

# TRINIDAD TB21 GT



## PILOT OWNERS MANUAL

BUILD MSFS 4.6.0

***MSFS FLIGHT SIMULATOR EDITION***

*Lionheart Creations Ltd.*



# TRINIDAD TB21 GT

## PILOT OWNERS MANUAL



### INTRODUCTION

#### Introduction:

The Trinidad TB series was originally designed in the 1970's, with it and other TB series aircraft getting their names from Caribbean Islands. TB stands for the town where these were manufactured, Tarbes in the South of France. These planes were later updated in 2000 and renamed to the GT series, meaning Generation Two. These had new improvements done throughout the aircraft including the windows being more shaped for the fuselage. Some versions of the Trinidad were given Turbochargers which enabled them to cruise at altitudes up to 24,000 feet. One of the most loved features of the Trinidad by their owners is the roominess of the cabin. Looking something like an automobile, the interior features many nice appointments including leather seats, arm rests, and a unique center tunnel. The TB21GT was slightly heavier than its competition but with the 250 HP engine and added Turbocharger, they more than made up for their heavy airframe. Another nice feature with the GT series was the roomy baggage area which also featured a newer larger cargo door.

This Flight Simulator models features the SOCATA TB-21 Trinidad TC - 250hp (186-kW) Turbocharged variant with a Lycoming TI0540 engine.



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# TRINIDAD TB21 GT

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SCREENSHOT PHOTOGRAPHY BY GREG MARTIN



### SPECIFICATIONS

#### Specifications:

Powerplant Manufacturer : Lycoming  
Type : TIO-540-AB1AD Turbocharged  
Power Rating : 250 HP at 2,575 RPM  
Recommended TBO : 2,000 hours

Propeller Manufacturer : Hartzell  
Diameter : 80 in 2.03 m  
Type : Constant speed 3 bladed prop

Fuel type : 100 LL

Total tank capacity : 88.8 US gal 336 l  
Usable fuel capacity : 86.2 US gal 326 l  
Oil Total oil capacity : 13.3 US quarts 12.6 l

#### Weights

Operating empty weight : 2,011 lbs 911 kg

Max. take off weight (MTOW) : 3,080 lbs 1,400 kg  
Max. landing weight : 3,080 lbs 1,400 kg  
Max. useful load : 1,226 lbs 556 kg  
Max. luggage capacity in storage : 143 lbs 65 kg  
Max. wing loading : 24 lbs/sq.ft 117.6 kg/m<sup>2</sup>

#### Performances

Rate of climb (sea level - max weight) : 1,126 ft/mn  
Max. cruis. speed 25,000 ft at 75% : 190 KTAS  
Best eco.cruis.spd 25,000 ft at 65% : 169 KTAS  
Demonstrated crosswind : 25 kt  
Maximum range : 1,000 Nm  
Certified ceiling : 25,000 ft

#### Dimensions

Wing span : 32.71 ft 9.97 m  
Length : 25.43 ft 7.75 m  
Height : 9.35 ft 2.85 m







### NEW 4.6.0 BUILD FEATURES



These are the newest updates, modifications and repairs carried out on the Trinidad TB21 GT by Lionheart Creations;

- \* Manifold Pressure and Fuel Flow instrument recalibrated
- \* Engine tunes carried out for high realism in various altitudes
- \* Recalibration of several engine related instruments that were slightly off
- \* Tuning to AI Autopilot system
- \* Addition of tuneable ASI Speed Strip disc in ASI to calculate TAS speeds at high altitude
- \* Clickable hidden TAS digital mini readout, top left of instrument cluster
- \* Tuning of Effects for new version of MSFS Effects management
- \* Manifold Press and TACH moved to middle for easier visibility
- \* Functioning HOBBS Engine Time Meter installed in Tach instrument
- \* Belly Landing Functionality for practicing emergency gear up landings
- \* Pilots position assignment flipped to work better with Pets addon





### NEW 4.6.0 UPDATE

## HIGH ALTITUDE ENGINE PERFORMANCE UPDATE 2 INSTRUMENTATION RECALIBRATION & ENGINE PERFORMANCE RETUNE



**NEW... TAS DIGITAL READOUT**  
Click to turn on

**NEW... ADJUSTABLE SPEED  
STRIP DISC FUNCTIONALITY**  
Adjust speed over TEMP section to  
See speed adjustment, similar to  
TAS readout  
Used in high altitude flight

### Recalibration of Engine Instrumentation

### Retune of Engine Performance

Retune of Flaps performance with new version of Asobo flaps aerodynamics technology and 'new' flaps handling inputs coding that was just introduced recently.





### NEW 4.6.0 UPDATE

### HIGH ALTITUDE ENGINE PERFORMANCE UPDATE

NEW... RPM & MP/FUEL FLOW moved to Center for better visibility



NEW... HOBBS ENG Timer Readout, rotating digits

NEW... Full tune on Engine Performance, Fuel flow, and recalibration to engine instruments readouts; TEMP, EGT, etc.



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### NEW 4.6.0 UPDATE

### BELLY LANDING CAPABILITY

It is now possible to belly land your Trinidad. This is good practice for training for emergency situations when you have a full power loss with a gear up condition. Great for practicing your emergency gliding ability and setting up for quickly finding and landing on a nearby location.





