VT-6 CONTACT SUPPLEMENTAL

Welcome to VT-6, this supplement has been created to help you prepare for your first stage of primary flight training. It is to be used with existing publications (NATOPS, FTI, FWOP, etc.) and **not as the sole reference for contact events.**

Knowledge

Your success in this program is directly correlated to how much effort you put into your preparation. Being a great pilot is 2/3 knowledge, 1/3 stick skills. Knowledge first and foremost keeps you safe, it will also prevent your attrition, earns your wings, and enable you to complete the mission when others of lesser skill/knowledge cannot. Our job is not to teach you what can be read in the publications, but rather instruct you on putting that knowledge into practice and fine tuning the stick and rudder skills. The expectations are very high, and there is a lot learn, so you cannot start studying too early. Getting ahead now will pay dividends down the road.

The following are **NON-NEGOTIABLE** items you must learn now and retain for your entire time at VT-6:

1. **EP CRITICAL ACTION ITEMS** – along with a working knowledge of all Notes/Warnings/Cautions related to any critical action item.
2. **FTI PROCEDURES** – You must know these cold, you may not understand them exactly, but through discussion with IPs and demonstration it will become clear. We do not have time to spoon feed it to you in the aircraft.
3. **AVIATION SURVIVAL SYSTEMS** – This is the stuff that will save your life. Understand what is on your vest and how to use it, the ejection seat and procedures, and I-IROK-ADR.
4. **FWOP and VT-6 SOP** – Critical for operation at or around NAS Whiting Field. These rules are in place to ensure that we continue to operate safely, with our FAA counterparts, in one of the busiest regions in the country.

Pre-Flight Brief

The expectation:
1. Be prepared to discuss any item in the NATOPS brief
2. EP and QOD including notes/warnings/cautions and amplifying information regardless of critical action items.
3. All discuss items
4. All SSR's
5. All maneuvers applicable to the block of training.
6. Anything previously discussed

Please understand there is not one single document (i.e. the FTI) that is going to contain all the information you need to know regarding each discuss item. In fact, one individual discuss item may be found in each one of the publications (FTI, NATOPS, FWOP etc.) you have been issued. Additionally, that one individual discuss item may actually be found in multiple locations of one publication**.** Bottom line, make sure you really look through and read all publications in their entirety.

When you see the word "Discuss," read: Student are to thoroughly brief the procedure, all pertinent information from the FTI, NATOPS, FWOP, etc. You should be able to "discuss" each particular item in detail and apply the information to the "big picture" of flight and ground operations. You should be leading the discussion and not force the IP to draw that information out through question after question. This includes any "IP demonstrate" maneuver. "Discuss" or "Demo" does not mean the IP briefs the information to the student. If you haven't studied the maneuver you will not understand what the IP is trying to show you in the demo.

At the same time, we do not expect you to know what is not written in a publication. We are aware of the short comings of the FTI/NATOPS/FWOP and we expect you to have questions prepared. This shows that you have thought critically about what you are reading, rather than simple rote memorization.

Procedures:

Students are regularly told to CHAIR FLY and know the procedures in the FTI. This is not just to make the brief hard, but rather, if you can't explain the procedures out of the FTI sitting down in the brief, you'll never be able to execute them in the plane. Once you're in the aircraft about half your focus will be used to keep the aircraft straight and level. So if you're unable to recite procedures quickly and correctly, IP's will not take you flying.

What does it mean to "know" the procedures? If an IP asks, "How do we do Landing Pattern (approach turn) stalls?", we expect you to tell us exactly what is in the FTI, period. You can't have too much detail. Include the **Description & General** information, **the Procedures** (this includes **the 3 C's),** and additionally what the **common errors** are. Do not forget to include the P.A.T. principle! For example, we do not want to hear you say, "I'm going to climb," but rather "I will add power to max, raise the nose to 12-15deg nose high, capture 180kts and trim out the aircraft." The Approach Turn Stall and many other maneuvers in the FTI will require you to have an in-depth understanding of the **NATOPS Section VI Flight Characteristics.** Knowing just the **Configurations** from the FTI will not provide the foundation and understanding that you need to execute the maneuvers properly.

