



Beechcraft *Baron 58*

for X-Plane® 9.40 RC13



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End-User License Agreement (EULA)

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Repaint Policy

Alcala-Sim declares that mapped textures are optimized for the paint schemes included in this package. Although you can repaint it at your way, without any explicit permission of Alcala-Sim for repaint or distribute repainted textures.

Repainted textures may be delivered along with the aircraft package, but we recommend to deliver it as separate files.

Development Tools

All tools used to develop this aircraft package are freeware. A spacial thanks to all freeware tools developers for letting me have this powerful tools.

This aircraft was made and tested on Ubuntu Linux.

The Aircraft

History

The **Beechcraft Baron** is a light, twin-engined piston aircraft originally developed by Beech Aircraft Corporation, and currently manufactured by the Hawker Beechcraft Corporation, an Onex Holding Corporation. The Baron is a variant of the Beechcraft Bonanza and was introduced in 1961. Beech also offered a Twin Bonanza line, which featured some design commonality with the Bonanza but in all respects were entirely different airplanes and could not be considered to be true "twin bonanzas".

Barons come in two basic types: the Baron 55 (short body), Baron 56 (short body) and Baron 58 (long body), with several subtypes.

Baron 55

The early **Baron 55**, **55A** and **55B** were fitted with 260 hp (194 kW) Continental IO-470 engines and had gross weights of 4880 to 5100 lbs (2,200 to 2,300 kg). These had a typical cruise speed of 190 knots (350 km/h) at 7000 ft (2100 m), and came with 116 or 136 US gallons (440 or 515 L) fuel tanks.

The **55C**, **55D** and **55E** models had an increased cruise speed of 200 knots (370 km/h) due to the 285 hp (213 kW) Continental IO-520s. The gross weights of these later models increased to 5300 lb (2400 kg). They were about a foot (0.3 m) longer than the 55B Barons, and came with 136 or 166 US gallon (515 or 628 L) fuel tanks.

Model 55 Barons were produced from 1961 to 1983, and some 3155 were produced.

Baron 56

Beech produced in limited quantities, a 56 model Baron, which featured the short fuselage of the 55 series Baron with Lycoming TIO-541 engines which were turbocharged and produced 380 hp each. At the time, it was the fastest Beech aircraft, rivaling even the early King Airs offered by Beech at the time.

Baron 58

Introduced in 1970, the more powerful **Baron 58** has club seating, double aft doors, and a gross weight of 5400–5500 lb (2450–2500 kg), and is fitted with either the Continental IO-520 or IO-550 300 hp (224 kW) engine. The Baron 58 can cruise at 200 knots (370 km/h) at 7000 ft (2100 m), and is equipped with either 166 or 190 US gallon (628 or 719 L) fuel tanks.

In 1976, the turbocharged **Baron 58TC** and pressurized **Baron 58P** were introduced. These variants were powered by turbocharged Continental TIO-520s of 310–325 hp (230–240 kW), had an increased 6100–6200 lb (about 2800 kg) gross weight, and were certified under FAR23 with a new type certificate. The Baron 58P/58TC models were capable of cruising at 200 knots (370 km/h) at 8000 ft (2400 m) and 220 knots (410 km/h) at 20000 ft (6100 m), and were typically equipped with 190 US gallon (719 L) fuel tanks.

A big change in panel/system layout on 58/58TC/58P occurred in 1984, including relocating throttle, gear, flap, propeller and mixture controls to industry-standard positions.

Although the turbocharged 58TC/58P variants were discontinued in 1985, the normally aspirated Baron 58 was still in production as of 2008.

A common complaint is that there is very limited room for the pilot and co-pilot. The main wing spar goes under the pilot's seat thus preventing any ability to lower the seat. Indeed, the seats immediately behind the pilot's can be seen to be noticeably lower by about six inches. Any pilot over 5 ft 5 in height will have very restricted headroom.

The current production version is the **G58**, featuring a glass cockpit, improved passenger cabin

and changes to selected airframe details.