# TRINIDAD TB21 GT

## PILOT OWNERS MANUAL

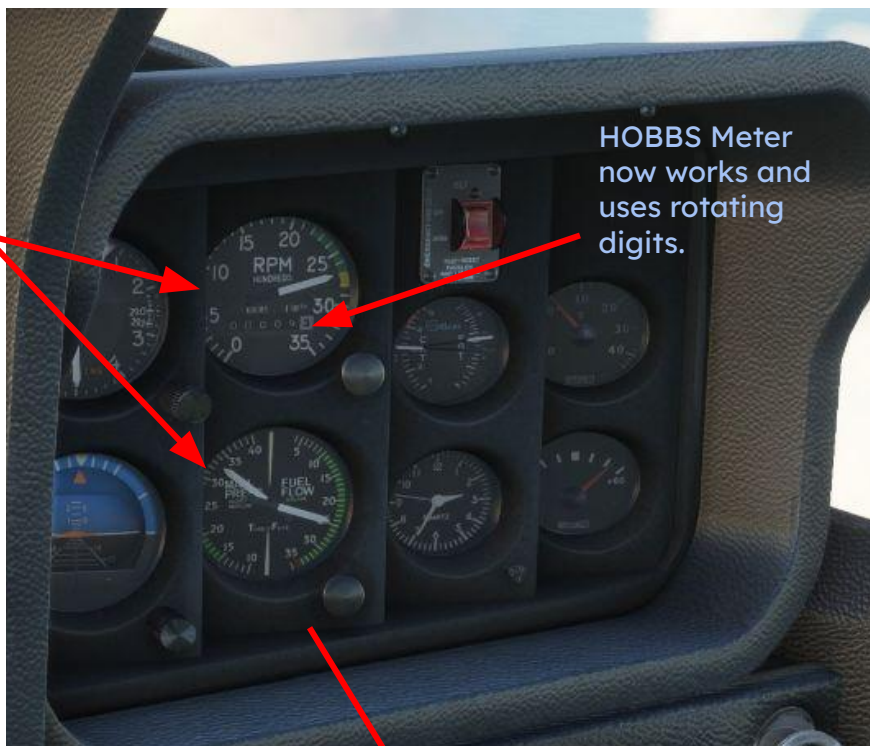


### NEW 4.6.0 UPDATE

### TACH and MP/Fuel Flow Row Moved to Right

The Tach and also Manifold Pressure/Fuel Flow instruments row was moved over one notch to enable the pilot to see it plainly, unhidden by the center console structure. Ron found that some Trinidades had these instruments in this row.

This is a hidden TAS digital speed readout. Click and it turns on.





### BUILD 4.6 NEW CHANGES IN HANDLING AND CLIMB SPEEDS THAT ARE AFFECTED

This new update brings realism to the engine and turbo performance in both climbout and also high altitude performance. Note that this is for a 4 passenger loadout, 60 pounds of cargo in the back, and fuel up to the 'limit' that will put you at 2980 LBS total weight. If you are only half loadout, these figures will not work, you will be 'lite'.

You have proper readouts now for Manifold Pressure and Fuel Flow for those who fly by numbers as like a real world pilot would do. This will mean, you will need to really watch your speeds and climb factors when fully laden going up to ceiling; 25,000 feet. It will get slow during the last few thousand feet, just like Concord. You can calculate your speeds now on the speed strip disc in the ASI. I have included a cheater digital TAS speed indicator in the top left of the instrument pod. Try to use the instrument ASI speed adjuster for realism, but you can learn to use it by comparing it with the TAS digital readout.

A massive amount of work and testing went into the engine tune and instruments. I hope you enjoy it. This is going to be great for the 'Realist' pilots. This also means slower climbs and when you drop flaps on approach, you will feel the buffeting and bouncing 'more' with the new Asobo aerodynamics coding. She will handle different with her engine tunes and flaps tunes and she will not climb like she used to. She will be more realistic now, closer to the real Trinidad. Calculate your weights and speed. Key....





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### EXTERIOR FEATURES

This flight simulator model features:

- \* High Detail aircraft model created in 3DS Max
- \* High detail cabin with extreme attention to detail
- \* Animated doors and cargo door
- \* Animated retracting foot steps that raise when the landing gear is retracted

- \* 22 high detail paint schemes with both clean and dirty variants mixed in
- \* Two military trainer/Liason planes
- \* 4096 pixel high resolution fuselage texture
- \* Some paint schemes feature bug spattered, oil stained, dust coated and paint chipped wear
- \* Some paint schemes feature dark tinting Plexiglass and some have dusty more clear Plexi versions