Systems Knowledge:

Regarding systems, students traditionally struggle with, "how much am I supposed to know?" If it's in NATOPS that means that it has been determined that it is relevant information for us as Naval Aviators to know. There were also CAI's for each system, as well as a class regarding all of the systems in the NATOPS. IP's will explain why it's important to know what they just asked you, not just quiz you for the sake of quizzing knowledge. Additionally, to really understand EP's it's important for you to know how the system operates.

Think back to your ground school classes for each system. Everything that was covered is knowledge we expect you to know, and you'll be asked plenty of questions throughout your time here. **YOU CANNOT KNOW TOO MUCH OF THE NATOPS.** Remember the phrase you learned early on, **"LIVE BY THE GOUGE, DIE BY THE GOUGE."** The best way to study the systems is to use the NATOPS. Questions we generally ask are straight from the NATOPS. If an IP asks a system question and you don't know the answer, we may ask you if you know where it's at in the NATOPS. The T6B systems are not complicated. Section I of this NATOPS would only scratch the surface of the required systems for aircraft in the fleet. NATOPS knowledge standards here at VT-6 do not change in the fleet.

Now that you understand the expectation of knowledge, let's talk about "how" to brief the system. Briefing is a skill most pilots excel at by repetition and a worthwhile skill that will pay off for years to come. The purpose here is to give you an idea of **how you could brief it**. The manner in which you actually brief the system is up to you, this is only to help you with a good flow should you need/want it.

- **You must prepare a diagram of the system**, draw it on the board or on a blank sheet of paper. Either way, make sure it is neat and presentable. DO NOT LABEL the schematic that you drew. Presentation is important, make sure it resembles the schematic in the NATOPS, however, it doesn't have to match it perfectly. After Primary you'll be expected to actually draw the system as you brief it. Here you can do it the night before, take advantage of that. Drawing the system from memory during brief "*greatly surpasses CTS*."

- **Start with the big picture about the system.** For example; if briefing the fuel system, start with how many tanks, how much usable fuel, and any limits associated with the system out of Section V (type of fuel used, etc.).

- **Normal operation.** Go to the schematic and brief the system keeping in mind the general operation. For example, start at the pressure refueling adapter and explain how fuel gets to the tanks, then from tanks to the engine. The key here as you brief the system is just hit how it works during normal operation. It's easy to get side tracked if you try to combine normal and emergency procedures.

- **Emergency Procedures** can be discussed after you've hit the big picture, limits, and normal operation. Discussing and reading about the EP's will actually help you understand the system better. **If there are any Critical Action EP's**. Know them and brief them! Be prepared to discuss the EICAS and Limits that may trigger said EP and when those lights will come on. If there are no Critical Action EP's, you still need to review them so you are familiar. There's a lot of additional information regarding an EP in the NATOPS that is not included in the PCL. Make sure you review the EP's in the NATOPS as well as the PCL for this reason. Since you won't be able to reference the NATOPS in the aircraft (only the PCL) it's a good idea to have a working knowledge of the EP, even if it's not Critical Action. Additionally, the PCL can be cumbersome to try and reference in the aircraft, knowing its layout and order can help reduce the time it takes to find the EP which helps your task management and in turn your basic airwork.

Use the above information to help you study and prepare. There is a lot to learn. It's very easy for an instructor to tell in the first few minutes if a student understands the system. We don't expect you to explain how a pump's components work. We want to you to know why you need the pump and what happens when it no longer works. Questions are always encouraged during the brief, if you don't ask we assume that you know. However, reference in the NATOPS what you're confused about and be specific. This shows us that you're reading the information and trying to learn.

Techniques:

Techniques are proven tools to help accomplish your FTI procedures smoothly and efficiently. Techniques **are not mandatory**, and your instructor might have his or her own techniques. When taught a new technique, you should at least try it, and continue building your own toolbox of techniques as you proceed through flight school. You will not be graded on using techniques, only procedures written in NATOPS or the FTI. The following are some common "ditties" that pilots use to memorize and action their procedures. Ditties can greatly improve SNA performance provided they are said and done at the right tempo and opportunity.

