F-35 LIGHTNING II (IndiaFoxtEcho)

Checklist & Procedures for MS Flight Simulator **by JayDee v1.26.2 (1.0.9)**

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Making these checklists has become very time consuming for me. So if you really like them, please consider a donation via flightsim.to (even the smallest donation would be helpfull. Many Thanks.

Das Erstellen dieser Checklisten ist für mich zu einer sehr zeitaufwendigen Sache geworden. Falls du die Checklisten wirklich magst, ziehe bitte eine Spende via flightsim.to in Betracht (selbst die kleinste Spende hilft weiter). Vielen Dank.

CONTENT

I. QUICK START & SIMPLIFIED PROCEDURES

ENTERING COCKPIT

Fuel/Load-Manager	**SET/CHECK CG**
Options – G-Forces/G-Suit	**AS DES**
Exterior Inspection	COMPLETE
Windscreen/Canopy	CHECKED
MDC Firing Handle Safety PIN (Canopy)	**REMOVED/STOWED**
Ejection Seat Safety PIN	**REMOVED/STOWED**
Ejection Seat	SAFE
Throttle	OFF
LDG GEAR Handle (LVP)	DOWN
Parking Brake (LVP)	**SET**
**Rudder Pedals	ADJUST
**Oxygen, G-Suit and Helmet Leads	CONNECT
**Harness and Leg restraints	FASTEN & SECURE

INTERIOR CHECK

LEFT PANEL

IPP Master Switch	OFF
ICC1 & ICC 2 Switches	OFF
CABIN PRESSURE Selector	NORM
BATT Switch	OFF
IPP Selector	AUTO (MID)
IPP EMER OFF Switch	GUARDED
ENGINE Switch	OFF
Throttle	OFF (full aft)
Rudder Trim	NEUTRAL

LEFT VERTICAL PANEL

JETTISON Selector	EXT
ALT GEAR EXTENSION	GUARDED
LDG GEAR Handle	DOWN

CENTER INSTRUMENT PANEL

MASTER ARM Switch	SAFE (down)
HMD Selector	OFF
MFD Selector	AS REQ

RIGHT VERTICAL PANEL

AUTO RECOVERY Switch	GUARDED
AIRCRAFT ZEROIZE Selector	NORM

RIGHT PANEL

Control Stick Arm Rest	ADJUSTED

PRESTART CHECK

IPP Master Switch (LP)	**ON**
ICC1 & ICC 2 Switches (LP)	**ON**
BATT Switch (LP)	**ON**
IPP Selector (LP)	AUTO (MID)
PCD (Primary Control Display)	VERIFY ON
PCD ENG Page	CHECK
PCD FUEL Page	CHECK FUEL QUANTITY
Main Fuel Shutoff Valve (MSFOV on FUEL PAGE)	**OPEN**
PCD Menu Lights	AS REQ
- POSIT Lights -> ON	
REMAINING BRK APPL (LVP)	CHECK
*Helmet Visor	DOWN
Canopy	AS REQ

ENGINE START

Engine Switch (LP)	**NORM (GUARDED)**
IPP Selector (LP)	**START**
Throttle	**IDLE**
PCD ENG Page	MONITOR ENGINE START
PCD LEFT Side	CHECK POWERED UP
"GENERATOR LOW"	verify OFF

AFTER ENGINE START

IPP Selector (LP)	verify AUTO
Cabin Pressure Selector (LP)	CHECK NORM
HMD	ON / SET BRIGHTNESS AS DES
PCD	SET UP AS DES
COMS, VOR/ILS, TACAN (PCD)	SET AS DES
IFF (PCD - Squawk Mode 3A)	SET & GROUND
Altimeter (PCD)	SET LOCAL
Backup Flight Instrument	CHECK ON & ALIGNED
PCD FUEL Page	SET BINGO & JOKER
PCD NAV Page	CHECK WAYPOINTS LOADED
PCD EFI Page (CNTL)	SET NAV SOURCE
Throttle	ADVANCE SLOWLY to 70%
PCD ENG Page	CHECK NORMAL READINGS
Throttle	IDLE, CHECK EGT & RPM

BEFORE TAXI

Flight Controls	CHECK FREE & FULL MOVEMENT

F-35A/B/C

Refuel System	FUNCTION CHECK
- PCD Fuel Page → click REFUEL SYSTEM	
- verify Refuel Door/Probe has opened/extended (Ext. View)	
- click REFUEL PRE CNTCT	
- verify Refuel Door/Probe has closed/retracted (Ext. View)	

