

MICROSOFT FLIGHT SIMULATOR 2002 CHECKLIST

CORSAIR FIGHTER

BEFORE STARTING ENGINE

- Brakes -- TEST and SET
- Electrical Equipment -- OFF
- Landing Gear Lever -- DOWN
- Cowl Flaps -- OPEN
- Fuel Selector Valve -- MAIN

ENGINE START

- Propeller -- HIGH rpm
- Mixture -- RICH
- Throttle -- OPEN 1 inch
- Propeller Area -- CLEAR
- Master Battery Switch -- ON
- Ignition -- BOTH
- Engine Start Switch -- ON

Then:

- Throttle -- 1,000 rpm
- Oil Pressure -- CHECK

BEFORE TAKEOFF

- Brakes -- SET
- Canopy -- OPEN
- Wings -- SPREAD

Do not run up engine past 1,500 rpm with wings folded.

- Flight Controls -- FREE and CORRECT
- Flight Instruments -- CHECK and SET
- Primer -- LOCKED
- Mixture -- RICH
- Fuel Quantity -- CHECK
- Fuel Selector Valve -- RECHECK main
- Elevator Trim -- SET for takeoff
- Rudder Trim -- SET for takeoff
- Throttle -- 30 in. Hg.
- Magnetos -- CHECK
- Propeller -- CYCLE high rpm/ rpm/high rpm
- Engine Instruments and Ammeter -- CHECK
- Throttle -- 800-1,000 rpm
- Flaps -- SET for takeoff (0-20 degrees)
- Cowl Flaps -- OPEN

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TAKEOFF

- Flaps -- 0-20 degrees
- Arresting Hook -- UP
- Mixture -- RICH (may be leaned above 3,000')
- Propeller -- MAX rpm
- Throttle -- FULL
- Brakes -- RELEASE
- Takeoff Speed -- 75 knots
- Brakes -- APPLY momentarily when airborne
- Landing Gear -- UP
- Flaps -- UP

NORMAL CLIMB

- Airspeed -- 150 knots
- Throttle -- 34 in. Hg. or FULL (whichever is less)
- Propeller -- 2,400 rpm
- Fuel Selector Valve -- MAIN
- Mixture -- FULL RICH (may be leaned above 3,000')
- Cowl Flaps -- OPEN as required
- Canopy -- CLOSED

MAXIMUM PERFORMANCE CLIMB

- Airspeed -- 125 knots at sea level
- Throttle -- FULL
- Propeller -- 2,700 rpm
- Fuel Selector Valve -- MAIN
- Mixture -- FULL RICH (may lean above 3,000')
- Cowl Flaps -- FULL OPEN

CRUISE

- Throttle -- Set for 65% power
- Propeller -- 2,000 rpm
- Elevator Trim -- ADJUST
- Rudder Trim -- ADJUST
- Mixture -- LEAN
- Cowl Flaps -- CLOSED

COMBAT

- Weapons -- ARM
- External fuel tanks -- DROP
- Extinguish all smoking materials
- Use water injection as necessary

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DIVING

- Canopy -- CLOSED
- Landing Gear -- UP or may be used as dive brakes
- Dive Brake -- OFF or ON as desired Operate before dive is entered
- Wing Flaps -- UP (press SHIFT+V)
- Propeller -- 2,400 rpm or less
- Mixture -- RICH
- Throttle -- SLIGHTLY OPEN
- Cowl Flaps -- CLOSED

Maximum limits 3,100 rpm (not over 30 seconds)

DESCENT

- Fuel Selector Valve -- MAIN
- Throttle -- AS DESIRED
- Propeller -- AS DESIRED
- Mixture -- ENRICH as required
- Cowl Flaps -- CLOSED
- Wing Flaps -- AS DESIRED

BEFORE LANDING-ON FIELD

- Fuel Selector Valve -- BEST
- Landing Gear -- DOWN
- Arresting Hook -- UP
- Mixture -- RICH
- Propeller -- HIGH rpm

LANDING -- ON FIELD

- Airspeed -- 90-95 KIAS (flaps DOWN)
- Flaps -- AS DESIRED
- Trim -- ADJUST
- Touchdown -- MAIN WHEELS FIRST
- Landing Roll -- LOWER TAIL WHEEL GENTLY
- Braking -- MINIMUM REQUIRED

AFTER LANDING

- Wing Flaps -- UP
- Cowl Flaps -- OPEN

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BEFORE LANDING -- CARRIER

- Fuel Selector Valve -- BEST
- Arresting Hook -- DOWN
- Mixture -- RICH
- Propeller -- HIGH rpm
- Canopy -- OPEN
- Enter pattern starboard side
- Altitude -- 300 feet
- Turn to downwind appx 1,000-1,200 yds abeam deck
- Landing Gear -- DOWN
- Wing Flaps -- DOWN
- Landing checklist complete on downwind, appx 150-200 ft
- Abeam threshold, turn to base
- 90-degree position, 90 kts, turn final, pick up LSO

LANDING-ON CARRIER

- Airspeed -- 80-85 knots
- Wing Flaps -- FULL DOWN
- Trim -- ADJUST
- Approach in 3-point attitude
- Watch for LSO cut signal
- At touchdown, go to full throttle until arrest confirmed
- Reduce throttle to idle
- Apply brakes
- Wing Flaps -- UP
- Arresting Hook -- UP
- Wings -- FOLD (clear of the landing area)
- Follow directions to parking

ABORTED LANDING -- ON CARRIER

- Advance throttle to FULL
- Arresting Hook -- UP
- Landing Gear -- UP
- Wing Flaps -- UP as soon as practical

BELLY LANDINGS and WATER LANDINGS (DITCHING)

- Landing Gear -- UP
- Landing Flaps -- DOWN
- Shoulder Harness -- LOCKED
- Canopy -- OPEN

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PRIOR TO CONTACT WITH GROUND

- Switches -- OFF
- Fuel Selector -- OFF

BAILING OUT

- Airspeed -- REDUCE as much as possible
- Canopy -- OPEN
- Abandon airplane

CAUTION: Before bailing out at altitude, inhale as much oxygen as possible.

SECURING AIRPLANE

- Brakes -- SET
- Throttle -- IDLE
- Propeller -- HIGH rpm
- Mixture -- IDLE CUTOFF
- Ignition Switch -- OFF
- Master Battery Switch -- OFF
- Cowl Flaps -- CLOSE

PILOT'S NOTES

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