

SC Garage

Hot Start TBM 900

Aircraft Notes:

Due to the limitations of laminar Research's G1000 we ask that you follow this checklist so that you and your Co-Pilot can have a smooth Flight.

Xsquawk box Pilots:

Due to limitations in xsquawkbox and the G1000 the observer pilot must pull the fuses for XPDR 1 and XPDR 2. This is important because if both pilots are in ALT mode Air Traffic Control will get collision alerts. The fuses must be pulled because the transponder automatically switches mode after takeoff. Simply disconnecting and reconnecting with one pilot in standby will not work. In addition, disconnecting and reconnecting in flight can cause sync issues.

PRIMARY FLIGHT DISPLAY

INSET

DCLTR.....DCLTR-1
TRAFFIC.....ON
TOPO.....OFF
TERRAIN.....OFF
NEXRAD.....OFF

PFD

SYN VIS
SYN TERR.....ON
PATHWAY.....OFF
HRZN HDG.....OFF
APTSIGNS.....OFF
SYN TERR.....OFF
WIND.....OFF
BRG1.....OFF
BRG2.....OFF

OBS.....OFF
CDI.....GPS ENR
ADF/DME.....OFF
XPDR.....Standby
VATSIM: OBSERVER PULL
FUSES XPDR 1 & XPDR 2
TMR/REF.....RESET
RANGE.....2000FT

MULTI FUNCTION DISPLAY

SYSTEM.....ON
TOPO.....ON
TERRAIN.....OFF
AIRWAYS.....OFF
NEXRAD.....OFF
SYSTEM.....OFF
DCLTR.....DCLTR-1
RANGE.....2000FT
FPL.....CLEAR/LOADED

READY TO CONNECT