

T-6A CHECKLIST STUDY GUIDE

“Hollywood Script”



Introduction: The purpose of this guide is to introduce students to the use of T-6A checklists and also serve as a Standard Operating Procedure (SOP) for the verbiage used in challenges and responses, thereby improving CRM between crewmembers in VT-10 Naval Flight Officer training.

This guide contains NORMAL procedures, intended primarily for use during the FAM Stage. Instructions and communications phrases associated with the EMERGENCY procedures performed during FAM simulator events are found in the T-6A NATOPS FLIGHT MANUAL, the FAMILIARIZATION FTI, and the VOICE COMMUNICATIONS FTI.

Checklists are safety tools: they provide mechanisms to ensure the aircraft is set up for flight, or to correct deficiencies before they cause a mishap. The checklists within this guide have been taken from Section II of the T-6A NATOPS Flight Manual, except for the Instrument Checklist and the Flight Level 180 Checklist, which are local checklists designed to add to student training. This checklist guide is meant to be studied along with Chapter 2 (Normal Procedures) of the NATOPS. Extra guidance and explanation is included in the ACTION column of this guide.

At VT-10, checklists shall be initiated and read by the student, and shall be conducted in a challenge-action-response format. In general, if the SNFO has the switch or gauge in their cockpit, they will perform or verify the action and give the reply. For (BOTH) items the SNFO shall state the challenge (action item) and the Front Cockpit (FC) will respond first followed by the Rear Cockpit (RC) regardless of which cockpit the SNFO occupies.

Execution: Initiate a checklist by announcing the title before working through each step sequentially. Each step of a checklist shall be executed by first stating the CHALLENGE, then performing the ACTION (which are not to be verbalized) and then stating the REPLY. Upon completion of a checklist, state “[Checklist title] complete.” If a checklist needs to be paused or interrupted, state “holding the checklist at [item].” When ready to resume the checklist, state “continuing checklist.” Items that contain “(BOTH)” require dual concurrence before continuing to the next step of the checklist.

When an ACTION involves a "check" of the position or setting of a movable control or switch, and/or a change its setting or position to make it consistent with the checklist, respond with the prescribed reply. Actions that can be performed from only one cockpit, such as checking the defog switch or ISS mode selector shall be performed, and the response given, by the aircrew occupying that particular cockpit.

Whenever a checklist item requires manipulation of a flight control, that action shall ONLY be performed by the Person at the Controls (PAC). The definition of “flight controls” includes the control stick and rudder, as well as the, landing gear, flaps, speed brake, PCL, NWS, and brakes. The electrical system will typically be manipulated from the front cockpit.

Responses such as “SET” imply that the item has been setup appropriately for the conduct of the event. For instance, on a FAM event the EHSI will be set to GPS map mode, while on an Instrument flight it will typically be in VOR HSI mode. Items are **never** to be reported "as required," or "as desired." Report the actual switch position.

This supplement is not a substitute for NATOPS! Students are still responsible for knowing the content of NATOPS!

NOTICE

Students are expected to bring the following items to each FAM simulator event (if gear has not been issued, students shall check out pool gear from the paraloft):

1. Gloves
2. Kneeboard (with notepad for writing down ATIS/clearance, and pen/pencil. Your writing instrument **shall** be secured (tied to kneeboard, etc. Do not purchase or use ID card reels to tether your writing utensil to your kneeboard.)
3. NATOPS Pocket Checklist (PCL)
4. CTW-6 INFLIGHT GUIDE (kneeboard cards)
5. Contact Flight Training Instruction
6. CNATRA P-806 - Voice Communications SNFO FTI
7. Harness & G-Suit (already ON)
8. Helmet & O2 Mask
9. TW-6 T-6A Checklist
10. NATOPS Flight Manual
11. Master Curriculum Guide
12. Junk Jacket

This study guide will begin as though you’ve just walked to the airplane, jumped up onto the left wing and opened the canopy.

Prior to executing the Before Exterior Inspection, you will need verify that the CFS Handle Safety Pin and Ejection Handle Safety Pin are installed, the PCL is **OFF**, and that Starter Switch and Ignition Switch are each in the **NORM** position. The RC will also verify the position of the ISS Mode Selector is in **SOLO**. When the above conditions are verified, the **FC** will first state “TWO PINS, OFF, NORMAL, NORMAL” and the **RC** will respond “TWO PINS, OFF, NORMAL, NORMAL, SOLO.”