F-35A & C ONLY

Arrestor Hook	FUNCTION CHECK
- PCC → set FCS Page	
- HOOK/STOVL Button (LVP) → PRESS	
- verify HOOK Message on FCS Page	
- verify Hook has extended (External View)	
- HOOK/STOVL Button (LVP) → PRESS	
- verify Hook has retracted (External View)	
- verify no HOOK Message on FCS Page	

F-35C ONLY

Launchbar	FUNCTION CHECK
- FCS Page → lower LAUNCHBAR	
- verify Launchbar has extened → raise LAUNCHBAR	
Wing Fold	AS REQ
ATC Clearance	**AS REQ**
LAND/TAXI LIGHTS (LVP)	AS REQ / ON

TAXI

→ release PARKING BRAKE
→ slowly apply power
→ test BRAKES and STEERING during taxi
→ check FLIGHT INSTRUMENTS

BEFORE TAKEOFF

Canopy	CLOSED AND LOCKED
**Harnes	CONNECTED
Ejection Seat	**ARMED**
Speed Brakes	IN
Pitot and Engine Anti-Ice	AS REQ
Trim	**AS REQ**
- set ELEV Trim to ~ 18 - 20 Nose Up	
Wings Fold (F35C only)	UNFOLDED
Master Arm Switch	AS REQ
ATC Clearance	**AS REQ**
Start Replay-Tool	***AS REQ***
Strobe Lights (Menu Lights)	ON
IFF	ON
LAND/TAXI LIGHTS (LVP)	AS REQ / ON

NORMAL TAKEOFF

F-35 A, B & C

→ line up and brake
→ set THROTTLE to 80%
→ release BRAKES
→ set THROTTLE to MRT (~100% RPM)
→ lift NOSE at ~ 150 - 170 KIAS (A & B) or ~ 130 KIAS (C)
→ airborne at ~ 170 - 200 KIAS (A & B) or ~ 150 KIAS (C)
→ retract GEAR at positive ROC

CARRIER TAKEOFF

F-35 C only!!

→ line up at catapult and set Parking Brake
→ lower LAUNCH BAR
→ release PARKING BRAKE and brake with TOE BRAKE
→ set THROTTLE to MAX
→ release TOE BRAKE to commence catapult Start
→ retract GEAR at positive ROC

MANUAL SHORT TAKEOFF

F-35 B only!!

→ line up and brake
→ activate STOVL Mode (STOVL Button)
→ check STOVL Mode on FCS Page
→ set THROTTLE to 80%
→ release BRAKES
→ set THROTTLE to MRT (~100% RPM)
→ get airborne at ~ 80 KIAS and accelerate further
→ retract GEAR at positive ROC (min. 300 ft AGL)
→ leave STOVL Mode (STOVL Button) (min. 500 ft AGL)
→ check EXER Mode on FCS Page

AUTOMATIC SHORT TAKEOFF

F-35 B only!!

→ line up and set PARKING BRAKE
→ activate STOVL Mode (STOVL Button)
→ check STOVL Mode on FCS Page
→ activate AUTO T/O at FCS Page
→ release PARKING BRAKES when ready for T/O
→ AP automaticly sets Thrust and Takes off
→ retract GEAR at positive ROC (min. 300 ft AGL)
→ AP should automaticly go into EXER Mode,
if not, leave STOVL Mode (STOVL Button) manually
→ check EXER Mode on FCS Page

VERTICAL TAKEOFF (not typically used)

F-35 B only!! max. 40.600 lbs weight

→ line up and brake
→ activate STOVL Mode (STOVL Button)
→ check STOVL Mode on FCS Page
→ activate HOVER Mode (on FCS Page or per Binding)
→ check HOVER Mode on FCS Page

AIRCRAFT CONTROL in HOVER MODE

UP/DOWN	ELEVATOR AXIS/Joystick Y aft/fwd
LEFT/RIGHT	AILERON AXIS/Joystick X left/right
FORWARD/BACKWARDS	AILERON TRIM right/left