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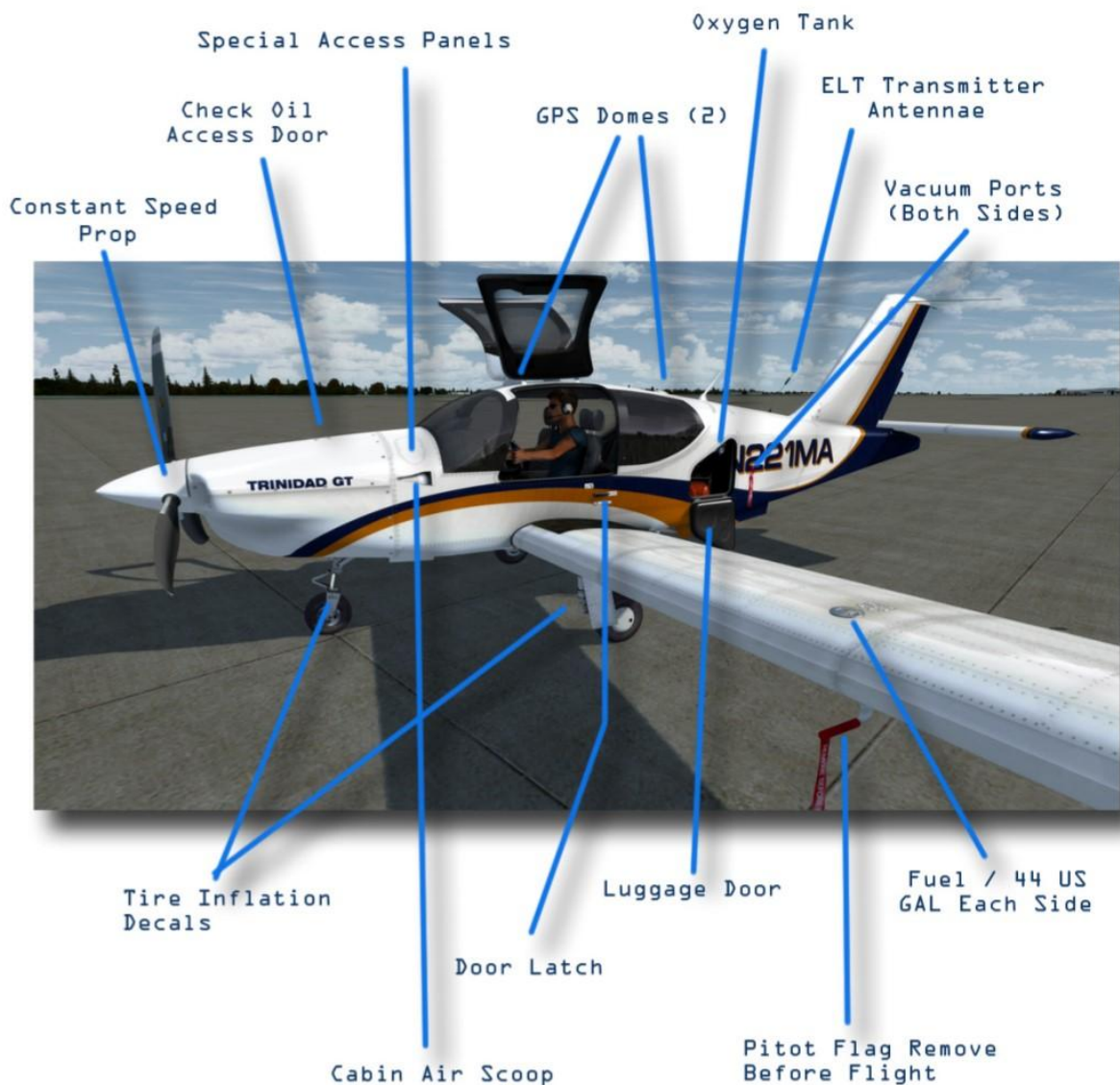


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## PILOT OWNERS MANUAL



### EXTERIOR



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WWISE Sound System by Team Asobo Studios

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### INTERIOR FEATURES

The interior of this model features:

- \* High detail cabin with extreme attention to detail
- \* Incredible instrument panel modelling which include the radius edges, indentioned instrument openings, various knobs and handles modelled as precisely as possible. Seats even have 3D piping trim which can be alternately colored
- \* **3** different cabin color schemes in gray, tan, and rich brown and blue suede
- \* Night Illumination with Ambient light mode textures
- \* Some interior textures are high resolution which show the famous leather like grain of the inner panels and leather seats
- \* GPS instrumentation



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### CABIN LAYOUT FRONT

Whiskey Compass

Fuel Gauges

Lights Switches

Radios Center

Pilots Manual

Lights Switches



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Avionics (GPS Systems and Autopilot) by Team Asobo Studios  
Featuring state of the art HTML/JAVA code technology.



