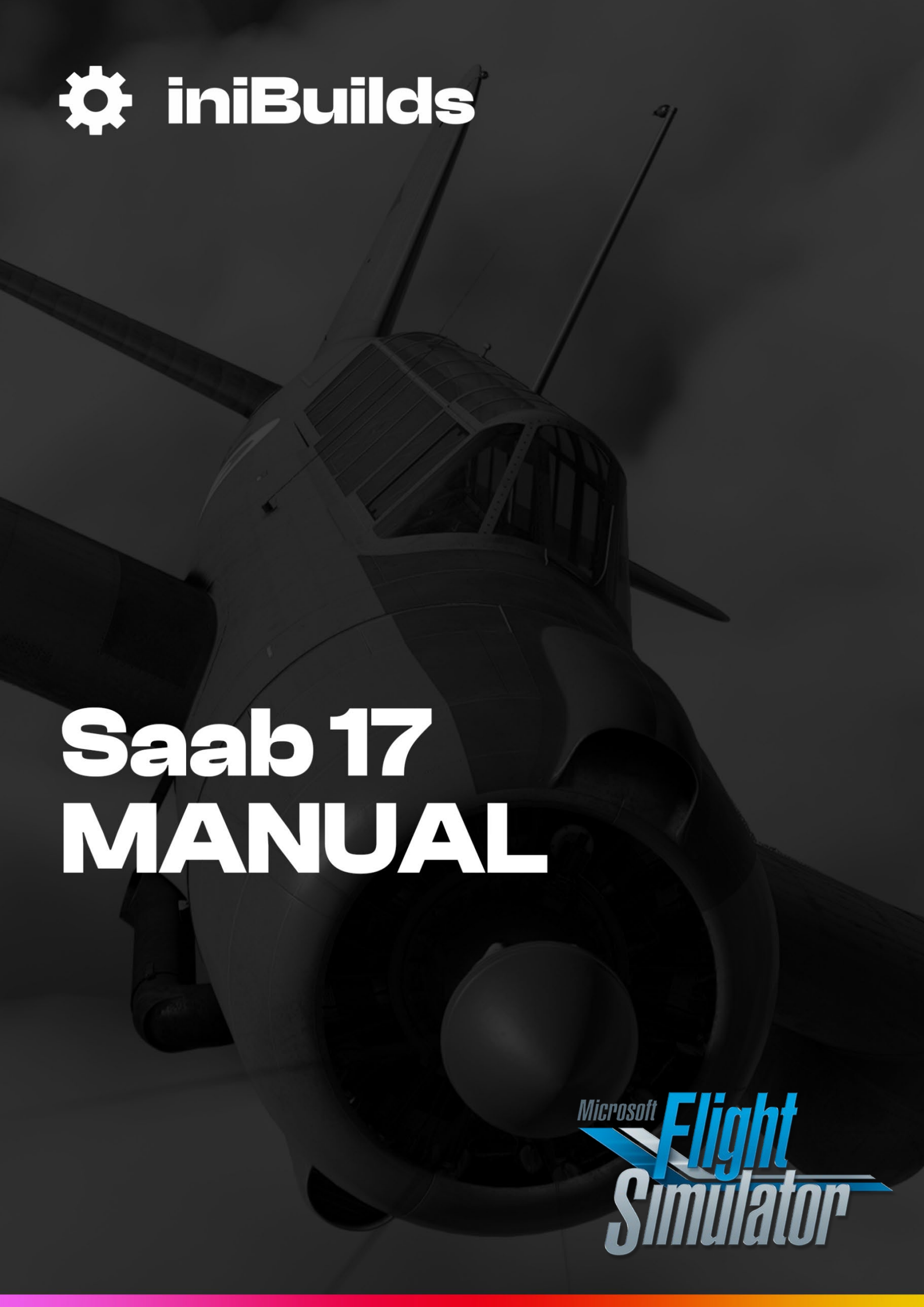
iniBuilds



Saab 17 MANUAL

Microsoft Flight Simulator

Preface

FOR SIMULATION USE ONLY - DESIGNED FOR SINGLE-PILOT OPERATIONS

This guide is designed to help provide a straightforward set of instructions to aid in operating the SAAB B17A aircraft. It has been produced using multiple real-world SAAB B17A operator manuals from various dates and sources with modifications to various procedures to make them more manageable under single-pilot operations.

PHOTOSENTIVE SEIZURE WARNING

A very small percentage of people may experience a seizure when exposed to certain visual images, including flashing lights or patterns that may appear in video games. Even people who have no history of seizures or epilepsy may have an undiagnosed condition that can cause these "photosensitive epileptic seizures" while playing video games.

Immediately stop playing and consult a doctor if you experience any symptoms.

These seizures may have a variety of symptoms, including light-headedness, altered vision, eye or face twitching, jerking, or shaking of arms or legs, disorientation, confusion, or momentary loss of awareness. Seizures may also cause loss of consciousness or convulsions that can lead to injury from falling down or striking nearby objects.

Parents should watch for or ask their children about the above symptoms. Children and teenagers are more likely than adults to experience these seizures.

You may reduce risk of photosensitive epileptic seizures by taking the following precautions:

- Play in a well-lit room.
- Do not play if you are drowsy or fatigued.

If you or any of your relatives have a history of seizures or epilepsy, consult a doctor before playing video games.