<u>Common techniques</u>:

- Departing NSE
  - **Clear** – Clear visually above and behind you (in the break) and on TCAS
  - **Climb** – Pitch for 180kts
  - **Click** – Ch. 6 departure
  - **Call** – "Pensacola Departure, Shooter 010, passing 1500"
  - **Change** – NAV to TSD
  - **Check** – Operations check
- High area maneuver setup
  - **Configuratio**n – Gear, flaps, airspeed, power setting, sufficient altitude above / below
  - **Checklist** – Pre-stalling/spinning/aero checklist, operations check if needed
  - **Clearing the area**
  - **Codes** – Squawk 4700 during aerobatics if not under radar contact (Pelican/Wahoo)
- Descent from the working area to an OLF (ABCDONT)
  - **ATIS/Advisory –** Determine the duty runway by contacting the Brewton or Evergreen RDO
  - **Bingo** – Set Bingo to briefed Bingo fuel for departing the OLF (e.g. 450 lbs.).
  - **CDI** – Set CDI to the landing runway.
  - **Descent Checklist –** Execute
  - **Operations Check –** Execute
  - **Navigate –** Verbalize intended plan to get from working block to the initial for active runway
  - **Talk –** Contact Jacksonville Center on Ch. 16 VHF or Pensacola Approach on Ch. 28 VHF.
- Break
  - **Flop** – 45 degrees AOB
  - **Chop** – 0-10% torque

    - **Pop** – Speed brake out (as required)
    - **Level** – Maintain level turn
    - **Check** – Airspeed and downwind spacing (30° AOB for second half of turn)
    - **Drop** – Below 150 kts, drop gear, raise speed break
- Transition
    - **Power** – Set the appropriate power consistent with the flap setting
    - **Attitude/Pitch –** Level speed change to appropriate airspeed, then lower the nose to maintain AS.
    - **Trim** – Up and left
    - **Turn** – Abeam intended rollout point on final; adjust transition point on future patterns as necessary
    - **Talk** – "010, 180, gear down"
    - **Torque** – Recheck torque set appropriately and adjust as necessary
- Crossing the threshold:
    - **Power** – Slight reduction of power to avoid balloon or float
    - **Level** – Bring the aircraft to a level attitude as numbers disappear under the nose
    - **Eyes** – Transition scan to the end of the runway
    - **Idle** – Slowly pull PCL to idle
    - **Flare** – 'Flare, flare, flare' try to keep the nose wheel off the deck as long as possible
- Touch and go / waveoff
    - **Power up** – Smoothly add max power
    - **Spool up** – Allow engine to spool up and anticipate left yaw
    - **Rudder up** – Add right rudder as required to keep aircraft aligned with centerline.
    - **Nose up** – If holding neutral elevator throughout the touch and go, the nose should lift itself off deck.
- Remaining in the pattern
    - **Flaps** – *"Flaps – TO"* automatically after lift-off if at LDG flaps
    - **Flaps** – *"Airspeed above 110kts, Flaps – UP"*
    - **Power** – *"Approaching 120kts, power to 60-70%"* torque.
    - **Attitude** – Approximately 10° nose high to maintain 120kts
    - **Trim** – Trim for 120kts
    - **Interval –** Check for and determine your interval
    - **Turn** – With interval, turn to downwind heading using 30-45 AOB depending on crosswinds
    - **Talk** – "001, crosswind, touch and go"
    - **Torque** – *Verify torque is set to 60-70% to ensure correct climb performance*
- Leveling off at pattern altitude
    - **Power** – 50' prior to pattern altitude, reduce power to 31% torque
    - **Level** – As power comes out set attitude to 4° nose up, level VSI.
    - **Stabilize** – Verify torque, attitude, and wing tip distance.
- Leveled off on downwind
    - **Flaps** – Place flaps to intended setting (no sooner than wings level on downwind)
    - **Nose** – Anticipate and set proper nose attitude for level flight (while 'lighting the candle')
    - **Power** – Adjust power as required to maintain 120kts
    - **Checklist** – execute before landing checklist
- Departing OLF (ANC)
    - **Aviate** – Nose up 12°-15º initially, then relax backstick to 10°-12º at approximately 183kts to capture 180kts. Set altitude bug to 3,500'MSL or 4,500'MSL (as applicable).
    - **Navigate** – Eyes outside clearing traffic and looking for ground checkpoints. Turn as required.
    - **Communicate** – After OLF departure call, switch to Ch. 8 or Ch. 12 (as applicable) on UHF. Use Ch. 1 VHF to obtain ATIS.