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### CABIN LAYOUT REAR

Side Arm Rest

Oxygen Sockets

Microphones and  
Headphones Jacks



Rear Center Armrest



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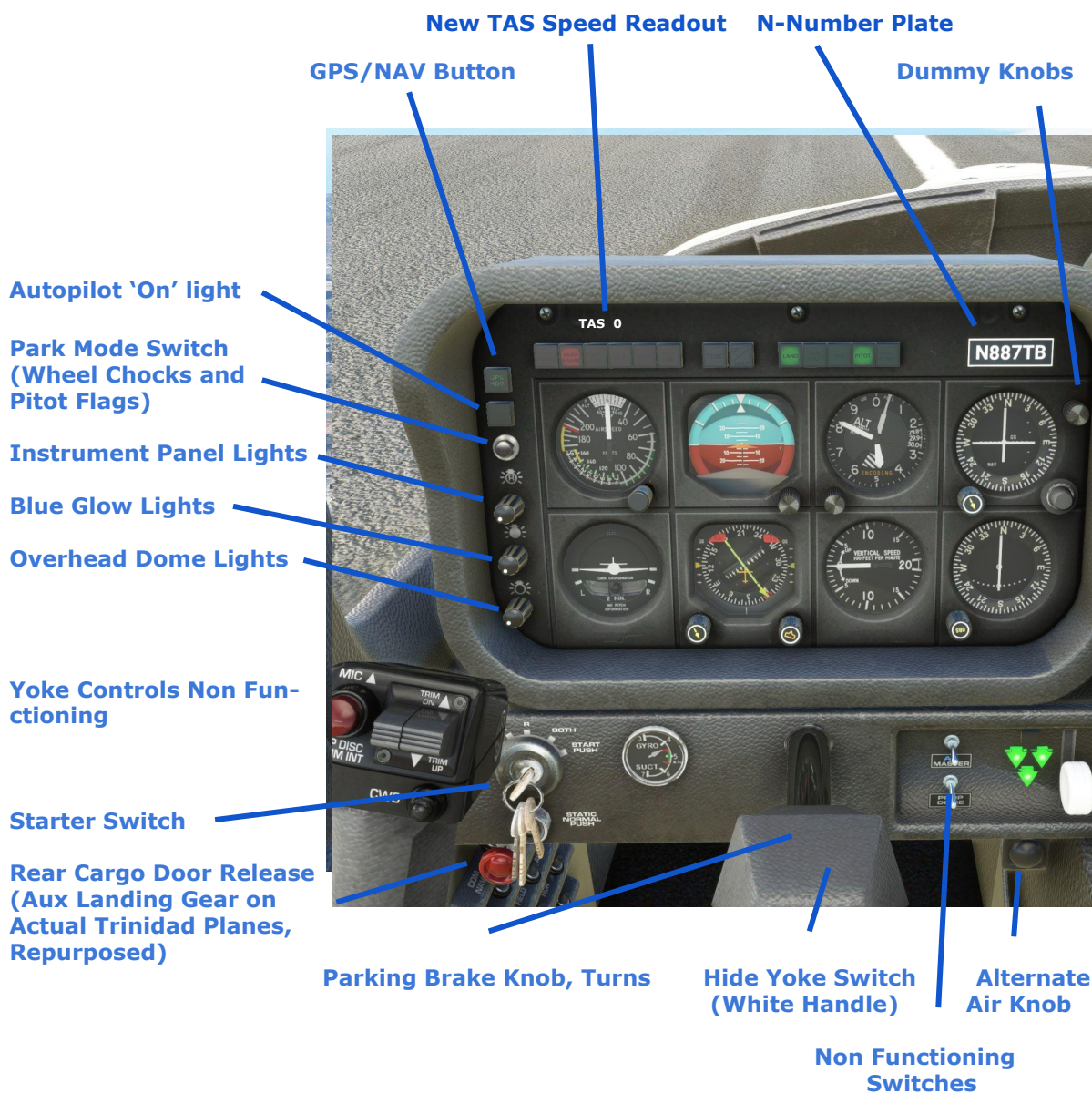


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### LEFT INSTRUMENTATION POD



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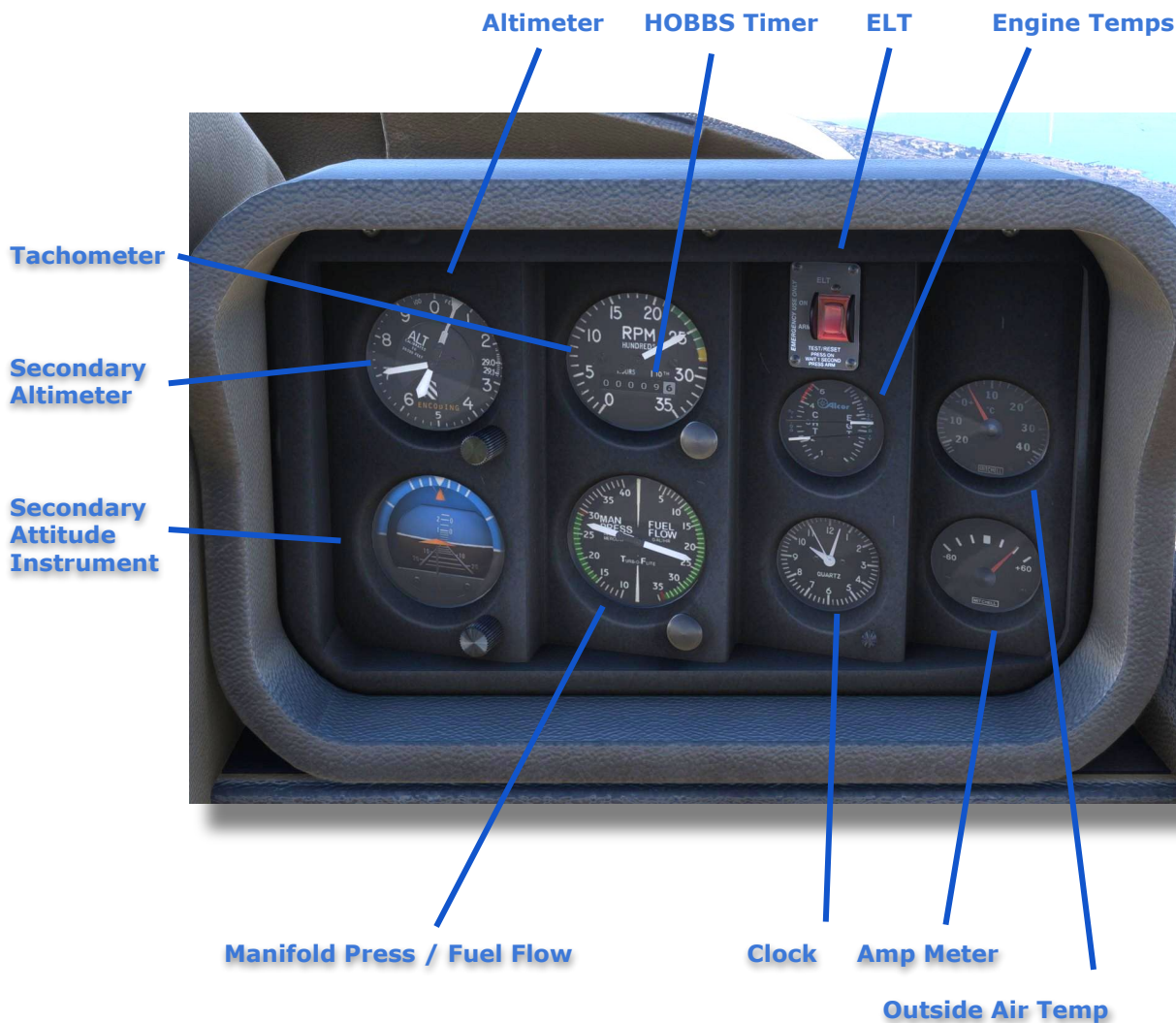
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### RIGHT INSTRUMENTATION POD