→ hover to your position as desired
→ when ready to start flying first leave HOVER Mode
→ set THROTTLE to MRT (~100% RPM)
→ accelerate
→ retract GEAR at positive ROC (min. 300 ft AGL)
→ leave STOVL Mode (STOVL Button) (min. 500 ft AGL)
→ check EXER Mode on FCS Page

CLIMB

Gear Lever	CHECK UP / NO GREEN
Flight Instruments	CHECK NORMAL
Cabin Pressurization	CHECK
Fuel State	CHECK
Lights	AS REQ
Canopy Defog (LP)	AS REQ

@ Transition Altitude

Altimeters	SET STANDARD

DESCENT

Cabin Pressurization	CHECK
Fuel State	CHECK
Lights	AS REQ
Canopy Defog	AS REQ
Master Arm Switch	SAFE
PCD, COMs, NAVs	SET

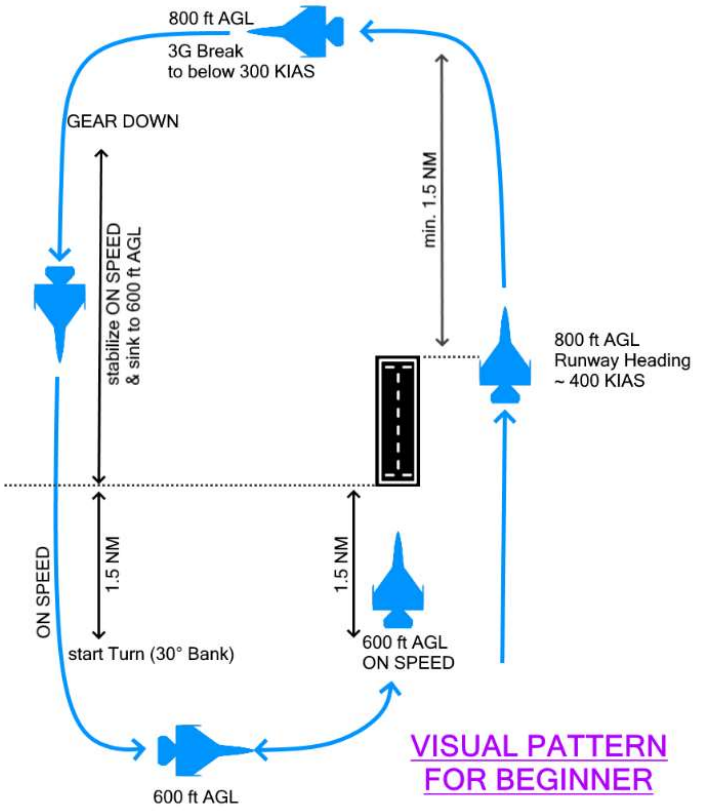
@ Transition Flightlevel

Altimeters	SET LOCAL

VISUAL PATTERN LANDING (SIMPLIFIED)

@ ~ 5 NM out

Landing Lights AS REQ / ON



@ UPWIND Leg
- 800 ft AGL / 400 - 500 KIAS / Runway Heading
- start 3G Break @ min. 1.5 NM abeam

@ CROSSWIND Leg / TURN
- 3G Break / → 250 - 300 KIAS
- maintain 800 ft AGL (or descent to 600 ft - ADVANCED)

@ Downwind Leg
- GEAR DOWN (below 300 KIAS)
- use SPEED BRAKE - if necessary
- stabilize ON SPEED (AOA)
- descent to 600 ft AGL
- start BASE TURN @ min. 1.5 NM abeam (BEGINNER)
  @ ~ 1 NM abeam (ADVANCED)

@ BASE Leg / TURN
- ON SPEED (AOA) / ~ 30 ° Bank
- maintain 600 ft AGL (or descent to 400 ft - ADVANCED)

@ Final

Landing Gear CHECK DOWN / 3 GREEN
- roll out @ ~ 1.5 NM / 600 ft AGL (BEGINNER)
  @ ~ 1 NM / 400 ft AGL (ADVANCED)
- ON SPEED (AOA)
- descent to Runway (aim FPV on Runway Treshold)