- Course Rules to NSE (ABCDONT)
    - **ATIS** – Select Ch. 1 on VHF and copy ATIS. Switch to Ch. 4 on VHF after ATIS is copied.
    - **Bingo** – Set
        - 260 = VMC and no weather
        - 310 = Marginal weather
    - **CDI** – Set CDI to the landing runway
    - **Descent checklist** – Execute
    - **Operations check** – Execute
    - **Navigation** – Review navigation plan with IP if required
    - **Talk/Transponder** – If traffic becomes a factor, make position calls and deconflict flight paths. Otherwise, make required radio calls in accordance with the FWOP.
- PEL
    - **TURN, CLIMB, CLEAN, CHECK, BIP, DETERMINE, DELIVER, REDUCE, LOWER, REPORT –** In accordance with FTI
    - **Report –** Before landing checklist *(may happen after low-key during PEL/Ps)*
    - **Lower –** Flaps to TO no sooner than low-key
    - **Report –** "*001, low-key/pattern low-key, gear down"*
    - **Report –** *"Gear down, lights checked"* or if no RDO on station *"gear down, negative lights."*
- Forced Landing
    - **Critical Action Items –** In accordance with NATOPS
    - **Lock –** Harness locked
    - **Talk –** Transmit distress call
    - **Squawk –** Transponder to 7700, ELT – ON

Checklists:

The CNATRA 3710.17B Checklist guide will cover how you should be prepared to execute all checklists. Use the guide in conjunction with NATOPS. All listed detail in the NATOPS needs to be committed to memory because the checklist you have with you in the aircraft does not provide that information. Think of the quad-fold as the product that keeps you organized with a proper flow of what to check. The actual check to ensure you have a safe aircraft to take flying, and all of the additional knowledge not listed, is your responsibility. This is true for all steps of every checklist. You need to know what you are checking and the actions you are taking. Time spent fixing your checklist management and execution takes valuable time from your training during the C4100 block.

Your On-Wing:

Your on-wing wants you to succeed and is going to do everything possible to set you up for success. The reason you have an on-wing is to provide continuity of training in the aircraft during the contact stage. This is an experienced Naval Aviator who has been in your shoes and succeeded, so listen to them and soak in everything you can. Your dedication as well as the quality and amount of studying you do will determine the effectiveness of instruction you receive. If you're not putting in QUALITY study time, your IP will be forced to focus on getting you up to speed with your peers. If he/she is trying to get you caught up, they will not be able to cover as much information. **Your on-wing is not going to be able to teach you everything you need to know**, there are just not enough flights. The answer of, "my on-wing never told me that," should be removed from your answer bank, as well as "so and so's on-wing, doesn't require them to know that". It is your responsibility to learn the NATOPS, FTI and other publications, not your on-wing. To be successful, you need to take ownership of your training.

FAM 0 (C1301)

1. **<u>Prior to FAM 0</u>**

You should want to meet your on-wing and introduce yourself. Your on-wing should not have to hunt you down. Find your on-wing at work prior to your FAM 0 and give them an opportunity to put a face with the name,

they may also specify what they want you to study for FAM 0 **in addition to the discuss items in the JPPT**. If you've had no success after looking at the schedule and trying to find your on-wing at the work spaces, call them. If they don't answer, leave a message and let them know who you are and how to reach you. If you're meeting your on-wing for the first time on your FAM 0 you're already behind the power curve.

2. **During FAM 0**

Expect to talk about all discuss items located in the JPPT as well as the discuss items on your C4101 **(you should always be two flights ahead).** There are a lot of discuss items for the first flight and it's difficult to cover all of them and still takeoff on time. If you can, cover these during your FAM 0, this will help you get ahead in the C4100 block. Checklist execution in the aircraft tends to be very slow, this can result in late take off times and late land times especially if you spend extra time briefing. The IP's do as much as they can to keep to the schedule and this is one of the most common practices among VT-6 FAM 0's. Combining these briefs on the FAM 0 allows you to take your time on that first flight lets you get comfortable in the aircraft.

Your IP will walk you to the line shack and show you the briefing spaces and go through how to set up your briefing board when you first arrive for an event, take notes and write down what your on-wing expects. In the pubs room you'll find a piece of paper in the cubbies with the proper layout of your briefing board. How you set up your board is a reflection of you. Professionalism and neatness of your board says a lot about how you prepared for an event.