New Build 4.6 Modified Instruments Arrangement Shown



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### SWITCHES CENTER



**MAIN SWITCH:** Battery

**ALT FIELD:** Alternator

**AVIONICS:** Turns Radios and GPS units on/off

**TURN COORDINATOR:** Dummy Switch, not supported



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### ASOBO AUTOPILOT VERTICAL SPEED SETTING

To properly set your Altitude and then setup VS (Vertical Speed or VNAV); do the following;

1. Turn on AP button
2. Turn on ALT button
3. Rotate dials on right of unit to desired Altitude setting
4. Click UP/DN buttons and VS will appear. Adjust UP/DN
5. Tap Up/Down buttons to desired climb/descent rate you wish. The selected Altitude will return to visible where VS speed was at. Tapping on the up/down buttons will restore (temporarily) your view of your VS setting.



AP on/off button

Up/Down Settings for VNAV or VS control

Altitude Setting knob

ALT (VS is in ALT, click ALT a second time after Setting altitude and you Will then be in VS mode).



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## CABIN AND PANEL ILLUMINATION

There are 3 variations of cockpit lighting. These are accessed by 3 knob switches at the left pilots panel. These are not dimmer switches, they are on/off switches.

1. Panel Lights; illuminate the Instruments
2. Middle knob is 'Blue Glow' setting without using Instrument lights
3. Bottom knob is your cabin dome spot lights







## INTERIOR LIGHTING SYSTEM

### PAGE 2

There are 3 forms of cockpit lighting.

1. Instruments \_\_\_\_\_
2. Blue Glow Panel Lights \_\_\_\_\_
3. Main Overhead Dome Lights \_\_\_\_\_



### PANEL LIGHTS MODE

Instruments Only,  
Dimmable



### BLUE GLOW PANEL LIGHT MODE

Blue Glow, no Instrument  
Lights



**OVERHEAD DOME LIGHTS:** Not Shown, bright dome lights using interior Overhead spotlights.

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## INTERIOR CAMERA VIEWS



**CONTROL-1 PANEL CLOSE UP**



**CONTROL-2 AVIONICS VIEW**



**CONTROL-3 ENGINE CENTER**



**CONTROL-4 LIGHTS AND POWER**



**CONTROL-5 CENTER CONSOLE**



**CONTROL-6 RH QUARTER VIEW**



**CONTROL-7 APPROACH VIEW**



**CONTROL-8 RIGHT WING VIEW**

THESE VIEWS WERE UPDATED WITH BUILD 3.5

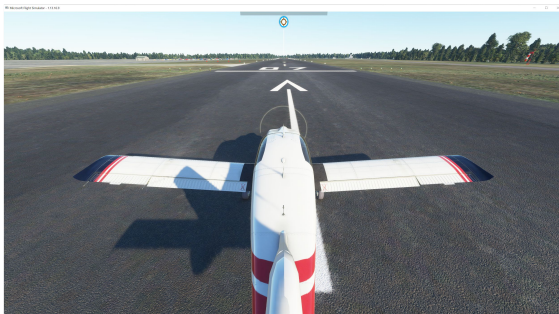


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### EXTERIOR CAMERA VIEWS



**CONTROL-SHIFT-1 RUDDER VIEW**



**CONTROL-SHIFT-2**



**CONTROL-SHIFT-3 RIGHT WING VIEW**



**CONTROL-SHIFT-4 BELLY VIEW**



**CONTROL-SHIFT-5 FRONT RIGHT VIEW**



**CONTROL-SHIFT-6 TOP FUSELAGE VIEW**



**CONTROL-SHIFT-7 RIGHT VIEW**



**CONTROL-SHIFT-8 DOOR REARWARD VIEW**

THESE VIEWS WERE UPDATED WITH BUILD 3.5



## DOORS AND PARK MODE



Doors open via 'handle latches' inside. The doors will not operate off of Keyboard Shortcuts.

Pitot flags and wheel chocks are visible when clicking the black dial in the top left corner of the pilots instrument pod; Park Mode.



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### INSTRUMENT PANEL

### CENTER TUNNEL PART 2

Throttle

Trim Wheel

Trim Indicator  
Window / Needle

Ash Tray for change  
only, no ashes

Rudder Trim Knob

Fuel Selector

Trinket Pocket



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It is not recommended to use the 'Take-Off' setting on Rudder Trim as the simulator has a more stronger effect with rudder trim then with the actual aircraft. I left the 'Take-Off' graphic for visual realism.