Source: Wikipedia. http://en.wikipedia.org/wiki/Beechcraft_Baron

The Model

The aircraft modelled is a 1990's Beechcraft Baron 58. This aircraft is equipped with 2 Continental IO-540 (300 hp) engines, and Bendix King avionics and autopilot including flight director

Features of the model are:

- Complete exterior and interior 3D model designed in Blender, with animated parts in exterior model (Control surfaces, Flaps, detailed Landing gear, nose gear steering, suspension, and cowl flaps)
- Four paint schemes and blank textures are Included in the package.
- 2D panel with custom instruments. All systems are emulated.
- Fully functional and animated 3D Cockpit, handled with manipulators technology.
- Custom sounds.

X-Plane Version Compatibility

This package was developed and tested in X-Plane V9.4 RC13, and I can't guarantee compatibility in older X-plane versions than this.

About Alcalá Simulación

Alcalá Simulación is my own and single person project, originally intended to development of freeware addons (sceneries and aircrafts) for Microsoft Flight Simulator. www.alcala-sim.com.ar

In 2008, I bought a X-Plane V9, and, from this year, all developments are oriented to X-Plane.

Is important, for me, you know the following: I'm only a flight simulator enthusiast. I haven't contact with real flight word, and I never see, or flight this aircraft in real life. Although I tried to make it as real as possible based on photographs, technical data and information founded in the WWW. Unfortunately, I can't ensure or guarantee the exact similitude between this simulated model and the real aircraft. My apologies for any inconvenience this may cause.

Have good flights.

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Technical Data

Specifications

Characteristics

Seating (Crew+Pax)	1+4/5
Wing Loading	27,6 lb/sqr ft
Power Loading	9,17 lb/SHP

External dimensions

Lenght	29 ft 10 in	9,09 m
Height	9 ft 9 in	2,97 m
Wing span	37 ft 10 in	11,53 m

Cabin Dimensions

Lenght	12 ft 7 in	3,84 m
Height	4 ft 2 in	1,27 m
Width	3 ft 6 in	1,07 m

Cabin Volume

Cockpit	36 cu ft	1,02 cu m
Passenger Cabin (including baggage)	101 cu ft	2,86 cu m
Total Volume	137 cu ft	3,88 cu m

Weights

Max. Ramp	5524 lb	2506 kg
Max. Takeoff	5500 lb	2495 kg
Max. Landing	5400 lb	2449 kg
Max Zero Fuel	5215 lb	2365 Kg
Typically Equiped Basic Operating (w/1 Pilot)	4150 lb	1882 kg

Payload / Capacity

Max. Payload (without pilot)	1235 lb	560 kg
Useful Load (without pilot)	1544 lb	700 kg
Max. Fuel Capacity	1164 lb	528 kg
(1 US gal = 6 lb/US gal)	194 US gal	
Fuel w/max Payload	309 lb	140 kg

Engines

Manufacturer	Teledyne Continental
Model	IO-550
Output	300 hp
Inspection Interval	1700 hs

Airport Performance

Takeoff Field Length

Max. TO Wt., SL, ISA	2,300 ft	701 m
Max. TO Wt., 5,000 ft elevation, 25°b0C	4,000 ft	1,219 m

Accelerate-Stop Distance

Max. TO Wt., SL, ISA	3000 ft	914 m
Max. TO Wt., 5,000 ft elevation, 25°b0C	4330 ft	1320 m

Landing Distance

Max. Landing Wt., SL, ISA	1300 ft	396 m
Vapproach	95 kt	

Climb Performance (Max. Takeoff Weight)

Time to Climb / Altitude	10 min / FL100	
Climb Rate	1700 fpm	518 m/min
Climb Gradient	851 ft/nm	150 m/km
Engine-out Rate	390 fpm	119 m/min
Engine-out Gradient	207 ft/nm	34 m/km

Ceillings

All-Engine Service	20688 ft	6306 m
Engine-out Service	7284 ft	2220 m

Cruise Performance and Reference Speeds**High-Speed Cruise (25 in Hg (or Full Throttle) @ 2,500 RPM**

6000 ft	202 kt / 232 mph	374 km/h
8000 ft	200 kt / 230 mph	370 km/h
10000 ft	198 kt / 228 mph	367 km/h

