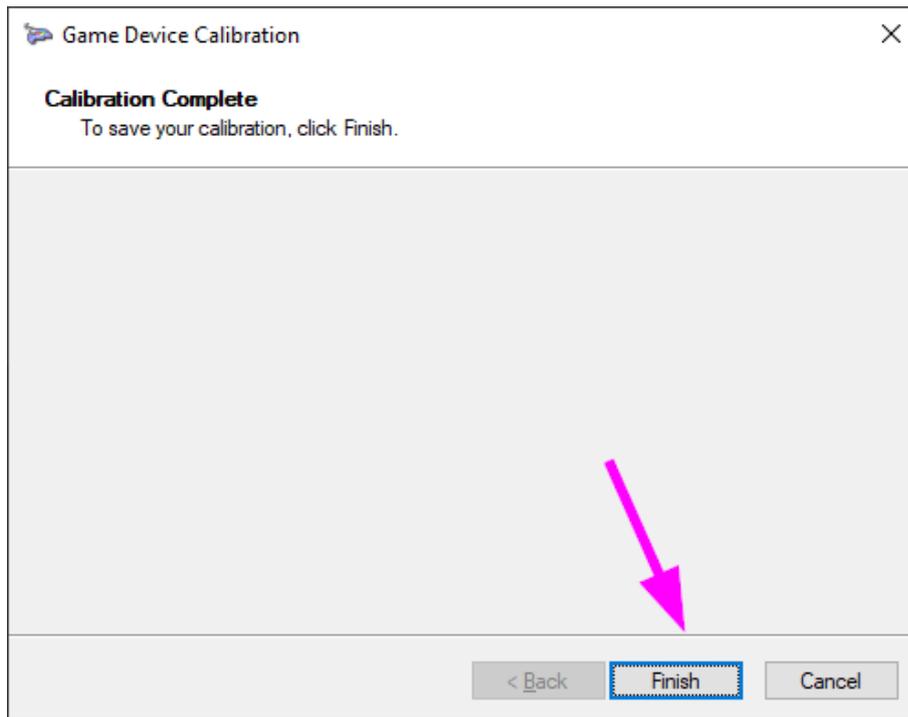

Select Next.

Gently push the Left Toe Brake all the way and release it.

Repeat twice. Stay at the limit position for 1-2 seconds.

Select Next.

Select Finish to validate the calibration values.

You should now see each axis graphic bar moving accordingly under the Test TAB