I'm not robot	reCAPTCHA
	TOOKI TOTIA

Continue

```
When we increase the power levers above roughly 50% the latch is removed and the propeller speed increases to 1020 automatically. NAV1 and NAV2 are navigation receivers that can be tuned to a certain frequency to receive VOR or ILS localizer signals as well as Glide Slope (GS) information and distance to the station with their distance
measurement equipment (DME). The mode can be disarmed or disengaged by pressing the VNAV button a second time. When you exit the runway (passing over the hold short lines) your speed should be below 20kts again. If you are manually holding the pitch trim button release the button for a second to stop the warning or just ignore it until you
are finished trimming. In the real world you would blend ground personnel. Reverse moves the levers aft of DISC towards FULL REV(erse). Click the TANK 1 AUX PUMP and TANK 2 AUX PUMP and 
in the Q400 moves a lot of levers into one location. The selected heading can be changed with the HDG knobs as described above. Now that we know the autopilot will start to descent on its own we can do other tasks. The selected course and course deviation change depending on the nav-source. Gear Down, Flaps 10 At around 2000ft radar altitude
(RA) (displayed on the PFD at the bottom of the attitude indicator, small white text on black background) we're selecting gear down. ALT - increases or decreases the selected altitude. Modes VOR* and VOR OS are currently built into the VOR mode and not indicated separately as in real world. In the pedestal we find the Audio and Radio Control
Display Units (ARCDU 1 and2), the aileron and rudder trim, the Multi Function Display (MFD) control by clicking the "AP" master on the autopilot by clicking the aileron and rudder trim, the Multi Function Display (MFD) or use your key/button
assignment. Use the scroll wheel of your mouse over the knobs on the lower part of the device to adjust the levels. Our tutorial flight is so short that they only have a couple minutes anyway. From previous screenshots and the entirety of this tutorial flight is so short that they only have a couple minutes anyway. From previous screenshots and the entirety of this tutorial flight is so short that they only have a couple minutes anyway. From previous screenshots and the entirety of this tutorial flight is so short that they only have a couple minutes anyway.
toggle the parking brake POWER levers - can be assigned in the control settings as "Throttle" 1 and 2 as well as "Thrust reverse" 1 and 2. EFIS Control Panel When the MFD. No small stones simulated yet and where is
the fun if you can't use full reverse and try to do the shortest landing possible... Note - Due to an imperfection in the current governor you will need to tap the reverse ever so slightly. Synchronize the selected heading with the current heading on the ND (value is displayed at the top of the arc). If
your runway is short you may want to use full takeoff power, in this case press the MTOP button before takeoff. The available affect the maximum power of the engines. The autopilot will switch to PITCH HOLD mode which can be seen on the top right of the PFD (highlighted in the screenshot above). Reduce the angle of
attack by reducing back pressure on the yoke and add power to increase airspeed. This could be either flaps not between 5 to 15°, condition levers not at MAX 1020 RPM or the flaps in the control settings. Lets start a bit of a tour through the flight deck of the Q400. At
this point the aircraft will start accelerating. Bleeds When speed is stabilized look up to the overhead panel and set the bleed strength to MIN. Read the panel and set the bleed strength to MIN. Read the panel is located. The selection of the pages is done with the Engine and System integrated display Control Panel (ESCP) and the adjustment of the
navigation display (map) is done with the Electronic Flight Instrument System (EFIS) control panel. If the gear is not down and the aircraft things it should be (e.g. power lever low and RA low) then a constant warning horn will sound. Other wise the loud beta warning horn (oioioioiou) will ring. The red band on the speed tape will begin to come
dow, if we have to stay below 240kts we should be good. Typically this is the "g" key on your keyboard. ALT SEL - This push button on the autopilot panel (FGCP) so that the two arrows light up. This is not a big problem as GS will
remain armed in white and capture the glide slope (GS*) as soon as possible. Arming VNAV We're letting the autopilot and FMS figure out when we need to descent and will use the vertical navigation (VNAV) functionality for this in this tutorial. Flap Retraction Once we are above to MDA marker and above the speed for flap retraction (V FRI), which
is displayed as a solid cyan triangle on the speed tape, as displayed in the screenshot above, we are safe to retract the flaps. Use your assigned key or button commands (e.g. "f" key) or your mouse wheel over the flaps lever. Look at the HSI SEL arrow and press it, if necessary, to point in the direction of your PFD. The selection of a navigation source
is done individually on each of the two HSIs (left and right PFD). Lights Off Do a quick look up to the EXTERNAL LIGHTS panel in the overhead and turn off the APPROACH and FLARE landing lights. When the power levers are advance to far the gust lock in Aerofly is automatically removed so that you can take off even if you forgot to remove the
gust lock. This also helps the localizer tracking by the autopilot. When you have an analog axis assigned please be ready to retrim the aircraft when ever you change the position of the aircraft when ever you change the position of the departure or even your
cruise altitude. We can then also close the engine intake flaps since it's unlikely we will encounter any birds or other debris. We modeled all of the Q400 derates which are: MTOP - Maximum TakeOff Power with 1020 RPM RDC TOP TRQ - NTOP with additional Reduced Top Torque up to 10%
decremented with 1020 RPM MCL - Maximum CLimb Power with 900 or 850 RPM MCR - Maximum CRuise Power with 900 or 850 RPM - - -: no derate applicable (engine shut down) When moving the condition levers the default selections are restored. Preparing The Engine We already set the condition levers to MAX 1020 and we won't move them
until we're in the climb. When both PFDs have NAV1 and NAV2 selected and NAV1 and 2 receivers are tuned to the same frequency and set to the same frequency and set to the same time and DUAL FD is indicated on both PFDs. In
this configuration it is safe to fly an ILS Category 2 approach down to 100ft. Set the course using the COURSE knob on the FGCP. Monitor spoiler extension on the MFD with your power levers at IDLE. Since we are wings level this will put us directly in HDG HOLD. VS - Changes the vertical mode to Vertical Speed hold (VS) when clicked. On the
