T-6B EMERGENCY PROCEDURE CRITICAL ACTION MEMORY ITEMS & OPERATING LIMITATIONS

EMERGENCY PROCEDURE CRITICAL ACTION MEMORY ITEMS

ABORT START PROCEDURE

***1.**

EMERGENCY ENGINE SHUTDOWN ON THE GROUND

***1.**
***2.**
***3.**

EMERGENCY GROUND EGRESS

***1.**
***2.**
***3.**
***4.**

IF CANOPY CANNOT BE OPENED OR SITUATION REQUIRES RIGHT SIDE EGRESS:

***5.**
***6.**
***7.**
***8.**

ABORT

***1.**
***2.**

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF (SUFFICIENT RUNWAY REMAINING STRAIGHT AHEAD)

***1.**
***2.**
***3.**
***4.**

ENGINE FAILURE DURING FLIGHT

***1.**
***2.**
***3.**
***4.**

IF CONDITIONS DO NOT WARRANT AN AIRSTART:

***5.**
***6.**

IMMEDIATE AIRSTART (PMU NORM)

***1.**
***2.**
***3.**
***4.**

IF AIRSTART IS UNSUCCESSFUL:

***5.**
***6.**
***7.**

IF AIRSTART IS SUCCESSFUL:

***8.**
***9.**

UNCOMMANDED POWER CHANGES / LOSS OF POWER/ UNCOMMANDED PROPELLER FEATHER

***1.**
***2.**
***3.**
***4.**

IF POWER IS SUFFICIENT FOR CONTINUED FLIGHT:

***5.**

IF POWER IS INSUFFICIENT TO COMPLETE PEL:

***6.**
***7.**
***8.**
***9.**

COMPRESSOR STALLS

***1.**
***2.**
***3.**

IF POWER IS SUFFICIENT FOR CONTINUED FLIGHT:

***4.**

IF POWER IS INSUFFICIENT TO COMPLETE PEL:

***5.**
***6.**
***7.**

INADVERTENT DEPARTURE FROM CONTROLLED FLIGHT

***1.**
***2.**
***3.**
***4.**

FIRE IN FLIGHT

IF FIRE IS CONFIRMED:

***1.**

***2.**

IF FIRE IS EXTINGUISHED:

***3.**

IF FIRE DOES NOT EXTINGUISH OR FORCED LANDING IS IMPRACTICAL:

***4.**

IF FIRE IS NOT CONFIRMED:

***5.**

SMOKE AND FUME ELIMINATION/ELECTRICAL FIRE

***1.**

a.
b.
c.

CHIP DETECTOR WARNING

***1**
***2.**

OIL SYSTEM MALFUNCTION OR LOW OIL PRESSURE

IF ONLY AMBER OIL PX caution ILLUMINATES:

***1.**
***2.**

IF RED OIL PX WARNING ILLUMINATES AND/OR AMBER OIL PX CAUTION REMAINS ILLUMINATED FOR 5 SECONDS, OIL PRESSURE FLUCTUATIONS, OR OIL TEMPERATURE OUT OF LIMITS:

***3.**
***4.**

LOW FUEL PRESSURE

***1.**
***2.**

OBOGS FAIL MESSAGE

***1.**

OBOGS FAILURE / PHYSIOLOGIAL SYMPTONS

***1.**
***2.**
***3.**

EJECT

***1.**

FORCED LANDING

***1.**
***2.**
***3.**
***4.**

PRECAUTIONARY EMERGENCY LANDING (PEL)

***1.**
***2.**
***3.**

ENGINE OPERATING LIMITS TABLE

POWER SETTING	TORQUE %	ITT °C	N_1 % (1)	N_P % (4)	OIL PRESSURE psi	OIL TEMP °C
TAKEOFF/MAX	____Max	____Max	____Max	____Max (2)	___ to ____(6)	___ to ____
IDLE	__to __% (9) (ground)	____Max	___ to ___ (ground) ___ Min (flight)	___ to ___ (ground)	__ Min	___ to___ (Grnd) ___to___ (Flt) ___ to___ (7)
START	- - -	_____ (__ sec)	- - -	- - -	____Max	____ Min
TRANSIENT	___Max (__ sec)(8)	_____ (__ sec)	____Max	___ (3) (__ sec)	___ to ____(5)	____ to ____ (____minutes)