Normal Speed Cruise (23 in Hg (or Full Throttle)@2,300 RPM

6000 ft	190 kt / 219 mph	352 km/h
8000 ft	192 kt / 221 mph	356 km/h
10000 ft	189 kt / 217 mph	350 km/h

Long Range Cruise (21 in Hg (or Full Throttle)@2,100 RPM

6000 ft	167 kt / 192 mph	309 km/h
8000 ft	173 kt / 199 mph	320 km/h
10000 ft	177 kt / 204 mph	328 km/h

Reference Speeds (Vspeeds)

Va (Maneuvering Speed)	156 kt.
Vfe (Max. Flap Extended)	152/122 kt.
Vle/Vlo (Max. Landing Gear Extension/Operation)	152 kt.
Vmca (Minimum Control Speed)	81 kt.
Vne (Never Exceed)	223 kt.
Vno (Max. Structural Cruise)	195 kt.
Vs (Stall Speed – Clear Configuration)	84 kt.
Vso (Stall Speed – Landing Configuration)	75 kt.
Vsse (Stall Speed–Clear Configuration–Single Engine)	86 kt.
Vy (Best Rate of Climb)	120 kt.
Vx (Best Angle of Climb)	105 kt.
Vyse (Best Rate of Climb – Single Engine)	100 kt.
Vxse (Best Angle of Climb – Single Engine)	86 kt.

The 2D Panel

Main Panel



- | | |
|---|---|
| 1 Landing Gear Warning Light | 13 Turn Coordinator |
| 2 Left Engine Generator Fault Light | 14 Bendix King KI 525A Pictorial Navigation Indicator |
| 3 Right Engine Generator Fault Light | 15 Vertical Speed Indicator |
| 4 Starter Light | 16 ADFs Indicator |
| 5 Door Open Light (Not Implemented) | 17 Davtron M800 Series Multi-functional Chronometer |
| 6 Pitot Heat status indicator | 18 NAV2 Course and Glideslope Indicator |
| 7 Brakes applied Annunciator | 19 Manifold Pressure Gauges |
| 8 Compass | 20 Propeller Sinc Indicator |
| 9 Airspeed Indicator | 21 Tachometers |
| 10 Bendix King KA285 Autopilot Mode Annunciator | 22 Fuel Flow Gauge |
| 11 Bendix King KI 256 Flight Command Indicator | 23 Cylinder Head & Exhaust Gas Temperature Gauges |
| 12 Barometric Altimeter | 24 Oil Pressure & Oil Temperature Gauges |
| 25 Audio Panel | 29 ADF 2 Frequency Selector |
| 26 Bendix King KX 155 COM1-Nav1 Radio | 30 DME Indicator |
| 27 Bendix King KX 155 COM2-Nav2 Radio | 31 Garmin GNS 430 GPS System |
| 28 ADF 1 Frequency Selector | 32 Transponder |

Lower Panel



- | | |
|---|--|
| 1 Battery Switch | 15 Left & Right Ignition Switches |
| 2 Left & Right Alternators Switch | 16 Ext. & Int. Lights Switches |
| 3 Avionics Master Switch | 17 Bus Volts Indicator |
| 4 Propeller Sync Switch | 18 Instrument Light Dimmer |
| 5 Left & Right Fuel Booster Pumps Switch | 19 Panel Light Dimmer |
| 6 Fuel Quantity Gauges | 20 Aileron Trim Handle & Position Indicator |
| 7 Windshield De-icing Ammeter | 21 Rudder Trim Handle & Position Indicator |
| 8 Surface De-icing Pressure Gauge | 22 Elevator Trim Handle & Position Indicator |
| 9 Flaps Handle and Position Indicator Lights | 23 Bendix King KC290 Autopilot Mode Controller |
| 10 De-Icing Switches | 24 Cowl Flaps Handles |
| 11 Heating & Air Conditioning Swithes (Not Implemented) | 25 Throttle Levers |
| 12 Landing Gear Handle and Position Indicator Lights | 26 Propellers / RPM control Levers |
| 13 Left & Right Alternator Ammeters | 27 Mixture Control Levers |
| 14 Glare Shield Annunciators Test Button | 28 Fuel Tank Selector |