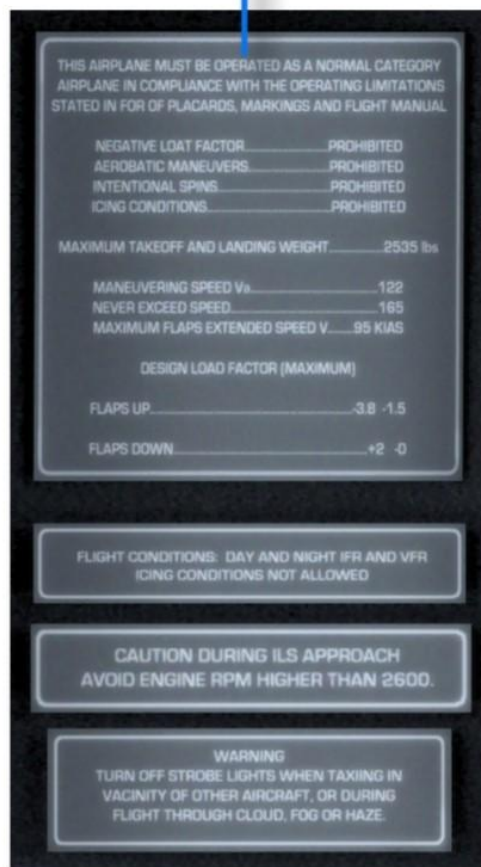
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### OVERHEAD CONSOLE

#### Overhead Placards



#### Overhead Console

#### Placards



Overhead Front Speaker

Oxygen Control Inlet

Rear Speaker

Rear Dome Light



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# TRINIDAD TB21 GT

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## FUEL AND WEIGHT LOADOUTS

It is possible to loadout the Trinidad to maximum weights. Here you can see it is loaded with full fuel and 4 passengers at 170 US LBS each and 60 lbs of cargo in the boot. However, back seat passengers will not show up, only the front couple.

| FUEL                       |         | <input type="button" value="-"/> <input type="button" value="🔍"/> <input type="button" value="✕"/> |  |
|----------------------------|---------|--|--|
| DISPLAY FUEL AS            |         | GAL <input checked="" type="checkbox"/> LB <input type="checkbox"/>                                |  |
| ^ FUEL                     |         | 100.00%  |  |
| LEFT MAIN                  | 100.00% | 44.39 gal  |  |
| RIGHT MAIN                 | 100.00% | 44.39 gal  |  |
| ^ PAYLOAD                  |         | 93.60%   |  |
| PILOT                      |         | 170.00 lb  |  |
| CO-PILOT                   |         | 170.00 lb  |  |
| REAR PAX LEFT              |         | 170.00 lb  |  |
| REAR PAX RIGHT             |         | 170.00 lb  |  |
| BAGGAGE                    |         | 60.00 lb   |  |
| Empty Weight / -           |         | 1,763 LB / -   |  |
| Fuel / Max Allowable Fuel  |         | 533 LB / 533 LB  |  |
| Payload / Max Payload      |         | 740 LB / 790 LB  |  |
| Total / Max Takeoff Weight |         | 3,036 LB / 3,086 LB  |  |
| Consumption & CO2 Emission |         |  |  |
| RESET                      |         |  |  |



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### FLIGHT

The Trinidad TB21 GT is equipped with a powerful 250 HP engine and fitted with a turbocharger. This gives the Trinidad an excellent power rating and provides for a steep 1100 FPM climbout capability, even when fully laden.

The Trinidad is great for long flights with Max range at 1000 NM at 75% power. Her best speed, high cruise, is 190 Knots. She is a fast bird. With being turbocharged and having an onboard oxygen system, the Trinidad is able to go to 25,000 feet! Up there, you can find calm winds and watch heavy airliners pass by. Note that this Edition of Trinidad does not have de-icing equipment on the wings and control surfaces, so beware of ice buildup.

Because the Trinidad can fly at higher speeds, but also fly at slow 'traffic' airspeeds of 120 Knots, you will need to trim the Trinidad considerably to compensate the speed to lift changes. The large, airliner like trim wheel next to you is close and easy to crank. A trim dial is on the top next to the wheel to see where your trim setting is at. When slowing down from fast cruise to airport traffic speed of 120 knots, you will be trimming quite a bit.

Rotation for take off speed on the Trinidad is about 65 to 70 knots with one notch of Flaps (required). When on approach, try to keep your speed at 85+ Knots for safety sake as she might drop. When alone, you can easily do performance climbouts well over 1100 FPM as you'll be low in weight.



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## PILOT OWNERS MANUAL



### CHECKLIST..... STARTUP

#### ENGINE STARTING

|                                     |             |
|-------------------------------------|-------------|
| Main switch                         | ON          |
| Parking brake light "PARK"          | Illuminated |
| Anticollision lights (if installed) | ON          |

#### NORMAL PROCEDURE

|                        |   |
|------------------------|---|
| Propeller              | FULL FORWARD  |
| Throttle               | 1/4 OPEN  |
| Mixture                | IDLE CUT-OFF  |
| Fuel pump              | ON  |
| Mixture                | FULL RICH until fuel flow is displayed<br>(3 to 5 sec.) then IDLE CUT-OFF |
| Fuel pump              | OFF   |
| Area                   | Clear   |
| Magneto/start selector | START (10 sec. maxi)  |

*When the engine starts :*

|                  |  |
|------------------|--|
| Magneto selector | BOTH   |
| Mixture          | FULL RICH  |
| Oil pressure     | Check,<br>if no pressure within 30 sec.,<br>shut down engine |
| Engine           | 1000 to 1200 RPM<br>during heating                           |



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### CHECKLIST..... TakeOff

#### TAKE-OFF

Lined up on  
runway

Check heading indicator  
Check emergency compass

Smoothly apply full power  
Engine parameters  
Airspeeds

Check  
See Section 5  
"Take-off performance"

#### STANDARD AIRSPEEDS :

Rotation 68 KIAS  
Initial climb 75 KIAS

#### WHEN SAFELY AIRBORNE :

Brakes Apply  
Landing gear RETRACT

AT 300 ft :

