

CHECKLIST FOR PM BETA TESTERS

Please follow the sequences as described here. Since most of them are connected to each other the system logic might fail if you do it on wrong sequence.

BASIC FUNCTIONALITIES

After you have connected the throttle as described in the SETUP manual. Follow these steps first. This is to ensure that all connections are working correctly and should be performed BEFORE auto throttle tests.

To perform these steps you have to get your throttle connected to the system, SIOC must be running and the correct device number and IDX number must be present in the main SIOC screen. This way you can ensure that your throttle is recognized by your flight Simulator.

Assuming that all connection steps are completed;

- 1 – Move thrust lever 1 to full and back to see if it is working on manual mode.
- 2 - Move thrust lever 2 to full and back to see if it is working on manual mode.
- 3- Move the flap lever degree by degree till 40 flaps to check if the flap positions are correct.
- 4 – Move the flap lever up degree by degree to check the returning flap positions are correct.
- 5 – Move the speed brake lever to see if it is working. Check when on the ground the speed lever should come till UP position.
- 6 – Assuming you have set your buttons try setting the park brake switch to see if it is working.
- 7 – Assuming that you have setup your fuel levers move your engine fuel lever 1 to see if the lever commands the throttle on the FS aircraft model.
- 8 - Assuming that you have setup your fuel levers move your engine fuel lever 2 to see if the lever commands the throttle on the FS aircraft model.
- 9 – SET the MCP to A/T ARM position. Press the A/T disengage button on the lever 1 and see if it disables the A/T ARM condition.
- 10 - SET the MCP to A/T ARM position. Press the A/T disengage button on the lever 2 and see if it disables the A/T ARM condition.

11 – Taxi your airplane to take off runway. SET MCP SPEED VALUE to 200 and ALTITUDE to 3000 . Set the A/T switch to ARM position from MCP. Move the levers to 40%N1 Thrust and press lever 1 TO/GA button. Check if the levers start moving together.

12 – Repeat the same step for lever 2 TO/GA button.

13 – Once in the air GEAR UP. Press CMD A button. Wait till the airplane reaches your set speed of 200 kt. See if the throttles will be moving.

14 – Once in 3000 feet the airplane should trim. Check to see if the trim is working.

15 – Once the trim wheels start to turn check their turning speeds. This is due to safety reasons. If they are dangerously fast or causing throttle to move aggressively then contact us to decrease the speed. This is also for your safety as any hitting of the moving parts can injure you.

16 – Take your flaps up and check if the throttle levers start moving towards IDLE position. The trim should move towards NOSE DOWN.

17 – Let the airplane stabilize for a moment. (Thrust levers should be settled down and the trim wheel should not turn too much)

18 – Change the HEADING bug to a 90 degree turn to any direction. Once the airplane starts turning check to see if it gives nose up trim (wheels should turn backwards).

19 – Once the turn is about to complete check to see if there is any nose down trim motion.

20 – Do the same thing for a turn in the opposite direction.

21 – Let the airplane stabilize for a moment. SET ALTITUDE to 5000 feet and press LVL CHG.

22 – Check if the throttle levers start moving forward to increase thrust and the trim wheels start turning backwards for nose up trim.

23 – Let the airplane climb to 5000 and stabilize.

24 – Set your ALTITUDE back to 3000. Check if the throttle starts to move backwards and nose down trim.

25 – Set your speed to 285 Kts. Let the airplane to hold the speed and stabilize. Set your speed back to 250 and immediately use the SPD BRK lever to slow the airplane. Check if it commands the airplane. Also check it comes no further than FLIGHT DETENT position.. Note that the little black triangle in the front of the SPD BRK lever is the indicator.

26 – Once on 250 Kts. close the SPD BRK. Check to see it is also closed on the airplane.

27 – Take the airplane from A/P. Trim nose up from the yoke. Check if the trim wheels turn.

28 – Do the same thing for nose down.

29 – Put the airplane back to AP mode.

30 – Turn towards the runway to land.

31 – Set the approach sequence as you normally do.

32 – Descend till 500 feet.

33 – Press TO/GA buttons. Check to see if the levers move forward.