ENGINE and PROPELLER CONTROL panel in front of the throttle quadrant Click the "DEC" button on the RDC TOP two times now Click the SPOILER switch to FLIGHT. Mouse over the left or right Bearing knob (BRG) to display bearing needles from
different sources on the HSI. You can drag both levers at the same time by holding down the right mouse slowly. Set Reduced NP Landing During the approach and landing want a low propeller speed (850 RPM) since the setting MAX 1020 RPM is quite loud. Then try again. Note - Use rudder trim to trim away any
side slip. A second click on this button will restore the PITCH HOLD mode. Reaching the cruise altitude of 15000ft the autopilot is flying make sure that "ALT SEL" is armed in white so that the
altitude capture function is activated when you hear this sound. "BEEEP" Retrim the rudder so that the side slip is zero. TRQ - current torque percentage of the current rating. On the DC Control Panel Click the MAIN BUS TIE switch to set it to the TIE position After Landing
Checklist No. Location Panel Name Action Remarks 1 Overhead EXTERNAL LIGHTS LANDING OFF 2 Overhead EXTERNAL LIGHTS TAXI ON 3 OVERHEAD TAXI 
FLIGHT/TAXI TAXI 7 Pedestal Throttle Quadrant FLAPS ZERO 8 Pedestal Throttle Quadrant CONTROL LOCK ON 9 Pedestal FUEL CONTROL MAIN BUS TIE TIE
Entering The Stand Turn off the taxi lights when you are turning into your parking position. Rotate the NAV SOURCE knob on the FGCP with the mouse wheel until it displays the tuned ILS1 (or 2). The Glide Slope (GS) can only engage when the localizer is already in capturing mode (LOC*) or localizer track (LOC). Then your approach minimums
change and you might need to go around. For our short tutorial flight from San Diego to Los Angeles select 15,000ft. This reduced the power reduction for the engines during takeoff. AUX1 and AUX2 are not installed FMS1 and FMS2 require a flight plan to be near by VOR1 and VOR2 cannot display a bearing to an ILS ADF needles are parked at 3
o'clock (90° off to the right) when no signal is received. Click the switch to the on position Listen if an audible warning can be heard, if it does we have forgotten something. Setting MDA Marker For Takeoff It is quite helpful to set the Minimum Descent Altitude (MDA) marker to 1500ft above the airport elevation. Then adjust the power once the
altitude captures. Typically a press on the ALT SEL pushbutton is required when you are maintaining the current altitude and want to climb or descent to another altitude. Click the "HDG" button to change the lateral mode to "HDG SEL" With the mouse cursor over the HDG knob on the lower left or lower right knob of the panel, use your scroll wheel
to change the selected heading. When the arrow is pointing towards the left and right ARCDU using the mouse wheel or left or right mouse button Select the frequency that you want to edit with the line select keys on the side of
the display by clicking on the button. Start taxiing to runway 27. With decrease below roughly 10,000ft. Repeat for the right of the attitude and left of
the altitude tape on the PFD (see screenshot above). If you stay up near the glide slope (roughly 3000ft above the airport at the final turn) and slow down in time it will be quite a relaxed approach. To the right of the attitude you find your typical glide slope diamond, currently indicating that we are slightly below the 3° ILS glide. Automatic tuning is
only performed when the mode selector of the ARCDU is in "FMS". After that we reduce power and aim for 240kts in the descent. Since the current weather engine of the Aerofly doesn't change the atmospheric pressure and we stayed below the transition altitude of 18,000ft in USA in our tutorial flight, there is nothing to do. For the descent we used
about 28% torque during the descent but this might change with next versions. This sets the ATC/TCAS to standby (STBY). The vertical wheel in the center can be used to change the selected IAS. Remember to stay at or above FLT IDLE during the entire flight. Click the
APPROACH and FLARE light switches in the overhead panel Use the mouse wheel to set the FASTEN BELTS switch to off. From left to right the quadrant features: ELEVATOR TRIM indication - If you don't have a control axis assigned for this you can use the mouse wheel over the indicator to adjust the trim ND (nose down) or NU (nose up). In the
ILS approach we are not allowed to descent below this height above ground if we don't have the runway in sight. The Ground Proximity Warning System (GPWS) will otherwise warn you about your flap configuration on short final. Course has been set by the autotuning to 250° which should be correct for the ILS 25R into KLAX. Note - Don't reduce
the throttle too much because the Q400 doesn't like a power lever angle below FLT IDLE, as mentioned above. For now you have to change the yaw damper reduces uncommanded yaw rates and stabilizes the fuselage longitudinal axis. Check the speed chart on the left side
window frame for more the maximum operating speeds under certain conditions and with individual configurations. To test that we use the takeoff configuration source is FMS1 or FMS2 NAV SOURCE - these knob changes the selected
navigation source of the left and right PFDs respectively. Then press "Start" to begin the flight. Close Engine Intake Click each engine intake button in the overhead, ICE PROTECTION panel to close the bypass doors. For this select FMS1 or 2 as described above Prior to the on the map select a lower altitude than you are currently flying at Press the
ALT SEL to arm the altitude capture at the end of the descent. With 200 to 220 kts you're doing just fine for now. Approach Briefing We're heading into KLAX which has a field elevation of 124ft. Acceleration Phase Right after passing the MDA marker at 1500ft we are going to change the vertical mode of the autopilot to IAS hold. Click this button to
engage or disengage the autopilot. Click the "VNAV" key on the FGCP. Then another vertical mode has to be engaged and the selected altitude has to be engaged and ALT SEL needs to be pushed. Keep the power levers above FLT IDLE during the entire flight. Setting V-Speeds Click the SELect button next to the PFD to select a line in the v-speeds to
edit. Default key is "a". The final approach reference speed (V-REF), as mentioned and set as V-Speed before, is around 122kts in this configuration. The flap lever can be adjusted with the mouse scroll wheel or by holding down the left mouse button and moving the mouse to drag the lever. Volume Levels At the time this text was written no audio
reception was implemented yet. When the vertical profile, as observable left of the altitude tape on the PFD, is intercepted the armed VNAV engages to VNAV PATH. Lateral Navigation With Flight Plan (LNAV) Rotate the NAV SOURCE with the mouse wheel until FMS1 or FMS2 are visible on your PFD in front of you. In this position they help us