Flaps RETRACT

AT 1000 ft :

Fuel pump OFF  
External lights As required

Air conditioning switch  
(if installed) AIR COND  
if air conditioning required



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### CHECKLIST.....Climb

#### CLIMB

|                                       |  |
|---------------------------------------|--|
| Mixture                               | FULL RICH  |
| Throttle                              | FULL POWER   |
| Propeller                             | FULL FORWARD (2575 RPM)  |
| Maximum exhaust gas temperature (TIT) | 1650°F   |
| Maximum manifold pressure             | 38 in.Hg up to 17000 ft (automatic regulation).<br>Beyond adjust manifold pressure in accordance with limitation curve<br>- see Figure 4.2 |
| Optimum climb speed                   | 95 KIAS  |

Fuel pump : during climbs carried out by hot weather it may be necessary to operate the pump to eliminate and / or prevent from vapors coming out. Above 15000 ft, it is recommended to set fuel pump "ON".

#### NOTE :

*Climb can also be carried out at higher speeds and lower power ratings (better visibility towards front, better engine cooling, lower noise level)*





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### CHECKLIST.....Cruise

## CRUISE

Cruise 75 % and holding, see engine data in "Performance" section.

**NOTE :**

*By hot weather and at high altitude, fuel vapors may cause flowmeter variations (fuel flow).*

In this case :

|           |     |
|-----------|-----|
| Fuel pump | ON  |
| Mixture   | SET |

Above 15000 ft, it is recommended to leave the pump "ON".

In practice, it is recommended to change tank every half-hour and not to exceed a fuel imbalance of 20 U.S Gallons (75 Litres).

*Flight into known icing conditions is PROHIBITED*

Unintentional icing conditions : see Section 3 "Emergency procedures", Paragraph "Icing".

Leave icing conditions as soon as possible.

Remember to push in the "Alternate Air" control (if installed) after leaving the icing area and when you are sure there is no ice on the airframe.





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TOP PHOTO BY GREG MARTIN



### CHECKLIST.....Descent Approach

#### DESCENT

Power setting as required for descent.

Every 1500 ft, apply engine power to prevent excess engine cooling and spark plugs fouling. Avoid too long descents with manifold pressure lower than 14 in.Hg.

Seats, seat belts,  
shoulder harnesses                      ADJUSTED and SECURE

#### APPROACH - LANDING

FINAL :

|  |                         |
|--|-------------------------|
| Airspeed                                 | 86/92 KIAS              |
| Flaps                                    | TAKE-OFF below 129 KIAS |
| Landing gear lever                       | DOWN                    |
| Fuel pump                                | ON                      |
| Mixture                                  | FULL RICH               |
| Propeller                                | FULL FORWARD            |
| Brakes                                   | Checked                 |
| Seats, seat belts,<br>shoulder harnesses | ADJUSTED and SECURE     |
| Landing lights                           | ON                      |

SHORT FINAL :

|  |  |
|--|--|
| Flaps                                  | LANDING below 103 KIAS                 |
| Airspeed                               | See Section 5<br>"Landing Performance" |
| Standard airspeed                      | 73 KIAS                                |
| Air conditioning switch (if installed) | OFF                                    |





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### CHECKLIST.....Go Around

#### GO-AROUND

Smoothly apply full power

Airspeed

76/81 KIAS

When climb rate is positive :

Landing gear lever

UP

Flaps

TAKE-OFF

Airspeed

90 KIAS

Flaps

RETRACTED

Climb at

95 KIAS



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### CHECKLIST.....Cross Winds

#### FLIGHT WITH CROSSWIND

##### TAKE-OFF :

Apply full power before brake release.

Aileron control moved into wind.

Keep the airplane on runway centerline using the rudder.

Maintain nose-wheel on ground up to 65 KIAS.

Lift-off cleanly in order to avoid subsequent touch-down.

##### LANDING :

When landing in a strong crosswind, use the landing flap setting.

Although the crab or combination method of drift correction may be used, the wing low method gives the best control. Maximum bank angle close to the ground is 15°.

After touch-down, keep the nose-wheel on the ground, hold a straight course using rudder pedals.





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### CHECKLIST.....ShutDown

#### AFTER LANDING

|                                 |             |
|---------------------------------|-------------|
| Fuel pump                       | OFF         |
| Flaps                           | RETRACTED   |
| Landing light                   | OFF         |
| Taxi light                      | As required |
| Trims                           | TAKE-OFF    |
| Radio equipment                 | As required |
| Pitot heating (if installed)    | OFF         |
| Air conditioning (if installed) | As required |

#### SHUT-DOWN / SECURING AIRPLANE

|  |        |
|--|--------|
| Parking brake                          | Set    |
| Turn and bank indicator (if installed) | OFF    |
| Anticollision lights (if installed)    | OFF    |
| Taxi light                             | OFF    |
| Lights                                 | OFF    |
| Radio master switch (if installed)     | OFF    |
| Air conditioning switch (if installed) | OFF    |
| Throttle                               | Reduce |





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Typical full load and half fuel climbout, speeds and altitudes, MP and FF settings

(4 people half fuel Full Power)

ALT(000) MP RPM TAS POH GPH AoA Climb AoA/set rate/MP/KIAS  
(must be 105 to 95) Full PWR Max MP 38/2575 TAS/POH chart pg 106