NOTES

1. N_1 values presented for PMU ON. With PMU OFF, N_1 may vary from these values.
2. With PMU OFF, permissible maximum N_P is _____ +/- _____%.
3. Permissible at all powers for completion of flight in emergency.
4. Avoid stabilized ground operation from ____to ____% N_P.
5. Operation in this range permitted only during aerobatics or spins, and____ to _____ psi for _____seconds with PCL at IDLE.
6. Normal oil pressure during steady state conditions is_____to _____psi. Operation at oil pressure less than _____psi at flight idle or above is indicative of oil system malfunction.
7. Acceptable for ground operation at and below ____% torque.
8. Torque at ____% is a materials limit above which damage to the engine may occur. Torque above ____% is indicative of a system malfunction.
9. Allowable torque range with Np stabilized and PCL at IDLE.

AIRSPEED LIMITATIONS

MAXIMUM AIRSPEED GEAR DOWN (V_{LE}) & FLAP DOWN (V_{FE}) _____ KIAS

MAX OPERATING (V_{MO}) _____ KIAS / MAX MACH (M_{MO}) _____ MACH

TURBULENT AIR PENETRATION SPEED, MAXIMUM:_____KIAS

PROHIBITED MANEUVERS

1.
2.
3.
4.
5.
6.
7.
8.
9.
10.
11.

THE AIRCRAFT HAS BEEN APPROVED ONLY FOR TRANSIT THROUGH _____ FEET OF _____ ICE.

MINIMUM BATTERY VOLTAGE: _____ VOLTS

HYDRAULIC CAUTION: < _____ PSI, > _____ PSI

FUEL CAUTION LIGHT: < _____POUNDS IN RESPECTIVE WING TANK

COCKPIT PRESSURIZATION SCHEDULE LIMIT: _____+/- _____PSI

STARTER CYCLE LIMITATIONS

STARTER DUTY CYCLE IS LIMITED TO FOUR _____CYCLES

COOLING PERIOD AFTER FIRST STARTER CYCLE _____

COOLING PERIOD AFTER SECOND STARTER CYCLE _____

COOLING PERIOD AFTER THIRD STARTER CYCLE _____

COOLING PERIOD AFTER FOURTH STARTER CYCLE _____

FLIGHT MANUEVERING LIMITATIONS

INVERTED FLIGHT _____ sec

INTENTIONAL ZERO G FLIGHT _____ sec

NEGATIVE G FLIGHT

Negative G Operations _____ _____ sec

Do not exceed -2.5 G for longer than _____ _____ sec

Min. pos. Gs upright before additional neg. Gs __ _____ _____ sec

ACCELERATION LIMITATIONS

SYMMETRIC CLEAN _____ TO _____ Gs

SYMMETRIC GEAR & FLAPS EXTENDED _____ TO_____ Gs

ASYMMETRIC CLEAN _____TO_____ Gs

ASYMMETRIC GEAR & FLAPS EXTENDED _____TO _____Gs

FOR UNCOORDINATED ROLLING MANEUVERS INITIATED AT__ G, THE MAXIMUM BANK ANGLE CHANGE IS _____ DEGREES

OTHER LIMITATIONS

MIN VOLTAGE FOR BATTERY START _____VOLTS

MAX CROSSWIND FOR DRY RUNWAY _____KNOTS

MAX CROSSWIND FOR WET RUNWAY _____KNOTS

MAX CROSSWIND FOR ICY RUNWAY _____KNOTS

MAX TAILWIND COMPONENT FOR TAKEOFF _____KNOTS