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About the SAAB B17A

The B 17A is a single-engine, two-seat dive bomber developed and produced by Swedish aviation manufacturer SAAB. The aircraft is a purpose-built derivation of the SAAB 17, a multi-role military airframe designed to fulfill the roles of ISR (intelligence, surveillance, and reconnaissance) data collections, forward observation, surface attack (including maritime torpedo missions), and bomber. The SAAB 17 took its maiden flight on May 18, 1940 and it was introduced in March of 1942. SAAB manufactured 326 17s, 264 of which were dive bomber variants; 132 of these were B 17A versions.

The B 17A traces its lineage to the birth of SAAB (Svenska Aeroplan AktieBolag), today one of the world's leading aerospace and defense firms. The 17 was the first aircraft produced by SAAB, and as such, it was integral to the early evolution of the company.

With World War I still fresh in the minds of military decision makers, the Swedish government outlined a defense plan in the mid-1930s that included four dive bomber units. The country's nascent aerospace industry had experience with dive bombers; the Swedish subsidiary of the German firm Junkers had developed the K 47 attack aircraft in the 1920s, although Sweden did not use them. The K 47 had proven successful in early tests of dive bombing and would form the basis of the Junkers Ju 87 Stuka dive bomber used by the Germans in World War II.

In the mid-1930s, Sweden's military used the Northrop 8A-1, the export version of Northrop's A-17 light attack and dive bombing aircraft that the Swedes designated the B 5. They also used Fokker C.V biplanes for light bombing and reconnaissance. In 1936, they sought a more operationally robust aircraft, one that could perform not only dive bombing, but ISR data collections, forward observation, and surface attack. Furthermore, they wanted this aircraft to be developed and produced in Sweden, by a Swedish company. The military outlined a specific plan to supply their Air Force with 257 warplanes by 1943.

The initial design work for the prospective aircraft, called the L-10, began as a top secret project conducted jointly by the Swedish company ASJA and the Douglas Aircraft Company of the United States. SAAB, which formed on April 2, 1937, took over the L-10 project when it purchased ASJA in March of 1939. SAAB continued exclusive development of the aircraft and successfully test flew it on May 18, 1940. Impressed by the airplane's performance, the Air Force ordered two variants, a reconnaissance version that they designated the S 17, and a diver bomber, the B 17. Three iterations of the B 17 were created, the B 17A, the B 17B, and the B 17C. Each was based on engine type, with the B 17A fitted with the most powerful motor.

The SAAB 17 is one of the most distinctive aircraft of the World War II era. It features a long "greenhouse" canopy over the airplane's tandem two-seat cockpit, a mid-wing design, a traditional empennage, and conspicuously large main landing gear doors. During bombing runs, pilots would deploy the landing gear and the gear doors would act as airbrakes, maintaining a measured dive speed and stabilizing the aircraft for bomb release. The SAAB 17 was notable for a number of engineering feats, including being the first Swedish all-metal, stressed-skin aircraft, and using recessed rivets to optimize airflow at the boundary layer of the airplane's surfaces. The B 17 could also accommodate skis or floats in place of wheels for landing gear.

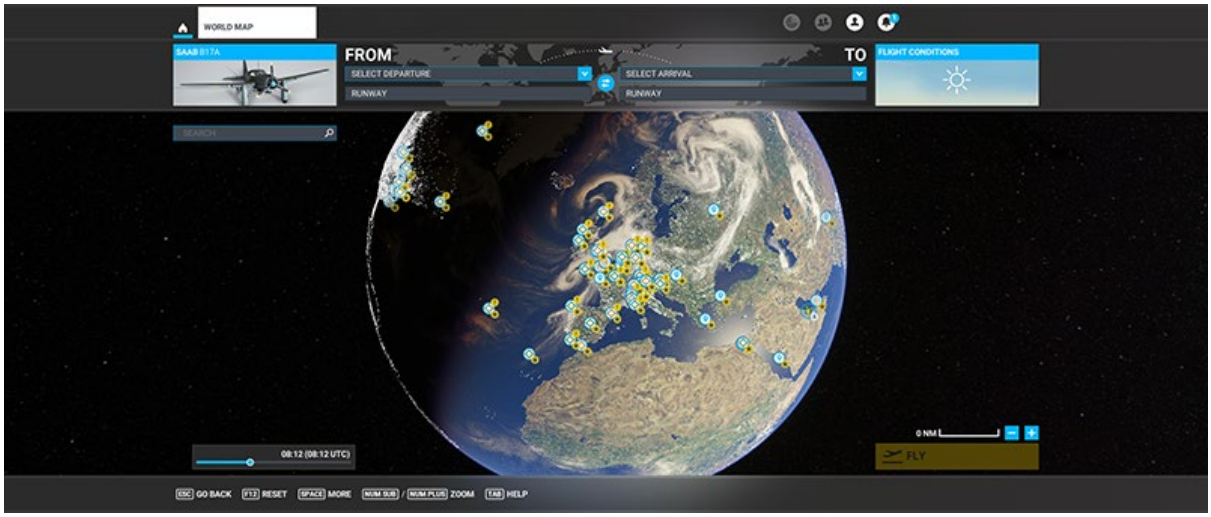
The B 17A saw service as a test vehicle for early ejection seats and use by the Danish Brigade in Sweden who were organized to fight German forces in World War II. The Ethiopian Air Force operated a fleet of the airframe from 1947 to 1968.

