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## Dash 8 q400 manual pdf online pdf file viewer

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takeoff. This should only be done on ground as islocks the ailerons in neutral. Three climb profiles can be chosen from: High speed climb (Type 1): IAS 210 kts up to FL 150 Intermediate speed climb (Type 2): IAS 185 kts up to FL 160 Low speed climb (Type 3): IAS 160 kts up to FL 250 After speed is either gradually reduced by about 5kts per 1000ft or the IAS mode is deselected by pressing the IAS pushbutton again. On the upside, if you ever wish to prevent a level off you can disarm the altitude capture (ALT SEL) by holding the ALT SEL button for 1 second. After the level off (not below 400ft above the field) you can use it as a target when the one engine has failed. Once VNAV PATH engages we have to reduce the power or we will speed up dramatically. If the autopilot is connected this button will cause the vertical mode to revert to PITCH HOLD and the lateral mode to basic lateral mode. Automatic Frequency Tuning (FMS Mode) The simulated ARCDU in the Aerofly FS 2 have the capability to tune the ILS frequencies of the destination airport fully automatically. We can descent down to roughly 2500ft above the destination airport elevation. To be prepared for a go-around with full power available the aircraft is prepared as follows: Move the PROP levers to 850 RPM if not already in that position from cruise and descent Click the RDC NP LDG pushbutton Move the PROP levers to MAX 1020 RPM and limit the power demand to below 50% within 15 seconds. The left knob affects the left PFD, the right knob the right PFD. Reaching Cumulus Cloud Tops Reduce speed to roughly 230kts. Stall Warning When the aircraft's speed is low (in the red low speed area) or the angle of attack is too high the stick shaker triggers which is audible as a rattling sound. Note - V1 and VR will be removed from the legend as soon as they are passed in the acceleration phase. The triangle outline is the climb speed (V Climb). The Flight Guidance Control Panel (FGCP) is the interface to the autopilot and flight director. Click on the switches for the APPROACH and FLARE landing lights to set them ON (forward position) Checks Before The Approach We're descending to our destination airport and are only about 7000ft high at this point. When flying around for fun or are currently resetting the selected altitude just ignore this warning. 10,000ft Checks Turn on the Seat belt signs in the overhead by clicking on the switch. Click these knobs to activate or deactivate the audio reception of the individual channel There are several derates for the turboprop engines that the pilots of a Q400 can chose from. Manual Modes (ON, BOTH) The left ARCDU (ARCDU 1) is assigned for the left side frequencies (VHF1, VOR1/ILS1 and ADF1). In NAV the navigation display is displayed. And the huge Props on this aircraft act like airbrakes, keep the power up until touch down or you really start to slow down and drop like a rock (well almost but you get the point). Look at the PFD speed tape and notice the red overspeed tape. \* Item should be completed by default Engine Start Procedure No. Location Panel Name Action Remarks 1 Pedestal Throttle Quadrant PARKING BRAKE ON \* 2 Overhead EXTERNAL LIGHTS ANTI COLLISION ON RED 3 Overhead Signs EMERGENCY LIGHTS ARM \* 4 Overhead Signs FASTEN BELTS ON \* 5 Overhead Signs NO SMOKING ON \* 6 Overhead ICE PROTECTION ENGINE INTAKE 1&2 SET OPN Press each button 1x 6 Overhead AIR CONDITIONING RECIRC ON 7 Overhead AIR CONDITIONING BLEED 1&2 OFF \* 8 Overhead APU CONTROL PWR ON Wait for self test 9 Overhead APU CONTROL START ON Wait for green RUN 10 Overhead APU CONTROL GEN ON 11 Overhead APU CONTROL BLEED AIR OFF \* 12 Overhead DC CONTROL MAIN BUS TIE TIE 13 Overhead ENGINE START IGNITION L&R NORM \* 14 Overhead ENGINE START SELECT 1 15 Overhead ENGINE START START PUSH 16 Pedestal Throttle Quadrant PROP LEVER 1 START & FEATHER Wait for starter cut out (50% NH) 17 Overhead ENGINE START SELECT 2 18 Overhead ENGINE START START PUSH 19 Pedestal Throttle Quadrant PROP LEVER 2 START & FEATHER Wait for starter cut out (50% NH) After Start procedure No. Location Panel Name Action Remarks 1 Overhead APU CONTROL GEN OFF 2 Overhead APU CONTROL PWR OFF 3 Overhead DC CONTROL MAIN BUS TIE OFF Setting MDA Marker For Takeoff We're going to set the MDA bug to 1500ft over the airfield elevation to know when to transition to the climb phase. SYS displays a system page. Click the BLEED 1 and BLEED 2 switches to OFF (upper position) Remove the control lock by clicking on the black bar in front of the power levers again. Pitch