General

dESPair

Flight operation manual

v 1.0 (28.12.99)
©1999 HabakukSoft, R. Voegtli

This manual contains detailed information on how you should perform your official dESPair flights. You will need to study the POH of the aircraft you are going to fly, and we expect from you that you visit the logbook to read all the gathered aircraft data.

How "real" you want to fly depends on your preferences. You can fly some routes that would not nescessary comply to the national air traffic regulations... but even in such flights, we ask you to respect the following procedure as good as you can.

Pre-Flight:

- Plan the flight
- Get ATIS (ev. from weather server)
- Prepare logsheet
- Compute fuel load
- Departure procedure reviewed
- Charts and docs at hand
- Startup XP (by clicking on the "THC-XXX.sit" file)
- Set weather parameters /activate real weather

Pre-Engine start:

- Brakes set
- Nav points and frequencies checked
- Nav radios set
- Com radios set
- Copy ATIS

Engine Start:

- Parking Brake Set
- Engine Area Clear
- Throttle Set to Idle (stick throttle!)
- Start Fuel Flow
- Start Engines
- Check Engine Operating Normally

Pre-Taxi:

- Flaps 1 (or appropriate)
- Check Control Continuity:
  - Confirm Full Aileron Movement
  - Confirm Full Rudder Movement
  - Confirm Full Elevator Movement
- *Get Taxi clearance (GND)*
- Release Parking Brake
- Taxi to departure runway - set parking brake when holding short of departure runway

Pre-Takeoff:

- Check parking brake set
- Check Set to Flaps 1
- Check engine operating normally
- Auto Pilot on (no service engaged)
- Airspeed set to 230 KIAS (or appropriate)
- Request Take off from Tower/Departure
- "Cleared to" altitude set
- Departure heading set
- Timer reset
- Taxi into position and hold

Takeoff:

- Release Parking Brake
- Set power to maximum thrust (full throttle)
- @ V1 (Decision Speed) - go/abort
- @ Vr (Rotate Speed) roll gently
- Initial climb at 4-12° BA (Body Angle)
- Positive Rate Of Climb >500 ft agl. - Gear Up
- Retract Flaps:
    - Flaps Two: see POH
    - Flaps One: see POH
    - Flaps Retracted: see POH
- Contact Departure
- Identify (squawk)

Post Takeoff:

- Engage Auto-throttle
- Engage Heading Hold
- Engage Altitude Hold
- Check gear up
- Check flaps up
- Check A/P Functioning Properly
- Head for filed flight plan

Climb:

- Rate of Climb - see POH (Set to (see POH) for expedited climb.)
- Airspeed
    - 250 KIAS under 10,000 ft.
    - see POH for cruising airspeed above 10,000 ft.
    - Increase throttle as needed to hold published climb airspeed
- Log Take off data onto logsheet

Cruise:

- Airspeed
    - Mach . see POH
    - Vne/Mmo - see POH
- Ensure On Course Navigation
- Log cruis data continuously
- Prepare landing by revising the arrival airport charts

Descent:

- Get ATIS for arrival airport
- Contact Tower (inbound)
- Set Auto-Throttle to desired airspeed
- "Cleared To" Altitude Set

Pre-Approach

- Approach Plate Out
- Approach Brief
- Missed approach Brief
- ILS Freq. Set (Once turned/cleared for approach)
- Check for traffic

Approach:

- Spoiler Armed
- Fly published approach as briefed.
- Normal Approach Airspeed:
-      see POH (Short Field Landings - see POH)
- Landing Configuration set at outer marker
- Gear Down
- Flaps Full

EXECUTE MISSED APPROACH if you can not establish a stabilized approach or if you deviate significantly from the ILS localizer and/or glideslope.

Landing:

- Target Airspeed: see POH (Short Field Landings - see POH)

- After touchdown:
    - Apply Brakes as needed to safely exit runway
    - Exit Runway at 15 Knots or less

Post Landing:

- Flaps Ups
- Clear runway (and notify Tower)
- Taxi To Terminal/Ramp

Parking:

- Parking Brake Set
- Flaps Up
- Spoilers Retracted
- Engines Off
- Log landing data

Debriefing:

- Log into dESPair logbook (or your local despair logbook)
- Log/Close your flight and don't forget to enter any aircraft relevant data