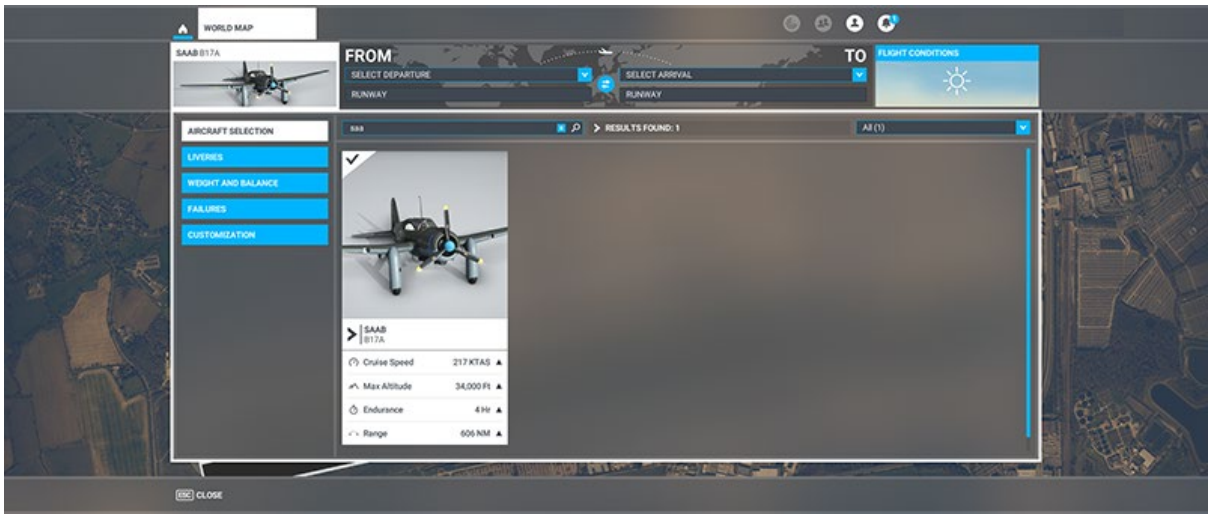
The B 17A measures 32 feet, 10 inches in length, stands 14 feet, 9 inches tall, and has a wingspan of 44 feet, 11 inches. It is powered by a 1,065-horsepower STWC-3 engine, which is an unlicensed copy of the Pratt & Whitney R-1830 S1C3G 14-cylinder, dual-row, radial piston engine. The B 17A has a range of 606 miles and a top speed of 270 miles per hour.

Aircraft Selection and Liveries

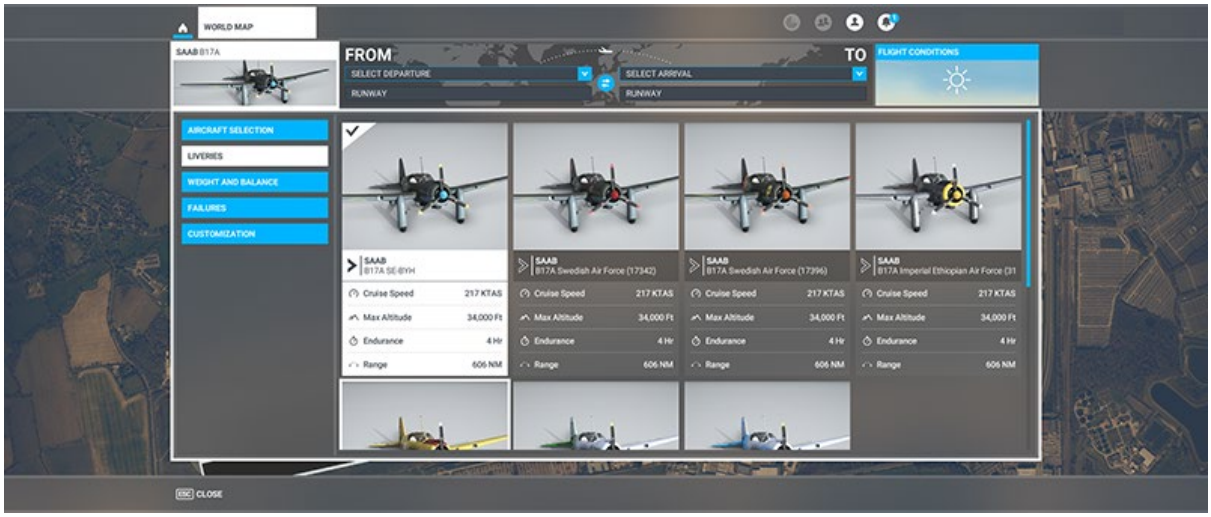
To fly the SAAB B17A, you will need to select it from the Aircraft Selection menu.
Click on WORLD MAP in the Main Menu and click the AIRCRAFT SELECTION icon on the top left.