Trim When the pitch trim is moving for more than two seconds a constant ticking sound is heard to warn the pilots of a potential pitch trim run away. To achieve this condition: Move the PROP levers to 850 RPM if not already in that position from cruise and descent. Apply full power Keep aircraft on center line Rotate at VR Gear up Fly the aircraft: Stabilize pitch attitude and speed to about V2 + 10kts, maintain runway heading Engage autopilot and correct pitch if needed with vertical wheel Engage LNAV at 400ft First turn flown by autopilot at 1000ft At 1500ft select IAS with 210kts Retract flaps Let's get going. When the arrow points to the right the first officers navigation source is used instead. To enter this altitude as MDA Rotate the outer knob of the DH/MDA selector left of the PFD to "MDA". Point at the outer ring of the knob and use your mouse scroll wheel and and scroll up (finger moving upwards) Now use the inner knob to change the value of the MDA Once you reach this altitude during the initial climb segment the MDA line on the altitude tape will turn blue, the "MDA" label on the attitude indicator will disappear. (The one after a small concrete patch to the right of the runway, ending directly behind that parked British Airways aircraft). This might not be a realistic position for our horizon airline livery but, hey it looks cool, alright? This moves the power levers to DISC in the simulator and the propellers are pitched to 0° flat. ON - Only editing of the the onside frequencies is allowed BOTH - The frequencies of the left and right side can be tuned. Immediately check the warning panel. This is just alerting the pilots that the aircraft will level off in about 1000ft and that the pilots should be ready to re-adjust the power, since the Q400 doesn't have an auto throttle system. If you don't assign an axis the trim will be set for takeoff, landing or cruise depending when you select these starting locations with the location dialog. In the OFF position no needle is displayed at all. When ever the aircraft is at an altitude where debris or even birds can be an issue or the precipitation is heavy or the runways are contaminated the intake flaps should be opened. To the right of the PFD we see the selected NAV SOURCE which we set to ILS2. The knobs in the top left and top right of the ESCP panel are the MFD1 and MFD2 revision selectors which each have 4 options: PFD, NAV, SYS and ENG and control the left and right side MFD mode. Press this button now. We're heading to roughly 294° and the localizer and runway course are about 250°, so roughly a 43° intercept. The usually can be ignored when you are on the ground. The cruise altitude is going to be 15,000ft and we're only going to cruise for a short time. We have now mastered the most difficult part of the entire flight, congratulations! We have already retracted the landing gear and flaps, now we will reduce the power for climb. The current airspeed is used as a reference to pitch the aircraft up or down and therefor reduce or increase speed. Monitor the indicated speed and correct the selected pitch if necessary. Note - The Q400 is equipped with a gear warning horn. The actual power output of the engine is the product of propeller rotation speed and torque! NH - The High pressure rotation speed is the engines most inner core rotation speed, high pressure compressor and turbine shaft rotation speed. The only thing left to do at this point, which we will have to monitor for the entire flight, is align the selected heading bug with our current heading. The right side controls all receivers with the number 2 at the end. Directly in front of the pilot there are two monitors. Therefor the wing sees a faster airspeed behind the propeller and is also creating more lift. If you look closely on the screenshot above our heading has already deviated a few degrees to the left. Flight Director Clear, Yaw Damper Off Click the flight director standby (STBY) button to remove all current modes and the flight directors from the PFDs Click the yaw damper button (YD) to set the yaw damper to off Spoilers To Taxi Click the SPOILERS FLIGHT/TAXI switch to the down position to disarm the ground spoilers. On the Navigation Display page (ND) of the Multi Function Display (MFD) we can see the last waypoint coming into view at roughly 15 NM, time to prepare the approach. "LNAV" should be displayed on the top left corner of the primary flight display since we are still very close to the flight plan. Displayed as fraction of maximum design speed. Takeoff Configuration Test Now, if we didn't forget anything the aircraft should be in a condition that we can take off with. In front of us is