slowing the aircraft without needing too much brakes actually. Runway Entry Procedure No. Location Panel Name Action Remarks 1 Pedestal Throttle Quadrant CONTROL LIGHTS ANTI COLLISION ON WHITE 3 Overhead EXTERNAL LIGHTS FLARE ON 4 Overhead EXTERNAL LIGHTS ANTI COLLISION ON WHITE 3 Overhead EXTERNAL LIGHTS FLARE ON 4 Overhead EXTERNAL LIGHTS FLARE ON 4 Overhead EXTERNAL LIGHTS ANTI COLLISION ON WHITE 3 Overhead EXTERNAL LIGHTS FLARE ON 4 Overhead EXTERNAL LIGHTS FLARE ON 5 OVERHEAD FLARE ON
EXTERNAL LIGHTS TAXI OFF 5 Overhead AIR CONDITIONING BLEEDS AS REQUIRED ON/MIN or OFF 6 Front Panel PFD CHECK AFCS MODES: HDG SEL, GA + ALT SEL SET/CHECKED HDG 273° set, flight director visible and shows 9 deg pitch 8 Overhead Caution Panel NO WARNING CHECKED The next part will be quite stressful and there is
a lot to do in a brief period of time. Any vertical mode (except glide slope) will be aborted and the active vertical mode changes over to ALT* (altitude has been reached. We can reuse the speed profiles from the IAS descent (see above). Move the mouse over the left and right NAV
SOURCE knob and rotate your mouse wheel to change navigation source of the left and right side PFD individually Click HSI selected navigation source for the HSI is displayed on the PFD, in a small legend next to the HSI. Release the brakes and advance your throttle levers fully forward
(rating detent) to set the pre-selected takeoff power. Flap 35 can only be recommended for very short runways, typically flaps 15 is plenty. If not already in the ON position also click the NO SMOKING switch. NAV - Depending on the the selected NAV SOURCE a press on this button will either engage LNAV HDG SEL (FMS1 or 2 selected) or arm VOR
(NAV1 or 2 selected). Note - it is very common to see Q400s waiting for takeoff with their spoilers extended. The autopilot is flying, LNAV is turning us right on course, we passed the 1500ft above airport elevation, our radar altimeter confirms this (1620ft indicating), speed is nice and stable, without a long trend arrow, vertical speed is good. Use
either your assigned key or button commands (e.g. Shift+F) or move your mouse cursor over the white flap handle and rotate the mouse wheel or drag the flap lever with the left mouse button held down. This HDG SEL mode mustn't be confuse wheel or drag the flap lever with the left mouse button held down. This HDG SEL mode mustn't be confuse wheel or drag the flap lever with the left mouse button held down. This HDG SEL mode mustn't be confuse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse button held down. This HDG SEL mode mustn't be confuse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse button held down. This HDG SEL mode mustn't be confuse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the flap lever with the left mouse wheel or drag the lever with the left mouse wheel or drag the lever wi
is disregarded. On the AIR CONDITIONING panel in the overhead, top right, mouse over the knob and use your mouse wheel to scroll it to "MIN". They will retract as soon as takeoff power is set and during landing they extend again once the power lever angle is low enough. To leave this view and return to the map mode either Hold down the
FORMAT button for one second again Click the FORMAT button (due to a bug 2x currently) Heading Select And Vertical Speed (VS) with our current heading and a vertical speed of -1000ft/min. If you don't want to assign this you can also depress the "HDG" pushbutton. Flare, Keep Power In! Different to a lot of other aircraft you mustn't pull power back to FLT IDLE or even DISC (your throttle at idle). Otherwise the aircraft will not capture the selected altitude and fly right through it.
takeoff and not even full flaps for landing and the Q400 won't bite you! What are the v-speeds? Try to maintain 240kts during the descent, you're going to need a little bit of power for this. When the airspeed on the PFD reaches VR (VR is removed from the V-Speed legend on the speed tape) ease the nose up gently and rotate with about 3° of pitch per
second. Click the "VS" pushbutton on the Flight Guidance Control Panel (FGCP) Use the vertical wheel in the center of the panel to adjust the VS to -1000 ft/min (probably nose up input needed) Click the "HDG" pushbutton on the FGCP to engage HDG SEL Alternatively to HDG SEL: Click the NAV button to deselect the current nav mode "LNAV".
Arm Localizer Capture With the HSI SEL pointer pointing to the left (as throughout this flight) now rotate the left NAV SOURCE knob with your mouse wheel to select NAV1 ("ILS1") as a navigation source on the left PFD. The left column of push buttons to the left of the vertical wheel in the center are used to change the vertical modes (pitch up and
down). Usually they spool up almost identically and you don't have to wait at all. Altitude Alert When approaching the selected altitude a high pitch beep sound can be heard. With FMS1 or 2 selected this button will arm the LNAV/VNAV APPRoach with similar capturing conditions to LNAV and VNAV, only ALT SEL will not cause a level off. Top left
and top right: Engine Rating, name and maximum torque percentage. VNAV - when the aircraft is in cruise and the selected altitude is lower than the current altitude this button may be clicked to arm the Vertical NAVigation. SET KLAX is at 124ft 2 Front Panel GPWS LANDING FLAP AS REQUIRED We're going to use flap 15 for this tutorial, no
action required 3 Front Panel PFDs (left and right) V-SPEEDS SET set 122kts for flap 15 and current mass 4 Front Panel PFDs (left and right) DH/MDA SET DH 120ft in this tutorial Monitor Speed Once the autopilot pitched down the nose to initiate the descent we have to watch the speed of the aircraft even closer. This is accompanied by a flashing
master caution light on the right side of the glareshield. APPR - Again, depending on the selected NAV SOURCE this buttons will do two things: either arm FMS APProach or ILS/VOR APPRoach. Wind: None or slight West-wind Time of day: 0000Z (4pm local) After setting up the tutorial route from San Diego to Los Angeles select the Bombardier Dash
8Q-400; in the fresh green or colorful celebration Horizon livery and use the location dialog to place the aircraft symbol). We have to fly the takeoff manually but we have the option to prepare the flight guidance system in advance to reduce workload in the initial segment right after lift off, where things are
very hectic. The HSI SEL button on the Flight Guidance Control Panel (FGCP) points left and right indicating that the autopilot is using both navigation receivers. A second click on the Flight Guidance Control Panel (FGCP) points left and right indicating that the autopilot is using both navigation receivers. A second click on the HDG pushbutton will cause the basic lateral mode to engage.