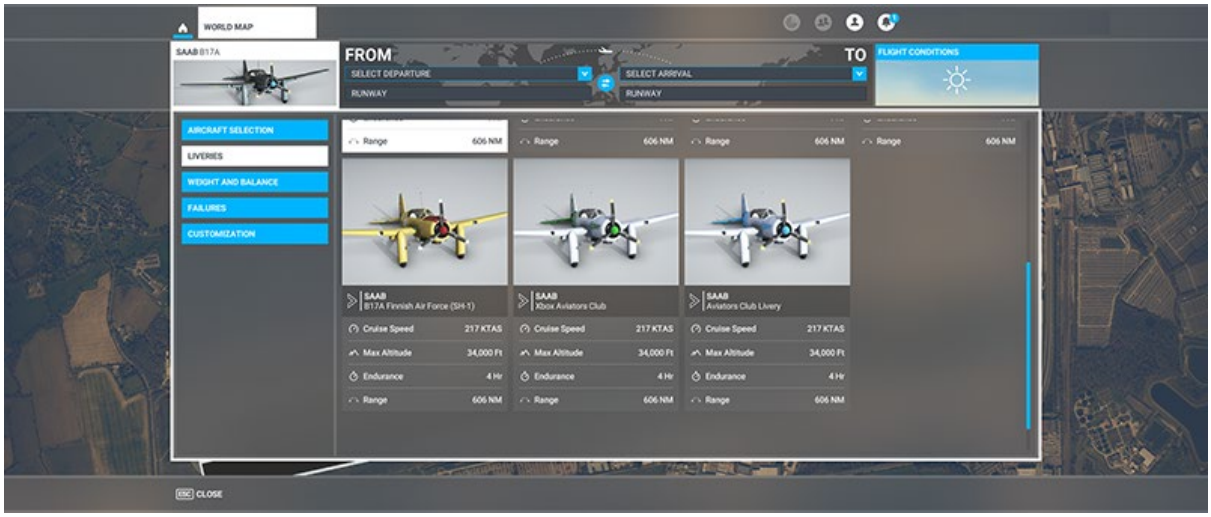
Scroll until you see the SAAB B17A or type “SAAB B17A” in the search bar, and it will appear.





Click on Liveries to select any of the various designs available for the SAAB B17A.


WORLD MAP
SAAB B17A
FROM
SELECT DEPARTURE
RUNWAY
TO
SELECT ARRIVAL
RUNWAY
FLIGHT CONDITIONS
AIRCRAFT SELECTION
LIVERIES
WEIGHT AND BALANCE
FAILURES
CUSTOMIZATION
SAAB B17A SE-BYH
SAAB B17A Swedish Air Force (17342)
SAAB B17A Swedish Air Force (17396)
SAAB B17A Imperial Ethiopian Air Force (31
Cruise Speed 217 KTAS
Max Altitude 34,000 Ft
Endurance 4 Hr
Range 606 NM
ESC CLOSE


WORLD MAP
SAAB B17A
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SELECT DEPARTURE
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TO
SELECT ARRIVAL
RUNWAY
FLIGHT CONDITIONS
AIRCRAFT SELECTION
LIVERIES
WEIGHT AND BALANCE
FAILURES
CUSTOMIZATION
SAAB B17A Finnish Air Force (SH-1)
SAAB Xbox Aviators Club
SAAB Aviators Club Livery
Cruise Speed 217 KTAS
Max Altitude 34,000 Ft
Endurance 4 Hr
Range 606 NM
ESC CLOSE

Cockpit Interaction

Some knobs within the cockpit have interaction where you can push, pull, or scroll them for their functionality.

This functionality will vary depending on your simulator's specific settings under GENERAL OPTIONS > ACCESSIBILITY.

If a control is set to "Lock," left click (and hold the left mouse button) the knob and push the mouse for "push" interaction and pull the mouse for "pull" interaction. Some functions also may have middle-mouse button "scroll" or "push" and right-mouse click "set" functions.

If it is set to "Legacy," you will see an icon appear to the left, right, above, or below, which you use the middle-mouse wheel to scroll as if a circular arrow, and left click to "set" as if an up or down arrow icon.

On the Xbox, press **A** to interact with the knob and use **A** to "push," **X** to "pull," Right Stick to "scroll," and **B** to finish the control input.

Checklists

While this guide offers comprehensive operational instructions that are functionally complemented by the Quick Reference Card (QRC), iniBuilds has incorporated expedient procedural checklists within the simulator. These can be accessed via the top-of-screen drop-down menu by selecting the Checklist option.

Clicking the blue eye icon to the right of the checklist item will switch your view to the requisite panel where the button/switch/dial/gauge is located. You can use the AUTO COMPLETE option to expediently tick off the item from the checklist.

Important Notes and Substitutions

The aircraft uses the new Computational Fluid Dynamics (CFD) flight model along with new fuel system and propeller physics. Care should be taken while flying the aircraft not to stress the airframe beyond its intended limitations as the aircraft, including all of its internal structural elements, reacts realistically in the system under these new simulation mechanisms.

By design, this aircraft could be susceptible to crosswind components and care should be taken when flying beyond typical and / or suggested operational limits. The recommended crosswind limit for this aircraft is 10 knots, although higher speeds can be achieved using a 'wing down' technique.

You can enable two options within OPTIONS > ASSISTANCE OPTIONS: "Auto-Rudder" and "Assisted Takeoff" which are designed to help fly in these conditions.

"Adjust whether you want rudder controls to be assisted during Free Flight and supported activities. When enabled, this option will help maintain level flight when in the air, and help steer the aircraft when on the ground.
It will also cancel out effects of any crosswind during takeoff or landing to make it easier to stay aligned with the runway."