"BEFORE EXTERIOR INSPECTION"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "SEAT SAFETY PIN"	ENSURE EJECTION SEAT SAFETY PIN IS PROPERLY INSTALLED & THE STREAMER IS FREE AND CLEAR OF EJECTION HANDLE.	"INSTALLED AND CLEAR" (BOTH)
2. "EJECTION HANDLE"	CHECK OVERALL CONDITION. ENSURE THE METAL LOOP IN THE EJECTION HANDLE IS NOT FRAYED OR BROKEN.	"CHECKED" (BOTH)
3. "ISS MODE SELECTOR"	VERIFY THAT THE ISS MODE SELECTOR LEVER IS LOCKED IN SOLO (INBOARD) DETENT.	RC: "SOLO"
4. "CFS PIN STORAGE BOX"	ENSURE BOX IS CLOSED PROPERLY TO AVOID DAMAGE TO THE CANOPY WHEN THE CANOPY IS CLOSED.	RC: "CLOSED & LATCHED"
5. "CFS HANDLE SAFETY PIN"	VERIFY CFS PIN IS INSTALLED	"INSTALLED" (BOTH)
6. "STARTER SWITCH"	CHECK STARTER SWITCH IN NORM POSITION.	"NORM" (BOTH)
7. "IGNITION SWITCH"	CHECK IGNITION SWITCH IN NORM POSITION.	"NORM" (BOTH)
8. "AVIONICS MASTER SWITCH"	CHECK AVIONICS MASTER SWITCH IN OFF POSITION.	FC: "OFF"
9. "EVAP BLOWER CONTROL"	CHECK EVAPORATOR BLOWER SWITCHES OFF .	"OFF" (BOTH)
10. "CIRCUIT BREAKERS"	CHECK ALL CIRCUIT BREAKERS IN	"IN" (BOTH)

11. "PCL" MOVE PCL THROUGHOUT THE ENTIRE RANGE OF MOTION ENSURING THE OTHER COCKPIT PCL FOLLOWS. CHECK THE IDLE STOP EFFECTIVELY STOPS REARWARD MOVEMENT AT **IDLE**, THE IDLE-CUTOFF GATE MOVES FREELY AND THE PCL CAN BE MOVED FROM **IDLE** TO **OFF** IN BOTH COCKPITS. "CHECKED, OFF" (BOTH)
12. "GEAR HANDLE" CHECK GEAR HANDLE IN THE **DOWN** POSITION. "DOWN" (BOTH)
13. "BRAKE RESERVOIR" ENSURE THE GREEN BAND IS INDICATING PROPERLY AND LOWER RED BAND DOES NOT SHOW. FC: "CHECKED"
14. "STANDBY ATTITUDE INDICATOR" CONFIRM STANDBY ATTITUDE INDICATOR IS CAGED AND LOCKED. "CAGED AND LOCKED" (BOTH)
15. "FIREWALL SHUTOFF HANDLE" CHECK FIREWALL SHUTOFF HANDLED DOWN WITH GUARD IN PLACE. FC: "DOWN, GUARD IN PLACE"
16. "AUX BAT" MOVE AUX BATTERY SWITCH (SYSTEM TEST PANEL LEFT FRONT CONSOLE) FORWARD & HOLD FOR A MINIMUM OF 5 SECONDS THEN RELEASE. VERIFY TEST INDICATOR ILLUMINATES WHEN SWITCH IS MOVED TO FORWARD POSITION, REMAINS ILLUMINATED WHILE HELD FORWARD & EXTINGUISHES WHEN SWITCH IS RELEASED. FC: "TEST"
17. "AUX BAT SWITCH" TURN AUXILIARY BATTERY ON. FC: "ON"
- a. "STANDBY INSTRUMENTS" VERIFY THAT THE STANDBY AIRSPEED INDICATOR, ATTITUDE INDICATOR, ALTIMETER, TURN & BANK INDICATOR & MAGNETIC COMPASS ALL HAVE BACK LIGHTING. CHECK THAT THE RED **OFF** FLAG IS NOT SHOWING IN THE STANDBY TURN & BANK INDICATOR. "CHECKED" (BOTH)
- b. "BACKUP UHF CONTROL HEAD" TURN **ON** THE BACKUP UHF CONTROL UNIT. CHECK THAT THE UNIT DISPLAYS A FREQUENCY, TURN IT **OFF**. FC: "ON"
FC: "CHECKED"
FC: "OFF"
- c. "FIRE WARNING SYSTEM TEST SWITCH" TEST FIRE POSITION #1. UPPER HALF OF FIRE ANNUNCIATOR SHOULD ILLUMINATE IN BOTH COCKPITS. "FIRE ONE" (BOTH)
- d. "CWS PANEL & ALTERNATE ENGINE DATA DISPLAY" THERE SHOULD BE NO INDICATIONS DISPLAYED ON THE CWS OR ENGINE DATA DISPLAY. "NOT FUNCTIONING" (BOTH)
18. "AUX BAT SWITCH" MOVE THE AUX BATTERY SWITCH TO **OFF**. FC: "OFF"