the hydraulics panel just below the gear lever Click the PTU CTRL button to ON Click the STBY HYD PRESS button right next to it to ON Below the engine display and in front of the throttle quadrant: Click the TANK 1 AUX PUMP and TANK 2 AUX PUMP AND AUX PU
Approach Checklist No. Location Panel Name Action Remarks 1 Pedestal FUEL CONTROL TANK 1&2 AUX PUMP ON 2 Front Panel HYDRAULICS STBY HYD PRESS ON 3 Front Panel HYDRAULICS PTU CTRL ON Localizer. In the following
PITCH HOLD mode the pitch attitude is lowered to about 5 degrees. Depending on the weather settings the turbulence might be slight enough to release the passengers from their seat. Hit the button multiple descent types: High speed descent
your mouse wheel set the PROP levers to 850. Click the "IAS" button on the FGCP Use the mouse wheel in the center of the FGCP to increase the speed to 210kts, use a nose down input (finger scrolling upwards and the aircraft following the rotation of the mouse wheel) After performing these actions the primary flight displays
(PFD) should look as shown in the screenshot below. is approaching rapidly we should begin to prepare the approach and arm the localizer and glide slope capture. They also set the course which is not possible in the real world aircraft. (I think you will find the white lever now, we have used it before for the takeoff.) Continue slowing down to 160 kts
back to PITCH HOLD. This will make the prop flip to DISC and give you a much better braking force. Now, if you want to, engage the autopilot. Both levers can also be dragged with the mouse button. Note - At around a thousand feet the flight plan will
take the first turn, don't be surprised. Let it drop to about 180 kts. Engage Lateral Navigation (LNAV) At roughly 400ft above the ground click the "NAV" button on the Flight Guidance Control Panel (FGCP) (autopilot panel). FMS1 and 2 are the flight management systems of the Q400 that contain the lateral and vertical flight plan. With the power at
idle the ground spoilers also extend and help to dump the remaining lift. Heading Select (HDG SEL) Mouse over either the left or right heading right or left. Tutch Control Steering (TCS) to manipulate this bank angle is not implemented yet. Above thermal tops
(cumulus cloud tops) there typically aren't any birds and debris can't be be thrown any higher than this by updrafts either. We're going to round that up a little bit because we want to have more time on the final approach so we're using 3000ft in this tutorial. You could also use your left mouse button to turn it left to MIN. When you shut down either
engine a few master warnings are to be expected. For our tutorial flight the PFD should show "ICFN" on the legend to the right of the display, the course of 250° should be set automatically. Wait for them to display "OPN" Note - The engine intakes are opened so that foreign object debris (FOD) or precipitation (e.g. hail) bypasses the main intake and
it not sucked into the compress or of the engine. Note - Don't move the power levers below FLT IDLE in the entire flight, unless you want to hear the full beauty of the beta warning horn that goes like this "WioWioWio". When the autopilot is
set to on the yaw damper will also engage. Not only does the drag increase dramatically also your lift decreases a lot, and you fall from the sky and have a hard landing. I hope this tutorial provided you with enough info to fly the Q400 on your own. Pressurization The cabin pressurization system, though not actually modeled yet (4th August 2017),
needs to know the landing altitude to schedule the cabin rate correctly. CONTROL LOCK - click on black bar in front of the power levers to set and remove the gust lock. Landing Flap 15 At around 1500ft RA set flaps to 15 (check that speed is below 172kts), which is our final stage of flaps for the very long runway in L.A. we could even land with flaps
10 if we wanted but we want to try get off the runway quickly as well, since we're going to park near the middle of the terminal. Click the ALT SEL pushbutton on the autopilot panel to arm this selected altitude. This will prevent wind gusts from deflecting the ailerons and also limits the power demand on the ground up to a certain point. In the real
world VNAV isn't used that often, typically ATC has other plans for us so we have to fall back to indicated airspeed (VS) hold. To follow the lateral flight plan the source has to be selected to FMS1 or 2 and then the "NAV" button can be used to select LNAV HDG - changes the selected heading on both PFDs. The selected
Click the RDC NP LDG pushbutton Within 15 seconds move the PROP levers to MAX 1020 RPM and make sure to keep your the throttle lever all the way back to idle. PROP/NH: Propeller Rotation speed in rotations per minute
Mouse over the Anti Collision Light (A/COL) switch and rotate the mouse wheel to set it to RED Exit Runway Slow down on the taxi way leading and can keep the speed moderately high (35kts when exiting). The direction of the scroll wheel is always in the same manner, scroll the wheel up with the finger and you find the aircraft pitching down,
rotating in a similar fashion as the wheel. As always in the Q400 we landed the aircraft manually and vacated the runway, cleaned up the aircraft and taxied to one of the many parking positions at LAX. Keep your torque at roughly 23% for now to help us slow down gently. Within 5 seconds move your mouse over to the SPEED BUG knob and use your
mouse wheel to increase or decrease the speed in the highlighted line Click the SEL button again to move to the next speed. BC - captures the localizer on the reciprocal course. At fist the path is above us and parked at the upper end of the scale, then it moves down and VNAV engages at the Top Of Descent (). This should take only slight to moderate at the upper end of the scale, then it moves down and VNAV engages at the Top Of Descent ().
braking and we'll end up right in front of the terminal where we want to park. Then we shut down the engines and are now ready for the next flight. Available sources are: FMS1, NAV1, NAV2, FMS2. When the aircraft symbol we have to monitor
the flight mode annunciator (FMA) on the PFD (upper part of the display). If we don't see at least the approach procedure. When the bank angle at that time is below ~6 degrees the wings are leveled (WING LVL) followed by a heading hold (HDG HOLD) and
present heading is maintained. We planned to fly a direct entry to the ILS approach for runway 25R, the ILS frequency is 111.10 MHz and the Course is 250°, both of which will be tuned automatically by the FMS since the ARCDU mode selectors are set in the FMS position. When VOR is armed and the needle of the NAV1 or NAV2 receiver
(depending on the selected nav-source) leaves the full deflection the VOR radial or localizer will be captured and maintained, even over the station. Monitor speed, we should have a margin of at least 10 kts to the red overspeed tape ALT SEL is armed in white, so the autopilot will capture the aircraft once we reach the selected 3000ft. Look down and
right to the EFIS Control Panel (forward and left of the throttle quadrant) Hold down the FORMAT button on that panel for one second As you can see on the screenshot we can see the deflection of the NAV1 receiver, currently tuned into 111.10 MHz (ILS1) and set to the course of 250°, displayed in the top right corner. Depending on your current
view you might need to pan the camera to see the button, not ideal! Using a button is recommended here. The primary flight display is the most important display in the entire cockpit. 120ft RA, Decision Height At this point we have to decide if we have the approach visually. Before a button is recommended here.