SAAB B17A Specifications

Cruise Speed: 217 KTAS
Max Altitude: 18,000 FT
Max Weight: 8,532 Lbs
Range: 606 Miles
Fuel Capacity: 177 Gal
Length: 32.10 Ft
Wingspan: 44.11 Ft

Electronic Flight Bag (EFB)

Within the cockpit is an EFB which allows for some key functions of the aircraft to be accessed.
There is a moving VFR Map, which will show your route if set within the World Map.
The Home Page allows you to view the METAR of your departure and arrival airfield.
The Settings Page allows you to switch the gauges between Swedish and English gauges and decals.
You can show and hide the EFB as required, details are below on how to do this.

Home Page

Map Page

Settings Page

Swedish and English Cockpit

The cockpit gauges and cockpit text labels can be changed between Metric and Imperial measurements and Swedish or English language using the EFB Settings page.

Swedish

English

Showing / Hiding the EFB

The EFB can be shown or hidden depending on your preference.
On the right-hand side of the front the panel, click the button to show or hide the EFB.

Radio and Transponder Functions

There are modern radio and transponder units installed in the aircraft on the right-hand side instrument panel. These have been adapted for use in Microsoft Flight Simulator using the default ATC system.

You can either use the in-sim ATC window to change radio frequencies and SQUAWK code for the transponder automatically, or manually tune them based on instructions given by in-sim ATC or an external provider such at VATSIM or IVAO.

Please see below on how each individual unit works in-sim.

Radio

If using the in-sim ATC menu functions to change frequency, the radio will automatically change to the selected frequency, there is no need for interaction with the unit.

1. Mode
2. Squelch
3. On/Volume
4. Store
5. Switch Button
6. Frequency Select

The main display shows the communications channel selected, the main frequency and the standby frequency.
Either COM1 or COM2 will be shown depending on the Mode selected.

Push Buttons

1. MDE - Press the Mode button to switch between COM1 and COM2.
2. Squelch (inoperable in the simulator).
3. On/Volume/Off - Turn the knob clockwise to switch on the unit and increase the volume. Turn counterclockwise to switch off the unit. A message will appear for a short time saying Radio Off.
4. STO - Pressing this will change the frequency select between Kilohertz and Megahertz.
5. SCN - Pressing this will switch between primary and standby selected frequencies.
6. Frequency Selector – rotating this clockwise will increase the frequency and rotating counterclockwise will decrease the frequency.

Transponder

The aircraft has a functional Transponder unit that is linked into the in-sim Air Traffic Control (ATC) that can be operated in two modes.
Automatically using the in-sim ATC window whereby the transponder will auto-tune to the frequency set by ATC, or manually tuned by the pilot which is still functional with ATC.

Transponder Button Functions:
IDENT: Activates IDENT for 18 seconds then shuts off
VFR : Swap between VFR code and current code
ON : Set XPDR to On Mode
STBY : Set XPDR to Standby Mode
ALT : Set XPDR to ALT Mode
OFF : Set XPDR to Off
FUNC : Changes the function section page on the right of the code characters with the following available pages:

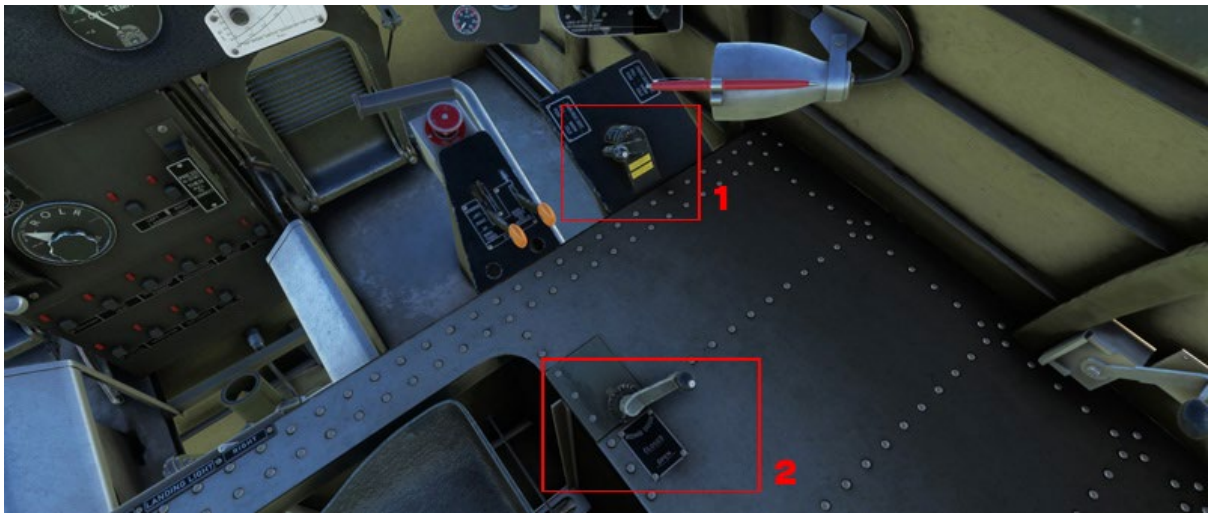
- Current Flight Time
- Altitude Monitor
- Outside Air Temperature (OAT) reading and DALT level
- Flight ID
- Count up timer (start/stop/clear)
- 3-minute count down timer (start/stop/clear)

START/STOP: Starts/Stops Altitude Monitor, Count Up, Count Down and Flight Timers
CRSR : Initiates starting time entry for Count Down timer and cancels code entry
CLR : Resets/Cancels data entry
0-9 buttons: Starts XPDR code entry

Both the radio and transponder are fully tied into the in-sim ATC functionality.
Either manual tuning on the units themselves or auto-tuning from the ATC panel or in-sim AI Radio Communications (ATC) works.