25 23.7 2500 190 186 23 3 4/500/30/115 Full Power

-> 211/??? no chart data

25 20.1 2400 171 169 13 4

23 23.9 2500 191 184 17 2 3/600/33/127 Full power

23 20.5 2400 169 167 13 4

21 24.1 2500 190 181 18 3 3/700/32/121

20000 -> 218/200

21 23.2 2200 176 166 13 4

19 24.3 2500 183 177 17 2 4/900/33/103

221/198

19 21.5 2200 163 155 13 4

17 24.5 2500 182 175 17 2 4/900/33/108

214/195

17 20.1 2200 151 147 13 4

15 24.6 2500 177 172 17 2 4/900/33/110

210/191

15 20.3 2200 148 143 13 3

13 24.7 2500 174 169 17 2 4/1100/32/100

205/188

13 20.6 2200 149 142 13 3

11 24.8 2500 172 167 17 2 4/1000/32/108

199/185

11 20.8 2200 146 141 12 4

09 25.0 2500 169 164 17 2 4/1000/32/105

196/181

09 21.1 2200 145 139 12

07 25.3 2500 166 161 17 2 x/1100/xx/113

192/178

07 21.5 2200 144 137 12 3

05 25.5 2500 167 158 17 2 x/1100/xx/111

188/175

05 21.8 2200 142 135 13 3

03 25.7 2500 157 155 17 2 x/1300/xx/108

185/171

03 22.2 2200 143 134 12 3

01 26.0 2500 156 153 17 2 x/1300/xx/108

182/169

01 22.6 2200 144 132 13 2

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## PILOT OWNERS MANUAL



## OTHER PLANES BY LIONHEART CREATIONS



Bucker Bu-131 Jungmann  
Swiss German Edition



Classic 1934 Pasped Skylark



Bellanca SV-30A Super Viking  
Type 300 A Turbo Edition



Q-200 Special Edition  
Quickie Homebuilt Sport  
Aircraft



LearAvia LearFan  
Special 'Modern' Edition with  
latest Avionics Suite



# TRINIDAD TB21 GT

## PILOT OWNERS MANUAL



### TEAM TRINIDAD

Bill Ortis.....Team Leader, Model Mesh,  
Graphics, Manual, Website,  
Customer Service

#### MSFS:

BeeJay (OzWookie).....Preliminary MSFS  
Conversion, Graphics, Air  
Tables Conversions,  
Animations Coding

Ron H.....MSFS Animations Coding, Engine  
Coding, Flight Tuning

Otmar (Vitus).....Graphics Settings, Blender Tools

Thomas Clayton.....Test Pilot

RonH.....Test Pilot, Coding, and a million  
Other professions and help

Jim Goldman.....Test Pilot, Repainting

Greg Martin.....Worlds most amazing Screenshot  
Artist and Test Pilot

#### FS2004 and FSX:

Scott Thomas.....Instrumentation

Dwight Furleigh.....Instrumentation

Bill Leaming.....Instrumentation Tuning

Team Asobo.....THE WORLDS BEST SIMULATOR!  
And their assistance

Socata USA.....Permissions to recreate their fabulous  
Trinidad and Tobago for Flight Simulator and for creating  
The Trinidad; an amazing, sleek, fast, well made aircraft.

# TRINIDAD TB21 GT

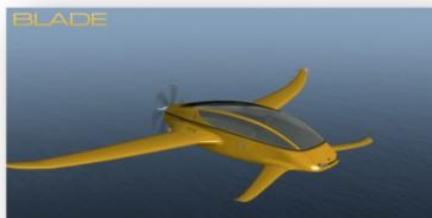
## PILOT OWNERS MANUAL



### OTHER LHC AIRCRAFT LINES AVAILABLE



Quickie Q200



Blade Electric Sport



Learjet 24B



Fairchild 24 Series



Diamond DA40



Piper Pacer Super Pack



Quest Kodiak Mega Pack



Epic Victory Biz Jet



*Lionheart Creations Ltd.*



The above planes are for FSX  
and FS2004, not MSFS



### SPIRITUAL MESSAGE

Jesus is Lord...

Let us never forget all that Jesus has done for us. He came into our world and sacrificed himself that we might be saved. He endured the cross for us when we were still sinners....

He also outreached his hand to all the rest of the world. Where salvation was only for the Jewish people, Jesus and his father, Abba God, broadened the gift of salvation to all who would believe in him.

Three days spent below in Sheol, a battle fought for those in the underworld below. Jesus crushed the head of the serpent and took the keys of Sheol, freeing the peoples souls that were trapped down there. Not only the living but the sleeping were also saved.

And remember this! Jesus is the same yesterday, today, and forever! Miracles have not stopped. Keep praying. Keep the faith. He still heals his people. Remember that. Read the book of Acts and you will see how the Church 'began' to grow and it never slowed down. It is more powerful then ever.

Let us never forget him.

Pray, pray, pray, and keep the faith....

Amen.





# TRINIDAD TB21 GT

## PILOT OWNERS MANUAL



Many thanks to my amazing customers. Thank you for your purchases and your following. Without you, I would not be in business and these planes would not occur. Thank you for your amazing support and patience, input and enthusiasm. I pray I am providing an awesome form of flight simulation of aircraft as near in realism as possible. It's always been my ambition to get all the details in there and to help people out that might be having issues.

Thanks also to fellow 'Neighbors' in the flight sim field. We all help each other out. Some INCREDIBLE and TALENTED people out there.

Have fun in your shiny new Trinidad. Treat her gently and break in the engine properly. She loves San Diego, Cape Cod, Nantucket, and Sedona. Make sure she gets to visit those locations now and then.



*Lionheart Creations Ltd.*

