9.	**Touchdown cues for main and nose gear:** Procedure: Conduct several normal approaches with various rates of descent. Check that the motion cues for the touchdown bumps for each descent rate are representative of the actual airplane.	**X**	**X**	**X**	**X**	
10.	**Nosewheel scuffing:** Procedure: Taxi at various ground speeds and manipulate the nosewheel steering to cause yaw rates to develop that cause the nosewheel to vibrate against the ground ("scuffing"). Evaluate the speed/nosewheel combination needed to produce scuffing and check that the resultant vibrations are representative of the actual airplane.		**X**	**X**	**X**	
11.	**Thrust effect with brakes set:** Procedure: Set the brakes on at the take-off point and increase the engine power until buffet is experienced. Evaluate its characteristics. Confirm that the buffet increases appropriately with increasing engine thrust.	**X**	**X**	**X**	**X**	This effect is most discernible with wing-mounted engines.
12.	**Mach and maneuver buffet:** Procedure: With the simulated airplane trimmed in 1 g flight while at high altitude, increase the engine power so that the Mach number exceeds the documented value at which Mach buffet is experienced. Check that the buffet begins at the same Mach number as it does in the airplane (for the same configuration) and that buffet levels are representative of the actual airplane. For certain airplanes, maneuver buffet can also be verified for the same effects. Maneuver buffet can occur during turning flight at conditions greater than 1 g, particularly		**X**	**X**	**X**	