Additional Features

The aircraft includes some additional features: cowling flaps that can be opened based on the outside and engine temperatures, bomb bay doors that open and close, a clock stopwatch and flight timer, the ability to open canopies and windows, and the ability to show and hide the control stick.



Both handles are located on the right-hand side of the cockpit with the Cowl Flap (1) under the lamp and the Bomb Bay Doors Handle (2) next to the pilot seat.

Rotate these levers to open the respective cowl flaps and bomb bay doors.

Clock Stopwatch and Flight Time Functionality

The clock is located on the front panel, left-hand side which has a stopwatch and flight timer functionality.

To start, stop and reset the stopwatch, click the right-hand button.
The first push is to start, second push to stop and third push to reset.
The needle in the bottom round gauge will move counterclockwise and shown in minutes from 0 to 60.

To start, stop and reset the flight timer, click the left-hand button.
The first push is to start, second push to stop and third push to reset.
The needle in the top round gauge will move clockwise and shown in hours from 0 to 12.

Pilot and Co-Pilot Canopy and Window

The pilot canopy, co-pilot canopy and pilot left-hand window can be opened by clicking the respective levers in the cockpit.


CANOPY LOCK REAR
SET CANOPY LOCK REAR
Press to interact
CLOSED


LEFT WINDOW
OPEN/CLOSE LEFT WINDOW
Press to interact
CLOSED

Show / Hide the Control Stick

Click the bracket below the stick to hide and show the stick.

Cockpit Layout

Main Instrument Panel

1. Vacuum Pressure
2. Compass
3. Vacuum Source Selector
4. Outside Air Temperature (OAT)
5. Altimeter
6. Air Speed Indicator (ASI)
7. Turn and Slip
8. Vertical Speed Indicator (VSI)
9. Tachometer (RPM)
10. Carb Heat Temperature
11. Gears and Flaps Indicator
12. Accelerometer
13. Gyro Compass / Turn Slip Ball
14. RPM Percent ENG1&2
15. Manifold Pressure
16. Clock/Stopwatch/Flight Timer
17. Fuel Quantity Indicator
18. Oil Temp / Oil Pressure / Fuel Pressure
19. Cylinder Head Temperature (CHT)

Lower Front Panel

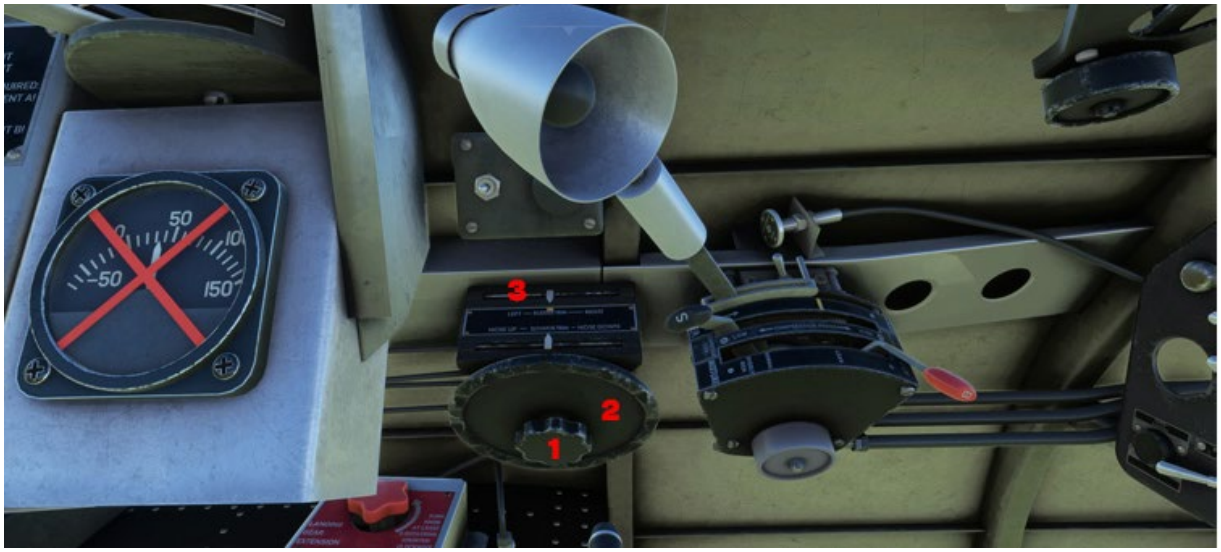
1. Magneto Switch
2. Fuel Gauge Indicator Selector
3. Engine Starter Lever
4. Parking Brake

Lighting Panel

1. Volt/Amp Meter
2. Reserve Fuel Pump
3. Lighting Rheostats
4. Lighting Switches
5. Nav Light Brightness Full / Off / Half Switch

Throttle / Gear / Flaps / Trim

1. Throttle Lever
2. Mixture Lever
3. Flaps Lever
4. Landing Gear Lever
5. Oil Cooler Lever
6. Propeller Pitch Lever
7. Emergency Gear Knob
8. Emergency Gear Pressure