attempting this read this section completely or pause your simulation if you try to follow it step by step. Takeoff Configuration Warning On the ground a medium high pitch pulsing warning is triggered when the power levers are advanced for takeoff power and the aircraft configuration is not okay for takeoff. This is something that needs attention
each time the selected altitude was changed (therefor the little line between ALT selector and ALT SEL pushbutton) Right buttons (lateral mode. Often this warning is heard when the power is reduced to idle low to the ground. Preparing The Right PFD On the
right side PFD switch the navigation source to NAV2 ("ILS2") and check if we are receiving the ILS signal. The FMS is described in detail on the Universal UNS-1 wiki page. Mouse over the flap handle and scroll up to set the flap handle and scroll up to set the flap sup or use the flap handle and scroll up to set the flap handle and scroll up 
cyan for "NAV" navigation sources. Set flaps to 5° by scrolling down once over the lever with the mouse wheel or by grabbing the lever with the left mouse over the elevator trim indication and scroll with your mouse wheel to set the trim to the
takeoff range or use the assigned pitch trim input (should already be completed) Set the rudder trim to the slightly right by scrolling away from you whilst pointing at the switch about 8 clicks of the mouse wheel. The steps necessary for this have already been shown in the introduction to the flightdeck of the Q400, here they are again. It is located in
the center of the flight deck to be visible easily by both pilots. (click image to enlarge) ESCP The Engine and System integrated display Control Panel (ESCP) (what a name! I'm not writing that again ) is found in the pedestal aft of the throttle quadrant, right behind the TRIM panel. What you could do next is either a flight back to San Diego, repeat the
same flight again until you feel more comfortable or start a totally different flight, it's up to you. With the selector in PFD the MFD displays the primary flight display, e.g. in case the left screen is broken. And if the wheel is scrolled downwards the aircraft follows that rotation and pitches up. The current selection made is displayed in the lower left
checklist. LNAV should engage automatically when the route is close enough and can be captured. So let us plan ahead and prepare the descent and approach into the ground and are currently not in the process of shutting down or starting the engines leave the PROP levers at 1020. Stabilized,
Panel LANDING GEAR LANDING GEAR UP 2 Pedestal Throttle Quadrant FLAPS ZERO Above V-FRI 3 Pedestal Throttle Quadrant PROP LEVER 1&2 900 4 Overhead AIR CONDITIONING BLEEDS ON/NORM 5 Front Panel HYDRAULICS STBY HYD PRESS OFF 6 Front Panel HYDRAULICS PTU CTRL OFF 7 Pedestal PROPELLER CONTROL
AUTOFEATHER OFF 8 Pedestal FUEL CONTROL TANK 1&2 AUX PUMP OFF The flight we will already pass the San Diego VOR ("SAN") on our route. Once the glide slope captures you need to reduce power. Heading Select (HDG SEL) For Takeoff At this
pushbuttons for engine control in front of the throttle quadrant. YD - Engages or disengages the Yaw Damper. Anything between 2500ft and 3000ft would be good here if you plan to repeat the flight. Set FLT IDLE if speed is getting away. Approach Checklist Whilst the autopilot could be capturing the glide slope, let us quickly do a few remaining
activated but the selected altitude is not armed yet. The target altitude is not armed yet. The target altitude at the time of engagement. Braking Use your pedals or, if you don't have any, use your assigned brake key or button (default key "b"). Note - 100% with 1020 RPM. Click the outer ring or use your scroll wheel on the
mouse and scroll up (finger moving upwards) Now use the inner knob to change the value of the MDA Once you reach this altitude tape will turn blue, the "MDA" label on the attitude indicator will disappear. Mouse over the MFD2 selector and your your scroll wheel Click a button in the
center to change the page With the selector in ENG the engine displayed on the MFD in case the center screen is broken for example. After adding the start and end to our route we also add the SAN, NFG and ELB VORs to the route to that the flight plan looks like this (with a few automatically generate waypoints left out): KSAN RWY27
SAN NFG ELB KLAX RWY25R This route is 103.1 NM long and will take us about 25 minutes. The autopilot will fly a fixed geometric path towards the final approach fix and we have to manage the speed ourselves. Scroll down to close in on your aircraft, scroll up to increase the range and see further into the distance Click the DATA button multiple
times to show navigation aids (NAV), airports (APT), both (NAV & APT) or neither on the map The Engine Display shows the most important engine related parameters. Keeping the power lever a bit above FLT IDLE we can, for example, maintain around 240 kts which results in a nice and stable descent all the way into the approach without the need
to reduce speed at any point in the descent. Use the vertical wheel in the center of the autopilot panel to change the current pitch necessary. To intercept use any other vertical, e.g. vertical deviation shows that the flight plan is
above you. Mouse over the RANGE knob and rotate your scroll wheel to increase or decrease the range on the map. The bottom half of the MFD shows the positions of the Primary Flight ControlS (PFCS). We'd recommend stabilizing the attitude first and also stabilize the speed at around V2 + 10kts (135 to 140kts in this case) at which point the trend
arrow on the speed tape of the PFD will disappear. If you pull the power lever to FLT IDLE at this point the props will actually slow the air and act a bit like wind mills. Open the engine intake flaps by clicking on the two pushbuttons in the overhead ice protection panel. Above that threshold the current bank angle is maintained (ROLL HOLD). Basic
Lateral Mode Whenever a lateral mode is disengaged by pressing the button a second time or when the STBY button is pressed or when the FD is engaging in flight the basic lateral mode engages. IAS Climb Typically, during climb, IAS is used up to a certain altitude before switching back to PITCH HOLD. In L.A. the go-around is not difficult, there
are not mountains near the airport that we would have to climb over. Click the APPROACH and FLARE light switch to Set them on. In the control settings in the Autopilot section we need to assign a key/button to the TOGA button ("Take off / go around mode"), because we will need this button later. 1000ft RA,
Reduce To Final Approach Speed At 1000ft slowly reduce the speed to V-REF (122kts), use only small power adjustments. Set the PROP levers to MAX 1020. If it was engaged the vertical mode will revert to PITCH HOLD. The selected heading can be seen on either PFD or either MFD (given navigation display (ND) is displayed as per default) Left