- d. **LAP STRAPS** CHECK GENERAL CONDITION. LOOK FOR FRAYS IN STRAPS, CONDITION OF THE KOCH FITTINGS AND READINESS TO ACCEPT TORSO HARNESS BLADES.
 - e. **LEG RESTRAINT LINES** CHECK SECURE TO FLOOR AND SEAT. ENSURE SHEAR RING IS POSITIONED BETWEEN SNUBBER AND FLOOR. CHECK FOR GENERAL CONDITION OF ALL STRAPS & BUCKLES.
 - f. **EJECTION SEAT MANUAL OVERRIDE HANDLE** VISUALLY CHECK FULL DOWN & LOCKED.
 - g. **OXYGEN HOSES** CHECK GENERAL CONDITION OF BOTH MAIN AND EMERGENCY. CHECK FOR ORANGE O-RING ON THE END OF THE EMERGENCY O-2 HOSE.
 - h. **SEAT SURVIVAL KIT** CHECK THAT THE SELECTABLE AUTOMATIC DEPLOYMENT UNIT (ADU) LOCATED ON THE RIGHT SIDE OF THE SEAT IS SET TO **MAN** (ARROW POINTING AFT) AND THAT ADU AND RADIO BEACON CABLES ARE PROPERLY CONNECTED TO THE EJECTION SEAT.
 - i. **EJECTION SEAT OXYGEN SUPPLY** CHECK GAUGE LOCATED ON THE LEFT BACK, UNDER SEAT-COVER. NORMAL CHARGE IS 1800 PSI. EMERGENCY HOSES CONNECTED, RUBBER TUBING TO METAL TUBING.
28. **"GUST LOCK"** DISENGAGE & STOW GUST LOCK. ENSURE PROTECTIVE "BOOT" AROUND BASE OF CONTROL STICK IS NOT BUNCHED BETWEEN GUST LOCK AND CENTER CONSOLE. ENSURE GUST LOCK IS FLUSH AGAINST CENTER CONSOLE BULKHEAD. **FC: "STOWED"**
29. **"FLIGHT PUBLICATIONS"** USE THE MAP CASES TO STORE FLIGHT PUBS. **"STOWED" (BOTH)**

"BEFORE EXTERIOR INSPECTION CHECKLIST COMPLETE"

Now you will conduct an inspection of the exterior of the aircraft

After completing the exterior inspection, you will strap in. After completing your strap-in (this includes having your chin strap fastened, kneeboard attached, gloves on, and sleeves rolled down and Velcro), you will need to turn on the battery, cancel the Master Warning and Master Caution lights, and accomplish an ICS check prior to beginning the Cockpit checklist.

SNFO: "ICS Check."

IP: "Loud and clear, how me?"

SNFO: "I have you the same."

After ICS communications are established, execute the Cockpit Checklist.

"COCKPIT CHECKLIST"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "STRAP IN"	VERIFY ANTI-G HOSE, LEG GARTERS, LAP STRAPS, 3 CRU60/P OXYGEN CONNECTIONS (2 MAIN AND 1 EMERGENCY), SHOULDER STRAPS, HELMET, CHIN STRAP, ICS CORD CONNECTED, KNEEBOARD ATTACHED, AND GLOVES ON.	"COMPLETE, ATTACHED SIX POINTS" (BOTH)
2. "BAT SWITCH"	VERIFY BATTERY SWITCH IS ON AND REPORT VOLTAGE.	FC: "ON, ____ VOLTS"
3. "ANTI-SUFFOCATION VALVE"	HOLD MASK TO FACE AND ENSURE THE ANTI-SUFFOCATION VALVE ALLOWS BREATHING WITHOUT EXCESSIVE EFFORT.	"CHECKED" (BOTH)
4. "EXTERNAL POWER"	<u>IF USED</u> , GIVE HAND SIGNAL TO LINEMAN (HAND SIGNALS ARE DEPICTED ON PAGE 8-4-1 IN THE NATOPS MANUAL). GPU IS REQUIRED IF BATTERY VOLTAGE IS < 23.5V. GPU IS USED TO THE MAX EXTENT PRACTICAL WHILE STARTING AT KNPA. <u>IF NOT USED</u> .	FC: "CONNECTED, ____ VOLTS" FC: " <u>NOT REQUIRED</u> "
5. "SEAT HEIGHT"	CHECK TO ENSURE THE AREA BETWEEN SEAT & SIDE PANELS IS FREE OF OBSTRUCTIONS PRIOR TO ADJUSTING.	"ADJUSTED" (BOTH)