1. Rudder Trim
2. Elevator Trim
3. Trim Indicators

Oxygen Controls

1. (A) Extra Oxygen Air Vent Knob
2. (B) Direct Flow Oxygen Knob
3. Pressure Indicators
3. Front Canopy Lever

Right-Hand Panels

1. Landing Lights
2. Fuel Levers
3. Fuel Pressure / Oil Pressure
4. Engine Primer Knob
5. Cowl Flaps Lever
6. Bomb Doors Lever

1. Battery High Temp Indicator and Switch
2. Bomb Doors Indicators
3. Radio
4. Transponder
5. Carb Heat Lever

Rear Cabin Interaction

1. Rear Canopy Lever

Operations and Techniques

This Section outlines the procedures and techniques required to operate the SAAB B17A safely and efficiently through all phases of flight.
Some procedures have been simplified and streamlined for single-pilot operation in a typical multi-crew aircraft.

Preliminary Cockpit Preparation	
Captain Electrical & Fuel Panel	
BATTERY	OFF
GENERATOR SWITCHES	OFF
INVERTOR	OFF
FUEL TANK SWTICHES	OFF
Throttle / Trim Panel	
THROTTLES	OFF
PROP LEVERS	EMERG STOP
GEARING SWITCHES	OFF
CRANK SWITCHES	OFF
FLAP LEVER	0 DEGREES
GEAR LEVER	DOWN
PARKING BRAKE	SET

ENG Start Procedure	
Captain Electrical & Fuel Panel	
When clear for start:	
BATTERY	ON
PARKING BRAKE	ON
Lighting Panel	
BEACON LIGHT	BEACON
Throttle / Trim Panel	
LEFT PROP LEVER	TAXI
LEFT THROTTLE LEVER	START
LEFT GEARING SWTICH	GND
ENG1 FUEL ENRICHMENT SWITCH	PRESS
ENG1 CRANK SWITCH	CRANK
ENG1 STARTER SWITCH	PRESS
Captain Electrical & Fuel Panel	
OIL PRESSURE	MONITOR >40 psi
LH MAIN FUEL TANK SWITCH	ON
Captain Instrument Panel	
FUEL FLOW	MONITOR INCREASE
RPM	MONITOR INCREASE
PROP ROTATION	CHECK FOR GOOD ROTATION
Captain Electrical & Fuel Panel	
LH GENERATOR	ON
INVERTOR	ON
Throttle / Trim Panel	
RIGHT PROP LEVER	SET UP (Upper position)
RIGHT THROTTLE LEVER	START
RIGHT GEARING SWTICH	GND

ENG2 FUEL ENRICHMENT SWITCH	PRESS
ENG2 CRANK SWITCH	CRANK
ENG2 STARTER SWITCH	PRESS
Captain Electrical & Fuel Panel	
OIL PRESSURE	MONITOR >40 psi
RH MAIN FUEL TANK SWITCH	ON
Captain Instrument Panel	
FUEL FLOW	MONITOR INCREASE
RPM	MONITOR INCREASE
PROP ROTATION	CHECK FOR GOOD ROTATION
Captain Electrical & Fuel Panel	
RH GENERATOR	ON

After ENG Start Procedure	
Captain Electrical & Fuel Panel	
OIL PRESSURES	MONITOR >40 psi
Captain Instrument Panel	
OIL TEMPERATURES	CHECK WITHIN GREEN
FUEL FLOWS	CHECK WITHIN GREEN
EGT'S	CHECK WITHIN GREEN
TORQUE PRESSURES	CHECK WITHIN GREEN
Throttle / Trim Panel	
ENG1 CRANK SWITCH	AUTO-SWITCHED TO RUN
ENG1 CRANK SWITCH	AUTO-SWITCHED TO RUN
GEARING SWITCHES	AUTO-SWITCHED TO SAFE

Taxi Out Procedure	
Lighting Panel	
BEACON LIGHT	BEACON/TAXI (DOWN)
COCKPIT LIGHTS	AS REQUIRED
Throttle / Trim Panel	
PROP LEVERS	SET TO TAXI
TOE BRAKES	HOLD
PARKING BRAKE	RELEASE
THROTTLE LEVERS	BACK
TAXI	SLOWLY
USE RUDDE TO STEER	SLOWLY

Take Off Procedure	
Lighting Panel	
STROBE LIGHT	ON
NAV LIGHTS	ON
LANDING LIGHTS	ON
De-Ice Panel	
DE-ICE SWITCHES	AS REQUIRED
Throttle / Trim Panel	
TRIM	SET TO 2 DEGREES NOSE UP
FLAPS LEVER	20 DEGREES
PROP LEVERS	SET TO TAKE OFF
PARKING BRAKE	RELEASE
THROTTLE LEVERS	SET TO TAKE OFF
ROTATE SPEED	115 KNOTS
PULL BACK YOKE	SLOWLY

Climb Procedure	
Throttle / Trim Panel	
GEAR LEVER	UP
FLAPS LEVER	UP
Captain Instrument Panel	
TORQUE PRESSURE	MAINTAIN 45-50 PSI
BEST CLIMB SPEED	150 KNOTS
Lighting Panel	
BEACON LIGHT	BEACON (UP)
LANDING LIGHTS	OFF AND RETRACTED AS REQUIRED