just the Pacific Ocean, so we can leave the engine bleeds on but we're going to reduce the demand by setting the strength to MIN. Note - If you want to be even more realistic for this landing and use flaps 10 or want to test out flaps 35 remember to adjust the GPWS LANDING FLAP knob. After the initial climb this knob can be reset to NORM. In short: Shouldn't be done on a regular basis but this is a sim, right? Decision height is 120ft which is CAT II and we're using the autopilot and FD DUAL down to minimums and land manually, as always in the Q400. Follow VOR/ILS (VOR, LOC + GS) Leave the ARCDU mode in FMS for automatic ILS tuning OR switch it to BOTH and manipulate the NAV1 (or 2) frequency (usually left NAV1, right NAV2). Both levers can be dragged with the mouse together by holding down the right mouse button or individually by holding down the left mouse button. Parking And Shut Down Procedure No. Location Panel Name Action Remarks 1 Pedestal Throttle Quadrant PARKING BRAKE ON 2 Front Panel HYDRAULICS STBY HYD PRESS OFF 3 Front Panel HYDRAULICS PTU CTRL OFF 4 Pilot Panel Switching Panel STEERING OFF 5 Pedestal Throttle Quadrant PROP LEVER 1&2 START&FEATHER Start 30s cool down timer 6 Pedestal WEATHER RADAR MODE OFF 7 Overhead APU CONTROL PWR ON Wait for self test 8 Overhead APU CONTROL START ON Wait for green RUN 9 Overhead APU CONTROL GEN ON 10 Overhead APU CONTROL BLEED AIR ON 11 Overhead AIR CONDITIONING BLEEDS OFF 12 Pedestal Throttle Quadrant PROP LEVER 1&2 CUT OFF After 30s cool down timer 13 Overhead Signs FASTEN BELTS OFF 14 Overhead EXTERNAL LIGHTS ANTI COLLISION OFF When props stopped A quick recap of this flight my be good to close off this tutorial. The Q400 has a lot of warning sounds and if you have played around with it in Aerofly already you probably heard at least three or four of them. Don't forget to retrim the rudder after the power change. We're going to use flap 15 for landing that gives us a Vref of 122kts. Then the ALT SEL is removed and the currently active vertical mode will not end in an altitude capture at the selected altitude. We can fly this speed in the final approach and use it as a guide/reference for our power management. V-REF For our own reference we're going to set the solid cyan triangle to the approach reference speed. Since the Q400 is equipped with propellers that can pitch flat (DISC 90° to flight direction) and even backwards (REV) to create reverse thrust it is not a good idea to try and pull the power levers aft of the flight idle where they could act as two circular 4.1 m diameter airbrakes. We have to disconnect the autopilot at this point anyway, if you think you can manage the landing continue, if it looks chaotic go around. When the autopilot engages it will synchronize the pitch attitude anyway. Touch the brakes gently, don't hold full brakes as this would be quite unrealistic and would typically only be done on short runways or emergencies. A tripple ding is heard when a master warning is triggered. Press the APPR button on the FGCP to arm the LOC and GS. OR press the "NAV" button to follow just the localizer, lateral mode displays as "VOR" in this case. We should be below 200kts, select flaps 5°. Perform final touches to the rudder trim. As long as the autopilot is engaged this button is ineffective. The selected altitude is not taken into account. With the ILS2 selected on the right side PFD the display should look similarly to the screenshot below. Scroll with the mouse wheel over the vertical wheel in the center of the autopilot. Let them stabilize until they reached the similar values for torque, propeller RPM (NP) as well as high pressure rotation speed (NH). Below the clouds we may encounter birds or debris (not modeled yet) and at high speeds the damage those objects make is significant. This DUAL FD fail-active, fail-passive behavior is modeled in the Aerofly FS 2 Q400, if you re-tune one receiver for example or switch the nav source on one side away from ILS. The forward throttle controls the range from DISC to full RATING power with FLT IDLE being the minimum allowed position in flight. Short notice: Gates are where passengers wait, there may be multiple gates per passenger bridge or you might wait at a gate and then be picked up by a bus and driven across the entire airport to get to the stand where the aircraft is parked... I'll leave you with the parking and shut down procedure. Ready State When all these actions for the autopilot have been completed the primary flight display should indicate the modes "HDG SEL" with a selected heading of 273° in this case, GA as active vertical mode and ALT SEL armed with the selected altitude at 15,000ft for this