Your IP will show you the Read & Initial binder, more commonly referred to as "R & I's." Read and Initials are essentially changes or amplifying information to aircrews that they need to know to operate safely in the T-6B. This could include changes to the FWOP, FTI, or NATOPS as well as changes to preflight procedures just to name a few. You are encouraged to read these ahead of time, and bring questions to the FAM-0. Signing your initials means that you understand all R & I's and you'll comply with them. If you already have them read and signed, this is one less administrative task your on-wing has to go over with you, allowing more time to answer any questions. **You cannot fly until you sign for all current R&Is in the binder**. R & I's are released from Training Wing 5 or by the Stan department. The FDO will be notified of the new release and it will be written on a board in the line shack. Every time you fly you must be current.

Please see the attached Contact 1301 Guide for all the items to be covered during FAM-0.

3. **Common Errors during FAM 0**

Ejection Seats/Canopy: You will be opening/closing the canopy and strapping into a live ejection seat. The importance of knowing how to properly strap in and the safe operation of your seat cannot be stressed enough. You'll hear it repeatedly "respect the seat." Only through proper knowledge of its operation and limitations can you truly respect the seat. You don't want to struggle with this on FAM 0 requiring you to study this the night before your first flight to get caught up. Start with the NATOPS. There is additional gouge in the STAN/NATOPS office regarding the ejection seat, and SSK but, start with the NATOPS. The gouge is simply amplifying information and not the sole reference. You don't need to know this information to get good grades; you need to know how to operate it for your safety.

Pre-Flight: This is the first time you are going to go to the aircraft with your on-wing but, this should not be the first time you've gone out to the aircraft to preflight. Use the big NATOPS the first time you do it, with special attention to notes, warnings, and cautions, as well as any numbers. You learned the location of preflight aircraft during ground school. It is highly recommended that you utilize this aircraft with your classmates and preferably a solid student who is ahead of you in the syllabus. Another student who has already been out to the aircraft can walk you through a lot faster than if you were on your own, as well as provide information on typical knowledge questions asked by IP's during the preflight. If you do this, you will be prepared for your FAM 0. **You cannot practice strapping in without an IP,** but you can practice your exterior walk around which is just as important.

HOW TO HANDLE AN EMERGENCY SITUATION

Be prepared! The first step in preparation is to know the NATOPS. This means knowing not only the emergency section, but also learning the operating limitations, flight characteristics, and systems operations.

You need to be able to recite the **critical action or asterisk (*) items verbatim.** N/W/C do not need to be memorized verbatim, however, you do need to be able to talk about all of them and explain them from memory. Additionally, knowing the N/W/C help you to understand why you're doing steps of the EP. **If you don't know your Emergency Procedures, you will not be taken to fly**.

The second step in preparation is to challenge yourself. Start with simple EPs and then become more inventive. Take each EP through its logical conclusion, such as a Compressor Stall → Eng Failure → Immediate Airstart → PEL/Forced Landing. As you can see, one emergency could logically take you to five different procedures. Ask yourself, what would make the situation worse? For example, after a hydraulic malfunction that requires the emergency gear extension, how does your situation change if there isn't enough pressure to lower the flaps? What if you blow a tire trying to stop on the runway? Figure out how you can use your growing knowledge to garner an acceptable solution. As you progress through your training you will notice there is more than one way to solve problems. Whether you are chair flying, briefing an IP, or executing a simulated or actual EP in the aircraft, always think not just about quoting the steps verbatim, but rather how you will actually execute them in real life or in the situation you find yourself in. Don't be afraid to use some headwork and decision making skills!

Once you know the basics of preparing for an EP, how do you put this knowledge and practice to work? As per NATOPS, when an airborne emergency occurs, three basic rules apply:

Maintain aircraft control. This means 1) do not hit anything i.e. other aircraft, the ground, or obstacles, and 2) do not stall or go OCF. The quickest way to fail an EP (or put yourself in a dangerous situation during an actual EP) is to not fly the aircraft or to lose situational awareness on where you are going. The T-6B is a single engine aircraft, and any engine malfunction must be treated conservatively until further troubleshooting indicates a different course of action. At the first sign of ***engine trouble***, a good technique is to immediately Turn / Climb / Clean / Check in accordance with the PEL procedure. This is only an initial reaction and should only take 4-5 seconds as your primary focus should be on quickly analyzing the situation.