Cruise Procedure	
Throttle / Trim Panel	
PROP LEVERS	SET TO CRUISE
THROTTLE	AS REQUIRED
Lighting Panel	
LANDING LIGHTS	OFF AS REQUIRED
General	
TRIM	AS REQUIRED
BEST CRUISE SPEED	205 KNOTS

Landing Procedure	
Lighting Panel	
LANDING LIGHTS	ON
BEACON	BEACON/TAXI (DOWN)
Throttle / Trim Panel	
PROP LEVERS	SET TO TAKE OFF
FLAPS	40 FULLY DOWN
THROTTLE LEVERS	AS REQUIRED
LANDING GEAR	DOWN
SPEED – APPROACH	MAINTAIN 150 KNOTS
TRIM	SET NOSE UP 4 DEGREES
SPEED - TOUCH DOWN	125 KNOTS
THRUST REVERSERS	AS REQUIRED
BRAKE	GENTLY

After Landing & Taxi Back Procedure	
Lighting Panel	
LANDING LIGHTS	OFF
BEACON LIGHT	BEACON/TAXI (DOWN)
NAV LIGHTS	OFF
STROBE LIGHT	OFF
Throttle / Trim Panel	
FLAPS	UP
PROP LEVERS	SET TO TAXI
THROTTLE LEVERS	BACK
TAXI	SLOWLY
USE RUDDER TO STEER	SLOWLY
MANAGE THROTTLES	AS REQUIRED SLOWLY

Parking Procedure	
Lighting Panel	
BEACON LIGHT	BEACON (UP)
Throttle / Trim Panel	
PARKING BRAKE	ON
PROP LEVERS	SET TO TAKE OFF
THROTTLE LEVERS	SET TO START
FUEL TANK SWITCHES	BOTH TO OFF
CRANK SWITCHES	SET TO STOP
GEARING SWITCHES	SET TO SAFE
PROPS	CHECK ROTATION HAS STOPPED
Lighting Panel	
COCKPIT LIGHTS	OFF AS REQUIRED
Captain Electrical & Fuel Panel	
INVERTOR	OFF
GENERATOR SWITCHES	OFF
BATTERY	OFF

Preliminary Cockpit Preparation

Parking Brake ..... ON
Landing Gear Lever ..... DOWN
Emergency Gear ..... AIR GREEN
Trim ..... NEUTRAL
Reserve Fuel Pump ..... OFF
Flaps ..... UP
Mixture Lever ..... CUT OFF
Propeller Lever ..... FULL FORWARD
Oil Radiator Flap ..... CLOSED
Wing Tank Faucet / Fuel Valve ..... RIGHT
Fuel Tank Gauge Switch ..... RIGHT TANK
Cowl Flap Lever ..... OPEN
Carb Heat Lever ..... COLD
Avionics ..... OFF

Engine Start

Parking Brake ..... ON
Mixture Lever ..... RICH
Throttle Lever ..... FULL FORWARD
Mixture Lever ..... OFF
Throttle Lever ..... HALF INCH FORWARD
Reserve Fuel Pump ..... ON
Magneto Selector Switch ..... M1+M2
Mixture Lever ..... NORM
Engine Starter Cover ..... OPEN
Engine Starter Knob ..... ROTATE
Reserve Fuel Pump ..... OFF

After Engine Start

Engine RPM ..... ABOVE 700 RPM
Oil Temperature ..... 60 TO 90 DEGREES C
Avionics ..... AS REQD

Front/Rear Canopy ..... BOTH CLOSED
Interior Lights ..... AS REQD

Taxi

Toe Brakes ..... ON
Parking Brake ..... OFF
Toe Brakes ..... RELEASE
Taxi Out ..... SLOWLY
Steering ..... WITH RUDDER PEDALS
Compass ..... CHECK HEADING
Flaps ..... AS REQD

Take Off

Landing Lights ..... ON
Take Off Clearance ..... CONFIRM
Reserve Fuel Pump ..... ON
Toe Brakes ..... RELEASE
Throttle Lever ..... FULL
Engine RPM ..... CHECK 2500 RPM

Climb

Gear Lever ..... UP
Flaps ..... UP
Reserve Fuel Pump ..... OFF
Fuel Tank Gauge Switch ..... AS REQD
Airspeed ..... Check 210 KM/H
Landing Lights ..... OFF
Mixture Lever ..... NORM

Cruise

Oil Radiator Flap.....HALF POSITION
Mixture Lever.....NORM
Engine RPM.....MINIMUM 2250 RPM

Landing

Wing Tank Faucet / Fuel Valve..... RIGHT
Cowl Flaps Selector ..... ON
Carb Heat Lever .....COLD
Landing Gear ..... DOWN
Mixture Lever.....NORM
Reserve Fuel Pump ..... ON
Flaps..... DOWN
Airspeed.....CHECK 150 KM/H
Landing Lights ..... ON

After Landing and Taxi In

Flaps.....UP
Reserve Fuel Pump ..... OFF
Flaps Lever ..... 0 Degrees
Taxi In..... SLOWLY
Steering.....WITH RUDDER PEDALS
External Lights..... AS REQD

Parking

Parking Brake .....SET
Mixture Lever.....CUT OFF
Magneto Selector Switch ..... OFF
Reserve Fuel Pump ..... ON
Avionics..... OFF