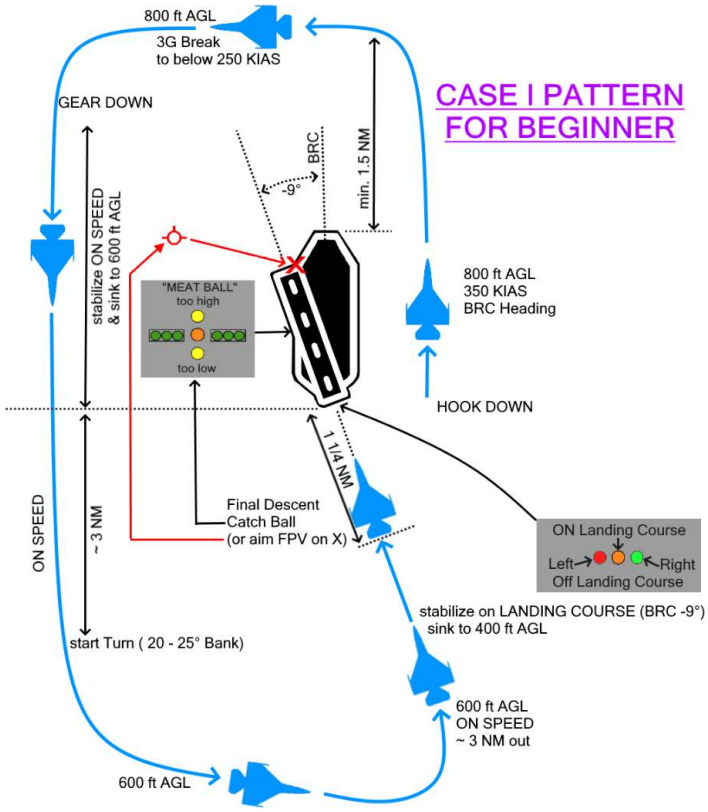
@ Treshold
- slightly Flare to ~ 11° AOA
- FPV at the upper End of E Bracket
- slowly retard Throttle (no Idle till Touchdown)
- Sinkrate ~ 300 - 500 fpm at Touchdown
- after Touchdown → Throttle ILDE
- keep Nose UP as long as possible
- verify Speedbrakes have deployed

CARRIER CASE I LANDING (SIMPLIFIED)

F-35 C only

@ ~ 5 NM out

Landing Lights OFF



@ UPWIND Leg
- 800 ft AGL / 350 KIAS / BRC Heading
- start 3G Break @ min. 1.5 NM abeam

@ CROSSWIND Leg / TURN
- 3G Break / → 250 KIAS
- maintain 800 ft AGL (or descent to 600 ft - ADVANCED)

@ Downwind Leg
- GEAR DOWN (below 250 KIAS)
- use SPEED BRAKE - if necessary
- stabilize ON SPEED & sink to 600 ft AGL
- start BASE TURN @ min. 3 NM abeam (BEGINNER)
  @ ~ 1.5 NM abeam (ADVANCED)

@ BASE Leg / TURN
- ON SPEED (AOA) / ~ 30 ° Bank
- maintain 800 ft AGL (or descent to 600 ft - ADVANCED)

@ Rollout

Landing Gear CHECK DOWN / 3 GREEN
- roll out @ ~ 3 NM / 600 ft AGL (BEGINNER)
  @ ~ 1.25 - 1.5 NM / 400 ft AGL (ADVANCED)
- ON SPEED (AOA)
- line up with LANDING COURSE (Amber Light Aft Ship)
- descent to 400 ft AGL (BEGINNER)

@ FINAL / In The GROOVE
- be @ 400 ft AGL at ~ 1 ¼ NM out
- start descent to CARRIER DECK (~ 700 fpm)
- catch the BALL @ ~ ¾ NM / 300 ft
- or aim the FPV on the End of the Landing Deck
- listen for LSO Call-Outs („Too Low/Hight“, „Wave Off“, etc)
- touchdown with ~ 700 fpm
- FULL THROTTLE @ Touchdown
- IDLE if sure of catched Wire

II. SPECIFICATIONS & ARMAMENT

SPECIFICATIONS/LIMITATIONS

F-35 A – CTOL (Conventionell Takeoff & Landing))

Max. Takeoff Weight	70.000 lbs
Range	~1.200 NM

F-35 B – STVOL (Short Takeoff & Vertical Landing)

Max. Takeoff Weight	60.000 lbs
Max. HOVER Weight	40.600 lbs
Range	~900 NM

F-35 C – CATOBAR (Carrier Based Operation))

Max. Takeoff Weight	70.000 lbs
Range	~1.400 NM

WEAPON PAYLOAD (Only Non-Pacifist Version)