Analyze the situation. This means spend the requisite time to put the correct EP name to the indications that you see. A thorough understanding of aircraft systems will aid in troubleshooting and choosing the appropriate corrective action. For an engine malfunction, as you are beginning your Turn / Climb / Clean / Check, you will simultaneously be analyzing the situation to determine if you should continue with the PEL, execute the Engine Failure During Flight procedure, or another procedure. Always fully analyze the situation before you take actions other than maintaining aircraft control. **No fast hands in the cockpit!** Doing the wrong steps due to improper analysis can make a bad situation much worse.

Take proper action.
Once you have analyzed the situation and confirmed your indications, execute the appropriate critical action items if required. These must be memorized verbatim from NATOPS. However rote memorization is not enough, you must thoroughly understand how to apply critical action items (i.e. 'zoom/glide – 125kts min' or 'Intercept ELP'), and whether or not notes/warnings/cautions apply. The pilot not flying should back up the pilot flying with the pocket checklist, reviewing the critical action items and non-critical action items along with the applicable notes, warnings, and cautions. Never assume you have a problem solved. After taking what you think is the correct action always double check everything to ensure you have achieved the correct result.

If solo, open up the PCL when, and if, time permits or have someone else back you up on critical action items and non-critical action items via radio. Both dual and solo aircraft have many other resources to assist in the event of an emergency or other malfunction. Potential assistance could come from other aircraft in the area, OLF RDOs, squadron FDOs, or ATC.

Note: DO NOT SHUT DOWN THE ENGINE during a SIMULATED engine failure. SNAs have done this in the past, particularly after returning to the flight line from the simulator where the engine was actually shut down. Do not move any switches or pull any levers during simulated EPs without first confirming with the instructor.

Land as soon as conditions permit.

"Land as soon as practical" means the training flight is over, we should head home or even land somewhere closer if necessary.

"Land as soon as possible" means to land at the first place at which a safe landing can be made. You need to get the plane on the ground right now (smoke and fumes); perform this in the quickest and safest manner possible. The break typically allows for the quickest recovery and it is the recovery with which you are most familiar. Depending on the nature of the emergency, a straight in recovery may be required.

"PEL – EXECUTE" when you think your engine might quit or need to be shut down (CHIP, FUEL PRESS, unconfirmed fire)

Fly a straight in approach when the controllability of the aircraft is in question.

Declaring an Emergency

Students often neglect to declare an emergency. Base your status on the priority you need from the controller and the type of response you want from agencies such as the fire department or flight surgeon. An emergency will get you top priority from any controller and all applicable base agencies. Adding your emergency status to all radio calls will ensure you are not forgotten. If you have a power or controllability problem, or any condition that may lead to a fire or injury, declare an emergency. Weather is a factor that may cause you to upgrade a situation to an emergency in order to gain priority from the controlling agency. You will not be faulted for making a conservative decision to declare an emergency or perform an emergency ground egress.

Other considerations as you decide what type of landing to execute and what to do afterwards:

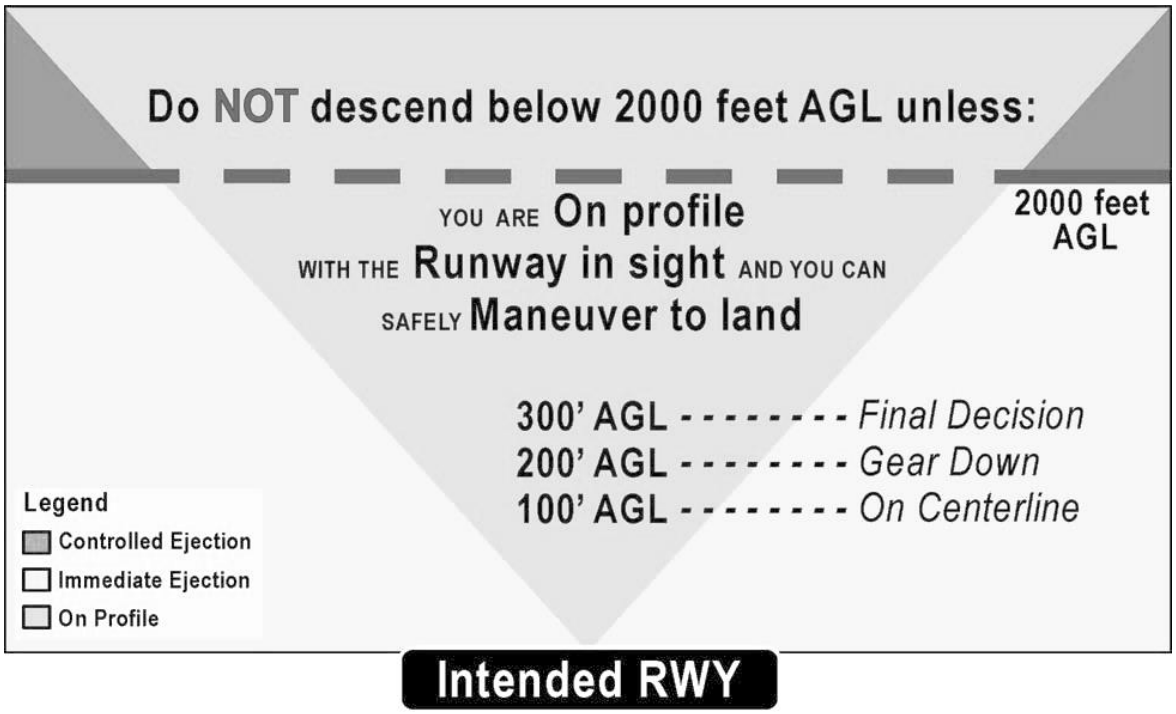
- Landing distance. Is the nearest runway long enough for your situation?
- Crash support, and Flight Surgeon availability. Will you have appropriate agency support at your current destination?
- Ejection considerations. Is it possible/likely you could abandon the airplane in a residential area? Is it feasible to alter your route of flight for such a consideration?
- Will you be taxiing clear or stopping straight-ahead and shutting the runway down? Will you egress normally, or emergency ground egress?