De-icing System Switches Details



- | |
|--------------------------------------|
| 1 Pitot Heater Switch |
| 2 Fuel Vent Heater Switch |
| 3 Stall Warning System Heater Switch |
| 4 Propeller De-Icing Switch |
| 5 Windshield De-Icing Switch |
| 6 Control Surfaces De-Icing Switch |

Exterior & Interior Light Switch Details



- 1 Strobe Lights Switch
- 2 Beacon Light Switch
- 3 Navigation Lights Switch
- 4 Cockpit Lights Switch (Not Implemented)
- 5 Panel Light Switch (Not Implemented)
- 6 Nosewheel Taxi Light Switch
- 7 Left & Right Landing Light Switch

Autopilot

The KFC 200 System Components



The **KA 285 Annunciator Panel** annunciates all vertical and lateral Flight Director/Auto- pilot system modes, including all "armed" modes prior to capture. It tells the pilot when his selected mode has been received and accepted by the system, and if an "armed" mode is selected when capture has been initiated. It also has integral marker beacon lights and trim failure warning light.



The **KI 256 Flight Command Indicator (FCI)** displays the following information:

Pitch and Roll Attitudes

Pitch and Roll Commands

DH (Desicion Height) annunciation when used with radar altímerter

The KI 256 FCI contains an air driven vertical gyro. Engines(s) must be running, pressure system operating, and gyro up to speed before system will operate



The **KI 525A Pictorial Navigation Indicator** displays constantly slaved gyro magnetic heading information, along with VOR/LOC(/RNAV) course deviation and Glideslope deviation indication.



The **KC 290 Mode Controller** contains six pushbutton switches for turning on the Flight Director and selection of all FD modes, a solenoid-held switch, for autopilot engagement, and a vertical trim rocker switch.

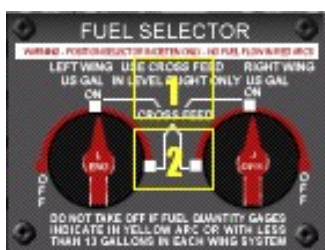
KC 290 Mode Controller Details



- 1 Vertical Trim (Pitch Altitude/ Attitude)
- 2 Heading Hold (HDG)
- 3 Flight Director (FD)
- 4 Altitude Hold (ALT)
- 5 Autopilot Servos On (AP)
- 6 Navigate (NAV) [VOR/RNAV]
- 7 Rev Loc Back course (BC)
- 8 Approach Mode (APPR) [LOC/VOR/RNAV]

A KFC 200 Pilot's Reference Guide can be found [here](#)

Fuel Tank Selector and Crossfeed System



According to X-Plane fuel selector button design, the interactive area labeled as 2, is the fuel tank selector switch. The right side of this interactive area, have the following click sequence depending of actual switch position (The example assumes all OFF):

- 1st Click Left Fuel Tank ON – Right Fuel Tank OFF
- 2nd Click: Left Fuel Tank OFF – Right Fuel Tank ON
- 3rd Click Left Fuel Tank ON – Right Fuel Tank OFF

The left side of interactive area 2 have the following click sequence depending of actual switch position (The example assumes all ON):

- 1st Click Left Fuel Tank OFF – Right Fuel Tank ON
- 2nd Click: Left Fuel Tank ON – Right Fuel Tank OFF
- 3rd Click Left Fuel Tank OFF – Right Fuel Tank OFF

The interactive area labeled as 1 is used to set crossfeed switches.

A click in right side of interactive area selects:

- 1st Click Left fuel tank OFF – Right Fuel Tank CROSSFEED

A click in Left side of interactive area selects:

- 1st Click Left fuel tank CROSSFEED – Right Fuel Tank OFF

This sequence depends of Fuel switch selectors position, and any crossfeed mode selected previously.

If any Fuel Tank is in CROSSFEED mode, a click in the opposite side of interactive area 1 turn off crossfeed mode.

Where crossfeed mode is turned off, the fuel tank selector remains in the following situation:

Left Fuel tank ON – Right Fuel Tank OFF

Be sure to select the correct switch position after crossfeed mode is switched off.