Centerlin Gunpod (B & C models only)	550 lbs on Station 6
AIM-9X Sidewinder	200 lbs on Stations 1 & 11
AIM-120 Amraam	350 lbs on Stations 5 & 7
GBU-12 laser guided bomb	550 lbs on Stations 2,3,4,8,9 & 10
GBU-31 GPS guided bomb	2000 lbs on Stations 3 & 9 (all models) and on Stations 2,4,8 & 10 (A & C models only)

III. AUTOPILOT & SPECIAL KEYBINDINGS

AUTOPILOT & NAVIGATION

- EFI Page upper right Clickspot "CNTL" sets NAV Source for HSI/CDI
- Active Nav Source is also shon in last row NAV Menu Clickspot
- RTE is the GPS flightplan mode
- EFI Page left side Clickpot "CDI" de-/activates CDI in Att. Indicator
- EFI Page right side Clickspot "FD"de-/activates FD in Att. Indicator
- "HDG" & "CRS" Clickspot left and right of HSI set HDG and CRS
- AP can be toggled on FCS Page "AP" Clickspot
- AP/AT Page can be toggled with "AP/AT" Clickspot in Upper Bar
- here you can de-/activates AP and AT and activate and set the Modes with clicks (the most usual ap/at keybindings also work)

Flightplans must be entered on the world map.
To follow a flight plan with the Autopilot:
1. check the RTE Waypoints in NAV Menu
2. activate RTE as NAV Source via EFI Page clickspot "CNTL"
3. activate RTE HOLD in AP Menu
4. Activate AP

SPECIAL KEYBINDINGS

HOOK/STOVL But	TOGGLE TAIL HOOK HANDLE bzw. FANGHAKENGRIFF UMSCHALTEN
HOVER Mode Toogle	HEADING HOLD bzw. AUTOPILOT STEUERKURS HALTEN UMSCHALTEN
VS Speed Hold Mode in HOVER Mode	ALTITUDE HOLD bzw. AUTOPILOT HÖHE HALTEN UMSCHALTEN
Forward in HOVER Mode	AILERON TRIM RIGHT bzw. QUERRUDERTRIMMUNG RECHTS
Backwards in HOVER Mode	AILERON TRIM LEFT bzw. QUERRUDERTRIMMUNG LINKS

IV. LEGEND/ABBREVIATIONS

CHECKLIST

(MP)	Main Panel
(GS)	Glare Shield Panel
(OH)	Overhead Panel
(CC/CP)	Center Console/Center Pedestal
(LP) (RP)	Left Panel / Right Panel
(LVP)(RVP)	Left-/Right Vertical Panel
abcdefg (bold)	most important items for a quick start
abcdefg	mostly for Navigation/FMS/IFR/ATC
abcdefg	Gameplay / EFBs / UI Features
abcdefg	usually done by F/O or Pilot Not Flying
**abcdefg	not modelled/simulated yet or not possible
AS REQ/??	as required / recommended or standard
AS DES	as desired
LIT	illuminated / erleuchtet
EXT	extinguished / erloschen
(d.o.w)	depending on aircraft actual gross weight

COMMON

CDI	Course Deviation Indicator
CDU	Control Display Unit
EICAS	Engine Instrument & Crew Alerting System
EFIS	Electronic Flight Instrument System
FLIR	Forward Looking Infra Red
FMA	Flight Mode Annunciator
FMC	Flight Management Computer
FMS	Flight Management System
GW	Gross Weight (Aktuelles Gesamtgewicht)
HSI	Horizontal Situation Indicator
ND	Navigation Display
OEI	One Engine Inoperative (Ein Triebewerk ausgefallen)
PA	Passenger Address (Passagier Durchsage)
PFD	Primary Flight Display
PTU	(Hydraulic) Power Transfer Unit
RMI	Radio Magentic Indicator
ROC	Rate Of Climb
SAI	Standby Attitude Indicator
SELCAL	Selectiv Calling System
TCAS	Traffic Collision Avoidance System

SPECIFIC

3BSM	STOL Nozzle of the B Variant
BRC	(CARRIER) Base Recovery Course
ICC	Inverter / Controller / Converter
IPP	Integrated Power Package
LSO	(CARRIER) Landing Signal Officer
MDC	Mild Detonation Control (Canopy)
PCD	Panoramic Cockpit Display/Primary Control Display