1. The relevant instruments are: airspeed indicator, altimeter, vertical speed indicator and the rpm counter. Locate these instruments on the instrument panel and understand their behavior when various flight controls are actuated (stick, throttle, trim tab, etc.).
2. Push the throttle all the way forward. Observe the reaction of the airplane visually and by looking at the instruments above. Do the same this time by pulling the throttle all the way backward.
3. Wait a few moments until the altitude and the airspeed of the airplane stabilizes. The airspeed should stabilize at around 85-90 knots. Make sure that the vertical speed indicator is close to 0 (±3 is OK).
4. Increase the speed to 100 knots by gently pushing the throttle forward. Prevent the airplane from pitching up and climbing by pushing the stick forward. Hold the stick in position when the speed has stabilized and the vertical speed is close to 0. Make small adjustments to the throttle and the stick if the speed tends to increase or decrease or the airplane tends to climb or descend. Speeds around ±5 knots of the target speed should be OK.
5. Using the trim tab relieve the load from your hand. Make small adjustments if the airplane is climbing/descending or accelerating/decelerating. The airplane should be flying horizontally without stick control now. When the speed and the altitude remains fairly constant switch to the outside view mode and observe the attitude of the airplane.
6. Repeat the same procedure for 120 knots and 140 knots.
7. Restart the Simulator and this time do the same for 80, 70 and 60 knots.
8. Remember: a pitch up attitude does not mean that the airplane is climbing. In the same manner, a pitch down attitude does not mean the airplane is descending.