EJECTION / EMERGENCY CONSIDERATIONS

The T-6B engine has an excellent record of reliability, but the potential for engine loss deserves special consideration. Two options exist for engine failure: forced landing or ejection. Emergency landing pattern (ELP) practice increases the chances of successful recovery; however, the aircraft is fitted with a highly capable and proven ejection seat that should be used if there is any doubt about safe recovery.

If an engine failure or malfunction in flight requires a forced landing, a thorough understanding of T-6 flight performance, emergency procedures, ELPs, and ejection system capabilities are critical in the decision to eject or attempt an ELP. If there is any doubt about engine performance, or there is benefit to remaining in the ejection envelope longer, consider recovering via an ELP. The time available to decide whether to recover via ELP or eject depends on the phase of flight. Time available can range from a few seconds (engine failure on takeoff) to over 20 minutes for a high-altitude power loss. ORM 3-2-1 provides a description of factors affecting the decision to continue an ELP attempt or eject. ELPs are only flown to suitable landing areas (hard surface runway, taxiway, under run, or overrun) of sufficient length (3,000 ft minimum). Landing on an unprepared surface should only be attempted if ejection is not possible.

O-R-M - 3-2-1



In ***an actual engine failure*** scenario, the methodology to descend below the minimum controlled ejection altitude (2,000 ft AGL) employs the use of the acronym ORM 3-2-1. If executing a forced landing T-6B aircrews shall not descend below 2,000 ft AGL unless they are (O) on profile for the field of intended landing, with the (R) runway in sight and in a position to safely (M) maneuver to land. (3) 300 ft AGL is the point to make the final decision to continue or eject. (2) At 200 feet AGL the gear will be confirmed and reported down, and (1) at 100 feet AGL the aircraft shall be on centerline. Energy state is equally as important, and allowing the aircraft get slow in order to hit the altitude wickets can lead to disastrous results. You should strongly consider ejection should you not be able to maintain a minimum of 120kts until intercepting final and 110kts on final, per the forced landing procedures.

These same principles should be used during practice forced landings, but you will instead: execute a waveoff while verbalizing your intention to eject if it were an actual situation

Additional Brief Items/Guidance

The following items listed for each event need to be read and studied for the respective event. At any point your on-wing can deviate from this document, it is ultimately up to them. However, until instructed otherwise by your on-wing expect that these items are in addition to your "DISCUSS" items. These may be discussed during the brief or during any portion of the flight. For example, while walking to your aircraft, your on-wing may ask about parking areas or while taxiing they'll ask about rules taxiing to the run-up. The included items are absolutely things you need to know here at primary. Unfortunately, we can't control the weather. You may have to draw Area 1 for an event, and then the weather does not support your training in that area so you go somewhere else. Study ahead the best you can so you're ready for changes.