Rudder Trim Position for Takeoff



The image show the recommended Rudder trim position, in order to compensate engine Torque during takeoff.

Technical notes about simulated KFC 200 System

In the simulated KFC 200 System, Yaw Damper switch is not implemented yet.

For technical reasons or my own knowledge limitations about X-Plane, some functions may differ from real KFC 200 System.

The simulated KFC 200 System uses a new autopilot function implemented in X-Plane 9.40 RC13, for independent FD and AP servos switches. For this reason, this system will not work properly in older versions than 9.40 RC13.

Technical Notes about 2D Panel

Some components are not in the real position, or are ignored, for design limitations.

All handle type controllers (Throttle Levers, Flaps, Cowl Flaps, etc) can be operated with the mouse.

The Illumination Panel system uses X-Plane V9 features.

The 3D Cockpit

Overview



The 3D cockpit of the Beechcraft Baron 58 for X-Plane®, was made in Blender and is fully animated.

All systems are emulated. If you like, you can make a entire flight, managing the aircraft completely from the 3D cockpit, using your mouse. The manipulator technology was used for easy and reliable interactive functions.

You can easily change radio frequencies, turn all switches on or off, manage throttle levers, pedals or yokes, toggle landing gear, or manage flaps position, simply making a click or making a Drag&Drop with your mouse.

The function or indication of each switch, handle, or instrument are described in 2D panel explanation. Please see it in the previous chapter for references.

IMPORTANT: I try to put each element in the real location inside the cockpit during development, but I can not guarantee that all items are in the correct position, or that anything is missing on the panel, because I've never seen this plane in real life.

Lower Panel

The panel contains battery and generator switches, avionic master switch, prop sync switch, electrical fuel pump switches, Exterior lights and antiice system switches, landing gear handle and position indicators and magnetos & engine start handle switches.

Air Cond switches, heating system switches, and interior lights switches are visual elements and **are not modelled** in this version



Pilot Side Panel

This Panel contains primary flight instruments, annunciator lights panel, the KA-285 Autopilot annunciator panel, a outside air temperature indicator, and engine instruments.



Copilot Side Panel

In this panel are located all communication and navigation radio systems. A Garmin® GNS430 GPS System, Audio Panel, 2 Bendix King® ADF Selectors, Bendix King® DME Selector, Bendix King® *Transponder*, and 2 Bendix King® KX 155 COMM/NAV Radio Frequency Selectors.

In the lower panel you can see fuel quantity indicators, Antiice sistem ammeter and antiice pressure indicator. Flap handle and indicators are in the right side of this panel.

The rheostats to manage Internal light intensity are only visual objects and **are not modelled** in this version.

