

TECNAM P-92JS

Firstly – my english is bad, sorry.

I am using P-92JS because cockpit design in X-Plane is based on this aircraft and with this aircraft are only few changes needed to real state.

I don't have real P-92JS POH by Tecnam so I translated real checklist from Spain.

Described is optimal status but any small improvement will be fine. Maybe something is not possible with Xplane.

This is status BEFORE update from morning (sent by you to me and Vita).

PREFLIGHT INSPECTION

Remove control locks

Not applicable in xplane and not problem at all.

Required aircraft and pilot documents on board

Not applicable in xplane and not problem at all.

Parking brake set

OK

Magnetos off

OK

Avionics and radios off

OK (there is not possible turn off NAV+COM but this is probable XPL related)

Electrical fuel pump off

OK

Both fuel valves opened

There are two problems.

a) in P92 are two valves, one for every tank, this is important for fuel balance in cruise flight.

b) are located on both sides of cabin, not in center (see picture for right fuel valve).



MASTER Switch on

In real aircraft is master switch in place of model's fuel pump and vice versa.

Master switch is red (not white/red) and generator part is on right side of switch (in model is on left



side). But ok.

Fuel indicators

There are two indicators, in model is one for both tanks. Of course not problem.



FLAPS test and indicators test

OK (FULL is LAND, FLAP INDIC is FLAP POS, but this is of course not problem)



Anticollision light visual test

There is problem with lights – only 3 lights are available in P-92JS (STROBE, LANDING and NAV). And STROBE in real has function as BEACON in Xplane. (Note: Strobe on wings are in DELUXE version of Echo Super).



Switch MASTER off

OK

PREFLIGHT INSPECTION EXTERNAL

Visual check of fuel level, remove pitot tube cover, etc..
Not applicable in XPL, so go next.

BEFORE START ENGINE

Flight documents, maps

Not applicable in XPL

Seats and seatbelts adjusted

Not applicable in XPL

Objects in cabin and baggage secured

Not applicable in XPL

Parking brake on

OK

Both fuel valves opened
See note in first section

Breakers check
Not applicable in XPL

Compas check
OK

Airspeed 0
OK

Vertical speed 0
OK

Hobbs (hours) verify and record
Not applicable in XPL

Starting cold engine

Carburetor heating off
OK, only one important note – lever on left side of cockpit is CABIN HEATING, no CARBURETOR HEATING.



Switch MASTER ON
OK

Choke ON
I don't know if this can be simulated in XPL, this is also not so important so OK.

Electrical fuel pump ON
OK (only in real there is sound of running pump).

Throttle IDLE
OK

Propeller area clear
Not applicable in XPL

Ignition START
OK

Throttle 1000 / 1100 rpm
There is VERY IMPORTANT problem.

In model are rpms of engine, in real aircraft (and checklist) are rpms of propeller.



Choke OFF

OK

Oil pressure in 10s is raising, max 7 bars

In green, on value 70 PSI, it means 4.8 bars, so OK.

Generator ON, red indicator extinguished

OK (not important note: wrong side of SWITCH).

Electrical fuel pump off

OK

Fuel pressure in green

OK, 18

Light STROBE ON

See note in first section. Correct way in model is turn on BEACON (in real aircraft STROBE).

Battery AMP

OK, +10

Battery voltage

Wrong 24V (Battery voltage is 12V, generator output 14V).



Before taxi

NAV, COM ON and XPDR to STBY

OK

Trim on (UP)

???

There is in real aircraft switch LEFT / RIGHT but I dont know what it means.



Trim TAKEOFF

OK (in real aircraft are UP/DOWN buttons on joystick)

Altimeter set

OK

Flaps off

OK

Taxi

Brake test

OK

Flight indicators test

OK

Before takeoff

Parking brake on

OK

Controls free

OK

Trim takeoff check

OK

Both fuel valves opened

Only one present in XPL.

Oil pressure in green, 2-5 bar

2 bar = 29 PSI, 5 bar = 72 PSI, value 70 is correct but green arc in model is too big.



Oil temperature 50 to 110C

160 F = 71C, correct.



Heads temperature 0 to 135C

Not available in model.



Fuel pressure in green, 2.2 to 5.8 PSI

Value 18 in XPL?



Throttle 1600 rpm

See note about RPM instrument.

Ignition test, difference L/R max 50 rpm, L/R to BOTH max 125 rpm

OK

Carburetor heating on, max drop 75 RPM then OFF

OK

Suction in green

No green in XPL.



Battery AMP

OK

Throttle IDLE

OK

Carburetor heating off (with IDLE), engine stays running

OK

Throttle 1000 to 1100 rpm

OK

Flaps 15 deg

OK

Electrical fuel pump ON

OK

Seats and seatbelts adjusted

Not applicable in XPL

Carburetor heating off

OK

XPDR ON

OK

Landing light ON

OK

Takeoff

Throttle full

OK

Rotation Vr = 47 KIAS

OK

Initial climb 60 KIAS

OK

At 500ft AGL:

Flaps off

OK

Climbing 70-75 KIAS

OK

Landing light OFF

OK

Throttle 2070 rpm

OK

Electrical fuel pump off

OK

Climb

Normal speed 70 to 80 KIAS

OK

Optimal speed 73 KIAS

OK

Throttle 2070 rpm

OK

Cruise

Throttle 65% (2070 rpm at 2000ft)

OK, with note about RPM indicator

Oil pressure in green 2-5 bar

Value 70 is 4.82 bar is correct.

Oil temperature in green, 90 to 100C

Value 140F is 60C – bad.

Heads temperature 90 to 135C

Not available in model.

Fuel pressure in green 2.2 až 5.8 PSI

Value 18 in XPL?

Before landing

Seats and seatbelts adjusted

Not applicable in XPL

Landing light ON

OK

Both fuel valves opened

Only one in XPL available.

Electrical fuel pump on

OK

Carburetor heating on

OK

Throttle 1400 až 1500 rpm

See note about RPM indicator.

Flaps 15 deg

OK

Speed 65 to 70 KIAS

OK

Final

Flaps full 38

OK

Speed for 0 flaps 70 KIAS

Speed for 15 flaps 65-70 KIAS

Speed for 38 flaps 60 KIAS

Touchdown

Optimal speed 44 KIAS (with full flaps)

OK

Balked landing

Throttle full

OK

Flaps 15 deg

OK

Speed 60 KIAS

OK

Taxi

Carburetor heating off

OK

Flaps 0

OK

Electrical fuel pump off

OK

Landing light off

OK

XPDR off

OK

Parking

Parking brake on

OK

NAV, COM lights off

OK

TRIM switch off

???

Magnetos off

OK

Switches MASTER and GENERATOR off
OK

Control lock applied
Not applicable in XPL.

Record hours of fly
OK

END