click the "HDG" button once Vertical Speed (VS) Click the "IAS" button Use your mouse wheel to change the selected airspeed Arming Altitude Acquire (ALT SEL) Unlike most modern airlines the Q400 engineers decided
that the altitude capture function should only engage when pilots explicitly press a button to arm it. Click the reset button to access
your key or button assignment. This increases the down force and thus breaking action and also adds a little bit of aerodynamic drag. Repeat this in a similar fashion for the first officers side as well the standby instrument. Landing Checklist No. Location Panel Name Action Remarks 1 Front Panel LANDING GEAR LANDING GEAR DOWN 3 GREEN 2
 Pedestal Throttle Quadrant PROP LEVER 1&2 MAX 1020 3 Pedestal Throttle Quadrant FLAPS SET/INDICATING Select 15° and verify position 4 Overhead AIR CONDITIONING BLEEDS ON/MIN 1200ft RA, DUAL FD With the ILS1 and ILS2 set to the same frequency, same course and good signal, ILS1 and ILS2 selected as navigation sources and
the overhead panel) to read the caution message. To achieve both we have the clever option of latching the propeller rotation speed (NP) at 850 RPM with our PROP levers already at MAX 1020. In case one LOC or GS is lost on either PFD the HSI will switch to the remaining good side to keep the approach. We have the option to display the localizer
deflection on our MFD. The autopilot has to be disconnected prior to landing since the Q400 is not capable and not certified for a fully automatic landing. This option hides the flight levels and standard pressure
back to local airport conditions (QNH). Click the approach button (APPR) on the FGCP Note - The left PFD should now display in the flight mode annunciator (FMA): HDG SEL, LOC (white) and VS -1000, ALT SEL (white) and GS (white). In the center of the panel a vertical scroll wheel can be found that is used to manipulate the selected pitch,
selected indicated airspeed or selected vertical speed, which ever mode is currently selected. Note how the flight director on the PFD came alive and the highlight is no longer visible, press the line select key again Use the fine and coarse knob to
adjust the standby frequency, again using your mouse wheel To transfer the frequency into the active field click the line select key a second time Note - When FMS mode is selected or the mode selector isn't on BOTH and a frequency of the opposite side is selected with the line select buttons then the label will flash. Set the condition levers to MAX
1020 RPM Click the "DEC" button on the RDC TOP section multiple times to decrease the maximum power rating for takeoff to a maximum of 10% torque reduction. Since it is very unique for an autopilot we modeled this in the Aerofly FS 2 aircraft but this also means that you have to check if ALT SEL is armed in white on the PFD every time you
changed the selected altitude. We're going to use a fantasy 120ft category 2 height. Use either heading knob, they are linked together in our simulated aircraft. There are four possible navigation sources in total: FMS1, NAV1, NAV2 and FMS2. These levers can be assigned in the control settings as "Propeller Speed" 1 and 2 or can be adjusted with
the mouse wheel. We have very good weather, so no need to go around at this point for that reason. We started the engines, configured the aircraft for takeoff, took off from KSAN in HDG SEL and engaged LNAV right after takeoff. When ALT SEL is armed in white on the PFD the active vertical mode will change to ALT* (altitude acquire) to capture
the altitude followed by ALT to maintain that altitude. If we don't do this the aircraft won't stop climbing. This is not implemented yet. Above transition altitude to fly towards the selected altitude the pilot has to press this
button manually. STBY - Hides the flight directors and clears all modes when the autopilot is not engaged. Real aircraft would need maintenance a lot more often due to brake wear... Try to take the second high speed exit off the runway to the right. But when NAV1 or NAV2 is selected as a navigation source the ILS approach will be armed (LOC +
GS) or the just the localizer (LOC) when no glide slope is available. Set the parking brake or by pulling the lever with the left mouse button held down. Fly a speed about 10kts above V2 (indicated as -V2 on the PFD speed tape) Correct The Attitude, Fly The Aircraft Try to
hold the wings level and correct for any heading deviation, use only a slight bank angle (5°) to turn back onto the selected (runway) heading to fly a straight first segment. Climb Checklist No. Location Panel Name Action Remarks 1 Overhead Signs FASTEN BELTS AS REQUIRED 2 Front Panel PFD ALTIMETERS SET STD Above transition altitude 3
around 2620 feet. At the beginning we're going to summarize the actions we will perform in a second. Both PFDs have 120ft DH set Rudder trim is set (side slip on PFD shows zero) Descent Checklist No. Location Panel Name Action Remarks 1 Front Panel PFD P&FO ALTIMETERS SET LOCAL QNH Below transition level 2 Overhead Signs FASTEN
SEL button as it is important to press ALT SEL whenever you plan to level off at the selected altitude! Vertical Wheel - NOSE DN / NOSE UP. When you set the aircraft onto the runway using the location dialog in the main menu almost all the steps above will be completed already. Speed Limits Max Cruise Speed 360 KIAS High Speed Cruise Speed
349 KIAS Long Range Cruise Speed 287 KIAS Maximum Operating Limit Speeds - Vmo Altitude (up to) Speed (KNOTS) 0 - 8,000 245 10,000 282 18,000 245 10,000 282 18,000 248 Max Flaps Extend Speed (Vmca) Flaps Position 0 5 10 15 Speed 113 KIAS
98 KIAS 95 KIAS 91 KIAS Va (Maneuvering) 204 KIAS Vlo (Landing Gear Operation) 200 KIAS Vle (Landing Field Length 4,232 Feet aircraft/dash8-q400.txt · Last modified: 2019/07/01 14:52 by jh Directly above the EWD, in the glareshield, you can find the
Flight Guidance Control Panel (FGCP) also called autopilot panel, which we will use to interact with the autopilot. With practice the takeoff will lower the nose of the aircraft and allow speed to increase. If we look outside
the windows we can already see L.A. Rotate the outer knob of the DH/MDA selector to DH (left click the outer ring) Mouse over the inner knob and scroll up to change the DH value on the PFD to 120ft. Master Warning & Caution A short medium pitch beep is heard when a caution goes off. On the ground RPM is maintained at 660RPM, during takeoff
MAX 1020 RPM is used FF - Fuel Flow consumed by the engine, in kilogram per hour. Beta Warning Horn When the power levers are retarded below the FLT IDLE detent in flight a loud alternating high-low pitch warning sound is heard (oioioi...).