C4101

VT-6 SOP
Outbound/Inbound Taxi (FTI/FWOP)
-You must know how to comply with the FWOP and get to either run-up from any spot, then to the runway and back to your parking line after landing. Don't forget to study ground comms.
T/O and Departure Procedures (FTI/FWOP)
-Chair fly all runways, ATC communications, HDG/ALT/IAS rules and requirements.
-Be familiar with VFR departure procedures to the North and West.
Discuss Area 1 / Wahoo (FWOP)
Draw Figure 3-6 Course Rules from Area 1 (FWOP)
-Use google maps satellite of the course rules and go through how each checkpoint looks from the air.
TCAS operation (NATOPS page 1-125)

C4102

Naval Outlying Landing Fields (OLFs). FWOP & FTI
-You need to know how to get in and out of OLFs. This includes procedures to set up for the initial, how and why to execute discontinued entry, flying in the Delta pattern, and how to intercept CR from each OLF.
DRAW The Landing Pattern Figure 6-1 (FTI)
-Draw the geometric racetrack-shaped course on your drawing of Barin and label all checkpoints, i.e. crosswind, abeam, and groove etc.
Appendix A Sample Voice Procedures (FWOP)
-You must practice these radio calls on your own at home and in a study group. Know when you are going to make your calls and what you expect to hear from ATC in return.
Discuss Area 2 / Pelican (FWOP)
Draw Figure 3-7 Course Rules from North (Point Jay)

C4103

NMOA and SMOA Entry and Exit Procedure
-Including what the stereo routes actually mean
OCF/Spin/Anti-Spin Recovery Procedures
-You are responsible for everything in chapter 6 of NATOPS as well as FTI procedures.
FWOP Emergency Procedures –Chapter 7
-Emphasis on IIMC and NORDO procedures
Draw Figure 3-8 Course Rules from North (Conecuh River Bridge)

C4104

SNA shall complete NATOPS brief from abbreviated guide
Discontinued Entry at KNSE
Homefield waveoff and non-standard tower comms

What's next?

At some point during the contact phase of training you may find yourself scheduled with another IP. These are referred to as off-wing flights. This is to provide you an opportunity to see different techniques and styles while ensuring that you receive consistent and high-quality instruction. Per the JPPT in regards to Instructor Continuity:

Students shall fly contact syllabus events C4101-C4304 with their on-wing. Exceptions:

> (1) Students SHALL fly three events within the C4201-C4302 off-wing.
> (2) The Commanding Officer, Executive Officer, Operations Officer, Flight Leader, or any DCON "S" qualified instructor may substitute as on-wing in the event the on-wing is not available.

This is an excellent example of the information that is in the JPPT regarding **YOUR** training. A lot of questions students ask are answered in the JPPT (Warmup criteria, CTS grading, course flow, discuss items etc). The majority of the time when a student asks an instructor a question, we reference the JPPT or simply ask in return; "What does the JPPT/NATOPS/FTI/FWOP say?" IP's are not trying to be rude or inconsiderate, we will always provide additional information if it's confusing to you. However, our experience is that you didn't look up the answer first yourself. In addition to flying aircraft we are also teaching you to be officers. There were/are many times in your instructor's careers where they were left with little guidance to a problem. Only through their ability to reference materials were they then able to come up with a solution. We are trying to get you to learn that. You will not be spoon fed everything here at VT-6. In fact, you'll find in your career that the fire hose is the traditional method, start getting used to it.

With that being said, there is no reason you should be texting your IP the night before an off-wing contact. Track your syllabus, know the requirements, and formulate a plan to meet them. IP's may change it and will always explain why, but that in itself is a great training opportunity.

After you've completed the C4100 block you'll be going to the simulator. Reference the JPPT course flow and you'll see what events you are now opted for. You should be two flights ahead. This means night before your C4103 event you should've already been reading and preparing for your C3201 simulator event. If you continue to have this mentality of staying ahead, you'll never find yourself cramming the night before.

Summary

The purpose of this document was to get you going in the proper direction and set the expectation here at VT-6 early. After your first four flights, you will have become more comfortable with the flow in the aircraft (although still learning) but more importantly the expectations of IP's. The remaining briefs will be per the discuss items in the JPPT or any additional topics that an IP assigns to you.

BOTTOM LINE: IP's want you to show up with the knowledge, we will help you apply it in the aircraft.