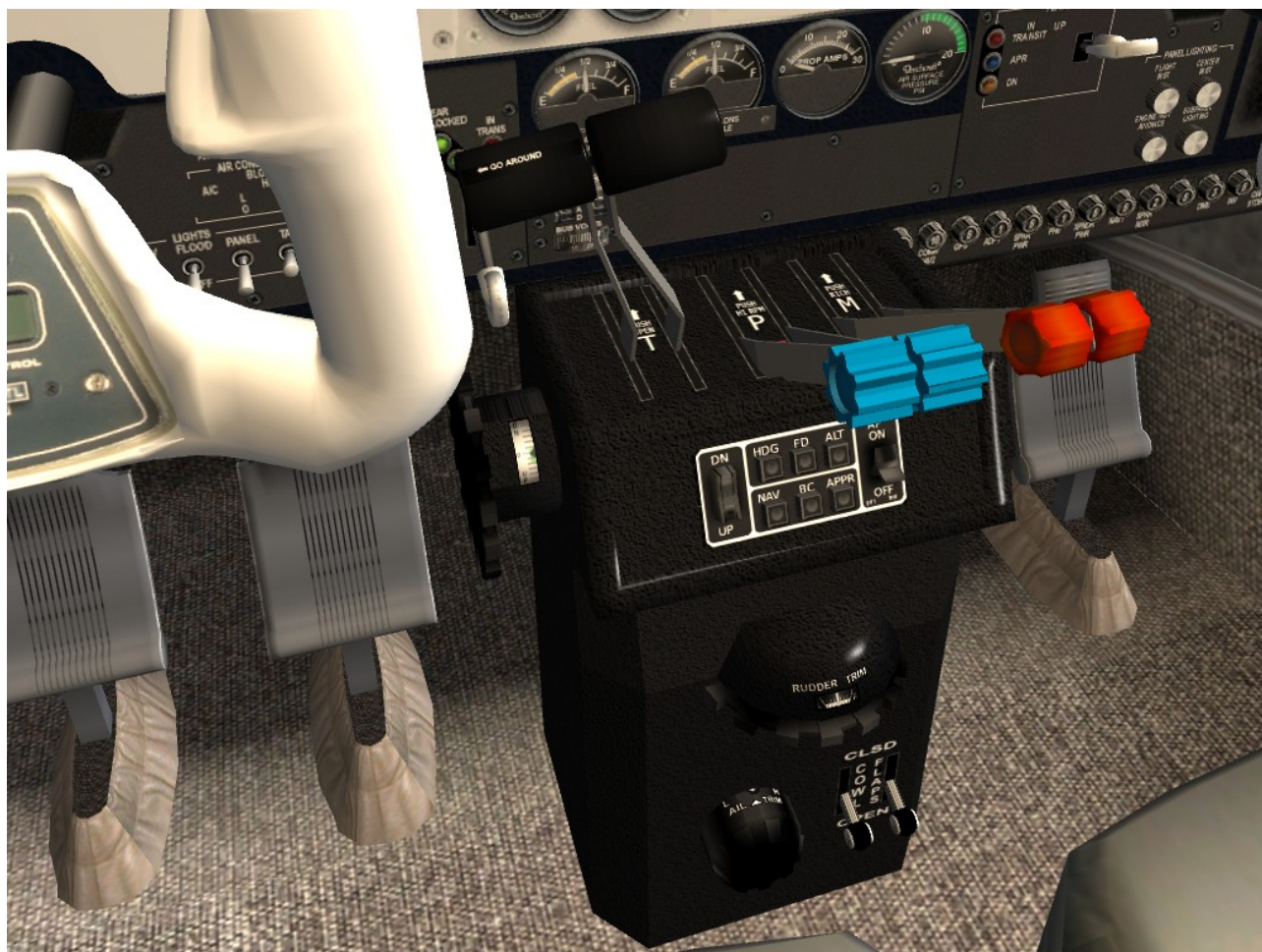


Pedestal

Pedestal contains Throttle, propeller and mixture levers for Engine 1&2. In the left side of the pedestal are elevator trim wheel and elevator trim position indicator.

In the front you can find the KC-290 Mode controller panel for all Autopilot functions. Below are Rudder trim wheel and rudder trim indicator, aileron trim handle and aileron trim indicator, and finally the cowl flaps levers.

The fuel tanks selector are located in the floor, between of the front seats and ahead of them.



Checklists

Prestart Checklist

Parking Brakes	SET
Throttle	IDLE
Ignition Start Switches	OFF
Avionics	OFF
Landing Gear Lever	CHECK DOWN
Cowl Flaps	OPEN
Flaps	UP
Propellers	HIGH RPM
Mixture	CUTOFF
Fuel Selectors	ON
Battery Switch	ON
Panel Lights	AS REQUIRED
Fuel Quantity	CHECK
Flight Controls	CHECK FREE
Avionics Switch	ON
De-Ice System	TEST/CHECK
Transponder	STAND BY
Nav Lights	ON
Beacon	ON

Startup Checklist

Engine and Propeller Area	CLEAR
Throttle	FULL
Mixture	FULL RICH
Fuel Boost Pump	ON
Until Fuel flow peaks, Then	OFF
Throttle	IDLE
Right Ignition Switch	START (Hold until engine starts)
Right Oil Pressure	CHECK 10 PSI
Right Alternator Switch	ON
Right Generator Warning Light	CHECK EXTINGUISHED
Repeat for Left Engine	
Generator Ammeters/Bus Volts	CHECK
Propeller Sync Switch	ON