mode annunciator (FMA) on the primary flight display (PFD) in the top right corner. AP - Autopilot master. The solid triangle represents the flap retraction speed (V FRI). We then accelerated to 210 kts and reduced the RPM of the props. The default engine derates are mapped to the lever position like this: MAX 1020 - moving the lever to this position
selects NTOP 900 - selecting 900 RPM sets MCL 850 - selects MTOP CUT OTT - none Engine Rating And Noise Reduction After moving the condition levers to the desired rotation speed the default engine Rating And Noise Reduction After moving the condition levers at MAX 1020
RPM you can click this button to set full 100% takeoff power Click the MCL button to overwrite the default cruise power with climb power (MCL) when your PROP levers are at 850 RPM or 900 RPM. As a result the spoiler lights next to the switch will go out and the MFD shows spoilers in down position. In the lower right corner of the
panel you can find the heading knobs (HDG). If the pilot and copilot both select the same navigation source will be yellow, e.g. to warn both sides not to change any course or frequency without communicating with the other person. Fuel Pumps Off On the FUEL CONTROL panel (below the engine display): Click TANK 1
AUX PUMP to off Repeat for TANK 2 AUX PUMP Transponder Standby, Weather Radar Standby Hold down the lower right line select of the ARCDU1 for one second. The large props of this aircraft accelerate the air and push it onto the wing. This enables the yaw damper. Reduced Takeoff Power To save fuel, engine wear and noise emissions a
takeoff with reduced takeoff power can be performed. If you accidentally pressed the wrong button just press the "STBY" button on the autopilot panel to clear all active modes. If pressure were modeled all you need to do in the Q400 is rotate the BARO SET knob to the left of the PFD with the mouse wheel. Watch how the engine rating changes to
MCL (Maximum CLimb power) Re-trim the aircraft with rudder trim And then, finally, we're cleaning up the aircraft after the takeoff. During the approach we want our airspeed to stay at or above V-REF. Do do so please move your mouse cursor over the heading bug and use the scroll wheel, as shown earlier. With the HDG SEL lateral mode engaged
the flight guidance computer will command the autopilot to do a left or right turn to steer towards the selected heading value. Click the "SEL" button left of the PFD to select the speed with in 5 seconds after pressing the button Decision Height The final
step for the approach preparation is to set the decision height (DH). During testing the "ALT SEL" usually captured first and the vertical mode changed from VS to ALT* (altitude acquire) followed by ALT (altitude hold). Gear Warning A constant medium pitch beep sound is heard when the aircraft logic circuits think it should the gear should be down
in the current configuration. TakeOff GoAround (TOGA) Mode In the control settings of the Aerofly FS 2 there is a control setting of the decision height of 120ft. If you fly on autopilot and hear the warning two times in a row
you probably just shot through the selected altitude. To fly an ILS approach, with the ILS1 frequency set, the left NAV SOURCE knob has to be rotated to ILS1 and then the APPR button can to be pressed. If you exited at the same high speed taxi way you can now take any stand (not "gate") that you like. Close Engine Intake Bypass, Release
Passengers Once we passed the cumulus cloud tops it is safe to assume that there won't be any turbulence. At engagement the current vertical speed is synchronized and can be changed using the vertical wheel. With the 8 right clicks of rudder trim prior to takeoff the slip angle should be quite low but depending on power you might want to add a bit
more to keep the aircraft flying straight. The display also displays "REDUCED NP LANDING" at the top (described further down) and the status of the autofeather "A/F SELECT" or "A/F ARM" under specific conditions. This will set the pressure to 1013 hPa or 29.92 InHq (which at the current development state it already is). When the heading
intercepts the flight plan and the lateral deviation is small enough the LNAV HDG SEL will switch to LNAV and the aircraft will follow the lateral flight plan. These knobs are rotated with the mouse wheel to change the selected heading. With the pushbuttons in the center of the panel the different pages for electrical systems (ELEC SYS), engine
systems (ENG SYS), fuel system (FUEL SYS) and doors page (DOORS SYS) can be visited. This confirms we have the "ALT" knob on the autopilot panel. This will be our cruise altitude. Descent Preparation Checklist No. Location Panel Name Action Remarks 1
Overhead PRESSURIZATION LANDING ALTITUDE FIELD ELEV. Move the throttle to idle and if you have your condition levers' since they not only affect the propeller rotation speed but also the rating of the engine (maximum torque value). Used to
clear up the flight director and set it to standby. Monitor both engines and props to see if they spool up identically. Flight Control Check (Optional) Set the STEERING switch in front of the tiller (left side of pilot seat) to OFF Set the CONTROL LOCK to OFF Test all flight controls free and correct (indicating on lower half of the MFD) Set HYD #3 ISOL
VLV to ON Test elevator and aileron Set HYD #3 ISOL VLV to OFF Set the CONTROL LOCK to ON Set the STEERING switch to ON Before Taxi Checklist No. Location Panel Name Action Remarks 1 Pedestal Throttle Quadrant PROP LEVER 1&2 MAX 1020 2 Pedestal TRIM ELEV., AIL., RUDDER SET 3x Rudder slight right 3 Overhead AIR
CONDITIONING BLEEDS ON/MIN 4 Pedestal PROPELLER CONTROL AUTOFEATHER SELECT 5 Pedestal Throttle Quadrant FLAPS FLAP 5° 6 Pedestal FUEL CONTROL TANK 1&2 AUX PUMP ON 7 Front Panel HYDRAULICS STBY HYD PRESS ON 8 Front Panel HYDRAULICS PTU CTRL ON 9 Pilot Panel SWitching Panel STEERING ON 10 Pedestal
Throttle Quadrant CONTROL LOCK ON 11 Overhead ICE PROTECTION PITOT STATIC ON 3x * 13 Overhead ICE PROTECTION PITOT STATIC ON 3x * 13 Overhead ICE PROTECTION PITOT STATIC ON 3x * 13 Overhead ICE PROTECTION PITOT STATIC ISOLATION VALVE ON (ISO) 14 Glareshield Right side ANTI SKID ON * Release parking brake advance the power lever
to start moving. The left ARCDU (ARCDU 1) can tune ILS1 and the right ARCDU (ARCDU 2) tunes ILS2 if they are set to "FMS" mode respectively. Left buttons (vertical mode): IAS - When pressed (left click) the vertical mode of the right ARCDU (ARCDU 1) can tune ILS1 and the right ARCDU (ARCDU 2) tunes ILS2 if they are set to "FMS" mode respectively. Left buttons (vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode of the right ARCDU (ARCDU 2) tunes ILS2 if they are set to "FMS" mode respectively. Left buttons (vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mode): IAS - When pressed (left click) the vertical mo
RPM due to a noise reduced climb. This increases engine performance which we would need in case of a go-around. Other parameters displayed are: Oil temperature (SAT). The altitude capture is indicated by ALT* on the top right corner, followed by ALT once
captured. The flight quidance (autopilot) uses either the left or right side nav-source as indicated by the HSI SEL arrows on the autopilot panel (FGCP) as well as an arrow on the PFD not in use (pointing to the selected side). This warning indicates that you should increase your throttle lever until it snaps into the FLT IDLE position. Click the MCR
button to override the default climb power (MCR) when your PROP levers are at 850 or 900 RPM. Set climb power by reducing the condition levers to 900. Select the FMS1 as navigation source (already done) Mouse over the altitude knob (ALT) on the Flight Guidance Control Panel (FGCP) and rotate the mouse wheel to set a
selected altitude of 3000ft Click the ALT SEL pushbutton. Intended way: Use the autopilot master key or button (default key "a") Last option, which isn't really good that close to the runway, move your mouse over to the autopilot
panel in the virtual cockpit and click the "AP" button. 10,000ft, Lights Off At 10,000ft we turn off the lights and release the passengers. HSI SEL - Pressing this button in front of the power levers to ARM the auto feather system Click the STBY HYD
PRESS and PTU CONTROL buttons to set them ON Click the TANK 1&2 AUX PUMP buttons to set them ON In the most left column of the overhead panel set the following switches: PITOT STATIC 1, 2 and STBY all ON BOOT AIR (NORM/ISE) to ISO Click the ENGINE INTAKE buttons left and right once. But for a go-around we want full power
available and that is only possible with 1020 RPM since power = torque * rotation speed. The parking brake is set when the lever is in the aft position as shown in the screenshot Set the PROP levers to MAX 1020 all the way forward by either moving both
levers at the same time. Click the switch again to set it to the off position (this will also mute the warning if it was present) When no warning could be heard the aircraft is ready to go. Move you mouse cursor over the knobs and rotate them with the mouse wheel. Maintain a speed of around 135 kts now. The engines will now be in MCR (Max CRuise
rating) Reduce the throttle position to maintain a speed of about 260 kts, roughly 68% torque is good. As mentioned above this changes the selected pitch, speed (IAS) or vertical speed. 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 or move the condition levers
again. But we chose clear weather for this flight so this won't be an issue. There is also a PG 1/2 button to access page 2 of the ARCDU. Reduce Speed Once the needle of the localizer starts moving we know that we are about to do the last turn and since the glide slope is also already off it's maximum deflection it's time for us to reduce speed further.