flight. Center your tiller, a large deflection of the nose gear is seen as a problem. In case the capability of the aircraft to fly the ILS 2 approach drops (e.g. one nav source is set to the wrong position) a CAT 2 FAIL message is displayed. You can skip this part if you don't want to do this, the engines should already be running at this point But if you want to start the engines for yourself go ahead and move your condition levers all the way down to FUEL OFF. Click the FORMAT button to view the FULL MODE of the navigation display, a north up plan mode Hold down the FORMAT button for 1 second. Make sure to arm "ALT SEL" next time. This alert is currently not modeled (20th August 2018) but might be in the future. In this tutorial this won't be necessary as we are flying in the USA but stay below the 18 thousand feet anyway. Default key commands are "F" and "Shift+F". Don't let the speed drop too much at this point, we don't want to waste our time here. For San Diego which is only barely above sea level we're just going to use 1500ft for the MDA setting. These steps might all be completed already and you can skip a lot of these steps to prepare the autopilot! First we will select the FMS1 navigation source on our PFD to have our flight plan available right away. The left one is the primary flight display (PFD) and the right one is a multi function display (MFD) currently showing the navigation display page (ND) with the flight plan and waypoints on it. In this short hop from San Diego to Los Angeles the cruise will be very short. The Multi Function Displays (MFDs) in the Q400 are capable of rendering different pages that a pilot can chose from. The selected sources are changed with the NAV SOURCE knobs on the FGCP as well as the HSI SEL button on the same panel. Similarly a scroll down motion over the vertical wheel increases the pitch attitude and slows the aircraft down. Note - To cancel this state either increase power above 50% to perform a go around or push the RDC NP LDG pushbutton a second time. Click the LANDING and FLARE light switches to set them ON (forward position) Click the TAXI light switch to turn off the taxi light Click the A/COL (anti collision light) 2x ore rotate your mouse wheel over it to set the anti-collision lights to WHITE Whilst doing this look at the caution and warning panel to check if it is blank, as seen in the screenshot For this tutorial we're using BLEEDS OFF. We have now reached the takeoff configuration. On the most right column of the overhead: Click the RECIRCling fan to ON Click engine 1 and 2 BLEEDs to ON Scroll over the BLEED flow selector to select MINimal bleed air flow. For example, you can zoom in on the map, display the localizer deviation or the flight plan, you can visit system pages or display the PFD or ED instead (display swap). Stay On Centerline, Rotate Maintain the aircraft on the center line using the rudder. Taxiing Checklist No. Location Panel Name Action Remarks 1 FLT-CTL Pedals BRAKES TESTED 4 Glareshield Autopilot YD (YAW DAMPER) ON 5 Glareshield Autopilot CHECK MODES HDG SEL GA, ALT SEL 2 Pilot Panel Switching Panel T/O WARN TEST ON then OFF No audible warning should sound 3 Pedestal WEATHER RADAR MODE ON 4 Pedestal ARCDU ATC/TCAS ON ALT Hold down the lower right line select button After receiving takeoff clearance by ATC we're cleared onto the runway. Flaps 5 Degrees When the aircraft levels out onto the ILS course the glide slope should engage any second. We're now preparing the aircraft for taxi and takeoff. Synchronize the selected heading In case of a go around we would want to have a good reference to maintain runway heading. After the turn at NFG it's already time to think about the descent. As described in the flight deck introduction these are the required actions on your side to achieve this: Make sure the HSI select is pointing to our PFD, click it if it need to be toggled Use the onside NAV SOURCE knob to step through the navigation sources available. With the little trick (tapping the reverser key once) we could turn off the second exit whilst testing without braking at all in our testing with the current version of the Aerofly FS 2. On a short runway you can also use reverse thrust where the prop is pitches backwards and actively pushes air forward. ATC/TCAS details Left click the lower right line select key Click the "EXP" button to visit the expanded ATC/TCAS page to see more options Click individual line select keys multiple times to step through the displayed options Press the "PG 1/2" mode to exit the expanded page Note - Similarly you can access expanded pages for VHF1/2, NAV1/2 and ADF1/2.



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