Before Taxi Checklist

Taxi Light	ON
Altimeter	SET
Avionics/Radios	SET
Instruments	SET / CHECK
Autopilot	SET and OFF
Flight Director	ON

Taxi Checklist

Parking Brakes	RELEASE
Taxi to assigned Runway	Speed Max. 20 Kts.
Brakes	CHECK During Taxi
Directional Gyro	CHECK During Taxi
Turn Coordinator	CHECK During Taxi
Artificial Horizon	CHECK During Taxi

Before Takeoff Checklist

Parking Brake	SET
Fuel Quantity	CHECK
Cowl Flaps	CHECK OPEN
Throttle	IDLE
Propellers	HIGH RPM
Mixture	FULL RICH
Elevator Trim	SET for TAKEOFF
Flaps	CHECK UP
Flight Controls	FREE and CORRECT
Avionics/Radios	SET
Landing Light	ON
Taxi Light	OFF
Engine Instruments	CHECK
Strobe Lights	ON
Pitot Heat	ON
De-Ice System	AS REQUIRED
Transponder	ON

Takeoff Checklist

Smoothly Increase Thrust to FULL	
Brakes	RELEASE
V1 (Decision)	85 Kias.
V2 (Rotate)	90 Kias.
At Positive Climb Rate	TOUCH BRAKES
Landing Gear	UP
Trim Climb to maintain	105 Kias.
Annunciator Lighs	CHECK EXTINGUISHED
Engine Instruments	CHECK

Climb-Out Checklist

Throttle	FULL
Autopilot	CHECK and SET
Landing Lights	OFF
Climb Speed	130 Kias.
Mixture	AS REQUIRED
Cowl Flaps	AS REQUIRED
Engine Instruments	MONITOR

Cruise Checklist

Cruise Speed	AS DESIRED
Mixture	AS REQUIRED
Cowl Flaps	CLOSE
Engine Instruments	MONITOR
Engine Temperatures	ESTABILIZED
Radios	TUNED and SET
Autopilot	CHECK and SET
Fuel Quantity	CHECK

Descent Checklist

ATIS/Airport Information	CHECK
Altimeter	CHECK
Radios	TUNED and SET
Descent Speed	170 Kias.
Descent Rate	-700 FPM
Mixture	AS REQUIRED
Flaps	CHECK UP
Landing Gear	CHECK UP
Cowl Flaps	CHECK CLOSED
Fuel Balance	CHECK

Approach Checklist

Landing Lights	ON
De-Ice Systems	AS REQUIRED
Mixture	FULL RICH
Approach Speed	145 Kias
Flaps	SET APPR
Speed Stablished	120Kias

½ Dot Over Glideslope

Landing Gear	DOWN
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Final Glideslope Descent

Flaps	SET FULL DOWN
Propellers	HIGH RPM
Speed Stablished	100 Kias
Parking Brakes	VERIFY OFF

Landing Checklist

Landing Gear	CHECK DOWN 3 GREEN
Autopilot	OFF
Landing Speed	Vref
Touch Down	MAIN WHEEL FIRST
Throttle	IDLE
Brakes	APPLY (Below 60 Kias)

Taxi to Ramp Checklist

Strobe Lights	OFF
Flaps	RETRACT
Taxi Light	ON
Landing Lights	OFF
De-Ice Systems	OFF
Taxi to assigned Parking	Speed Max. 20 Kts.
Elevator Trim	SET for TAKEOFF
Cowl Flaps	OPEN
Avionics/Radios	AS REQUIRED
Transponder	SET 1200

Shutdown Checklist

Parking Brake	SET
Throttle	IDLE
Fuel Boost Pumps	OFF
Flight Director	OFF
Avionics Switch	OFF
Taxi Light	OFF
Pitot Heater Switch	OFF
Mixture	CUTOFF
Fuel Tank Selector	OFF
Beacon	OFF
Nav Lights	OFF
Ignition Switches	OFF
Alternator Switches	OFF
Propeller Sync	OFF
Battery Switch	OFF
Panel Lights	OFF

Before Shutdown Checklist

Parking Brake	VERIFY SET
Throttle	VERIFY IDLE
Cowl Flaps	CLOSE
All Switches	VERIFY OFF