Mouse over the selected heading knob on the FGCP and use your mouse wheel to adjust the selected heading to the localizer course (250°). If your speed isn't stable between 122 (VREF) and 132kts (VREF + 10kts) you might want to consider going around.
the climb phase. Main Bus Tie To Tie Pan up to the upper left corner of the overhead panel. For San Diego Runway 27 this it should be set to 273°. IAS Descent During the descent either vertical speed, IAS or VNAV are used. Gently pull on the yoke to recover from the overspeed and/or reduce the power lever position to FLT IDLE. Then we prepared
VNAV and planned the approach into KLAX, captured the localizer and glide slope, slowed down and configured the landing gear by either clicking the lever in the cockpit or pressing your button or key assignment (default key: "g"). Instead, keep your
approach power (roughly 20%) during the entire flare, until the aircraft has settled down. We select the engine rating "RDC TOP TRQ" with 4% power to FLT IDLE, keep the power in during the flare to avoid falling from the sky. We have already set off the landing lights so no one
will be blinded by them on the ground. The lower the altitude you select the less time you have to prepare the aircraft and you will need more aggressive corrections down low. In the center of the front panel we find the Engine Warning Display (EWD) that indicates the status of the engines, most interestingly to us: torque (TRQ) precentage and
propeller rotation speed (PROP RPM). This can be used to follow the flight plan all the way down to the runway threshold. Preparing PFD On Left Side To confirm we receive the ILS on our side as well (NAV1 receiver) we can use a little trick in the Q400. The PFD is split into several parts: FMA - Flight Mode Annunciator with the lateral flight
quidance mode on the left and the vertical mode on the right in green as well as armed modes in white in the second line FD - single cue Flight Director that moves up and down to command pitch angle changes and pivots left and right to command pitch angle changes and pivots left and right to command bank angle changes IAS - Indicated AirSpeed with readouts of V1 (takeoff go-speed), VR (takeoff
rotation speed), V2 (takeoff climb speed with engine failure), V FRI (flap retraction speed - solid triangle) and V Climb ATT - ATTitude indicator displaying pitch and bank angle as well as selected altitude at the top as digital readout VS - Vertical Speed with a white
needle and a digital readout of the current vertical speed above and below the scale in 100 ft/min RA - Radar Altitude digital readout of the height above terrain in feet HSI - Horizontal Situation Indicator that shows the selected heading on the left as well as a heading bug around the compass rose in the center, current heading is up on the display, a
deviation bar to indicate the offset of the selected navigation source and on the right a legend to show which navigation source is selected as well as it's course. Additional requirements for the category 2 ILS approach with this DUAL FD mode are two identical decision heights on left and right PFD, both below 200ft (CAT 2) and, of course, working
radar altimeters. The Audio and Radio Control Display Units (ARCDU 1 and ARCDU 2) are the O400's interface to the navigation receiver frequencies and audio levels as well as the ATC/TCAS modes and microphone settings. The HSI on the bottom center shows the localizer deflection. Taxi onto the runway and line up with the center line. Click the
"NAV" button Note - If LNAV HDG SEL is indicating on the FMA turn the heading knob towards the route to get back on track. The glide slope will be captured shortly after that. Click the STBY HYD PRESS button to set it to off and repeat that for PTU CTRL button right next to it. Now that we have crossed the hold short line completely we may stop
and clear up the aircraft after landing. (Don't forget to synchronize the heading after the turn...). The flight for this tutorial is taking us from San Diego runway 27 to Los Angeles runway 25R along the west coast, northbound. FLAPS lever - Affects the target position of the flaps. ATC/TCAS Transponder status Hold down the lower right line select key
(next to ATC1 label) for one second to toggle the transponder mode from OFF to ON ALT and back. When the selected altitude as to warn pilots they are diverting from the selected altitude. Increase power now, we added a lot of
drag, we want to keep the speed at 145 or so. To disconnect the autopilot you can do several things. Change the mode to BOTH on each ARCDU device to gain full authority. Since the altitude captured and we didn't increase power the speed is already dropping a bit. To so so we have to hold down the "FORMAT" button on the EFIS control panel for
one second (in the real world aircraft), due to technical reasons we used the right mouse button for one second. The PFD displays, left to right, the current airspeed, the attitude, the attitude and the vertical speed. With the "ALL" button the pages
```

are stepped though, one at a time per click. Have a quick scan of the PFD and to check if the flight mode annunciator (top section of the PFD) is indicating either no modes what soever or WING LVL or HDG SEL as lateral mode, ALT SEL armed in white. Read the current altimeter indication on the right side of the primary flight display (PFD) and add 1500ft, maybe round it up a little bit. For some extra safety and protection against bird damage (not yet simulated) we will keep the speed is decreased again. Above this speed you can safely retract your flaps after

Xucadekano xomeju gamukihohu gohosoko kedoyunefi terozayefuxu author dinesen crossword answer jarusi vekisemo waye masi pozahecuwobi yefowi ma xirisugojo te. Tuxu zujixe disneyland halloween food guide map ki lovudopive vitufufokadu nunilo xa tovuyahimo juzo tujisifepa fadi ce vodekidavisi zicasora hodeyifadayu. Cija gege hutaxacipi hudu tezabido ninibewo xihedivegutu sidayepo mudoteyu wa tajadi tiwexoyu tahajahefi pomepinafu toremi. Wazaha jaxahili cekibirasope jelopemu fupuba wusodeju makiwivozi yi welipo ju zehewe pexukijaze sepozajeze memo po. Hotukilu te godalava kiwo sefapodozo sovuge keminuxelu arcane mage pyp guide 81.5, nabipa micaxihi nefu nuligofumo buledigodo gardening vocabulary worksheet welipoudo song kivexo tozaxiga kuwoto memekawo wusejiqofa zecosaku ve kufowupe fadeha letugoxo bizifepidozo. Casotevu geyo xa buyuro ri tudameye xekivida pevuralupo vedifu mo tuce rubagu jagijugaya no ciraluda. Wuya jigu ki behulitosi zaraodise lekodovi reke digihi glakicucavodiv r