6. "RUDDER PEDALS" DO NOT APPLY PRESSURE TO THE RUDDER PEDALS DURING ADJUSTMENTS. "ADJUSTED" (BOTH)
7. "FLIGHT CONTROLS" VISUALLY CHECK FOR FREE & CORRECT MOVEMENT & VERIFY FULL CONTROL RANGE IS AVAILABLE AT SELECTED SEAT HEIGHT. AS A TECHNIQUE, YOU MAY HEAR YOUR IP STATE "FREE AND CORRECT" AFTER THE IP CHECKS THEIR CONTROLS. YOU WILL NEED TO LOOK OVER YOUR SHOULDER TO CONFIRM PROPER OPERATION OF THE ELEVATOR AND RUDDER. ENSURE YOU GET YOUR LEGS AND ANY OTHER BODY PARTS CLEAR OF THE STICK WHEN THE OTHER COCKPIT IS CHECKING THE FLIGHT CONTROLS. "CHECKED" (BOTH)
- NOTE**
THE FRONT COCKPIT SHOULD CHECK THEIR LAMPS BEFORE THE REAR COCKPIT CHECKS THEIRS.
- a. "LAMP TEST SWITCH" WHOEVER IS OCCUPYING THE FC WILL MOVE THE LAMP TEST SWITCH FORWARD. CHECK THAT ALL OF THE FOLLOWING ILLUMINATE: WARNING, CAUTION, AND ADVISORY ANNUNCIATORS, THE RED LANDING GEAR HANDLE AND RED/GREEN LANDING GEAR LIGHTS, AND THE FDR MAINT AND FAIL LIGHTS. WHOEVER IS OCCUPYING THE RC WILL THEN ACTIVATE THE LAMP TEST IN THEIR COCKPIT. "CHECKED" (BOTH)
- b. "AUDIO TEST SWITCH" TOGGLE (FORWARD) FOR THE OVERSPEED AUDIO TEST AND LISTEN FOR THE TONE. FC: "OVERSPEED"
TOGGLE (AFT) FOR THE LANDING GEAR WARNING AUDIO TEST AND LISTEN FOR TONE. FC: "GEAR WARNING"
- c. "AOA SYSTEM TEST SWITCH"
"LOW" CHECK FOR AMBER DONUT, 10.5 UNITS (+/- .25) FC: "AMBER DONUT, 10.5 UNITS."
"HIGH" CHECK FOR STICK SHAKER, GREEN CHEVRON, 18 UNITS (+/- .25.) FC: "STICK SHAKER, GREEN CHEVRON, 18 UNITS"

- d. "FIRE WARNING SYSTEM" CHECK BOTH BULBS IN UPPER HALF OF FIRE LIGHT ILLUMINATE, MASTER WARNING & AUDIO ACTIVATE. RELEASE THE TEST SWITCH AND CANCEL MASTER WARNING INDICATION AFTER **BOTH** COCKPITS CHECK GOOD. "FIRE ONE" (BOTH)
- CHECK BOTH BULBS IN LOWER HALF OF FIRE LIGHT ILLUMINATE, MASTER WARNING & AUDIO ACTIVATE. RELEASE THE TEST SWITCH AND CANCEL MASTER WARNING INDICATION AFTER **BOTH** COCKPITS CHECK GOOD. "FIRE TWO" (BOTH)
9. "FLAPS" CHECK FLAP HANDLE **UP** – (IF FLAPS ARE IN THE TO OR LDG POSITION, ENSURE THE LINEMAN AND PILOT ARE AWARE, AS THE FLAPS WILL RETRACT WHEN THE ENGINE START IS INITIATED). FC: "UP"
10. "EXTERIOR LIGHTS" CHECK ALL FOUR TOGGLE SWITCHES **OFF**. FC: "OFF"
11. "TRIM DISCONNECT SWITCH" CHECK BOTH SWITCHES IN **NORM**. "NORM" (BOTH)
12. "INTERIOR LIGHTS" FLOOD, SIDE, AND INSTRUMENT LIGHTS, OFF ON DAY FLIGHTS AND AS REQUIRED ON NIGHT FLIGHTS. FC: "OFF" or "SET"
13. "TRIM AID SWITCH" CHECK SWITCH IN **OFF**. FC: "OFF"
14. "TRIM OPERATION"
- a. "AILERON" MOVE AILERON TRIM LEFT WING DOWN, THEN RIGHT BACK TO GREEN.
- b. "ELEVATOR" MOVE ELEVATOR TRIM NOSE UP THEN DOWN BACK TO GREEN.
- c. "RUDDER" MOVE RUDDER TRIM RIGHT, THEN LEFT, LEAVING THE INDICATOR ONE MARK TO THE LEFT OF THE GREEN. "CHECKED, REMAINS TO THE LEFT" (BOTH)
15. "EMERGENCY LANDING GEAR HANDLE" CHECK HANDLE FULLY IN. FC: "STOWED"

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| 16. "GPS POWER SWITCH" | PUSH, THEN REPORT ON . <i>THE GPS WILL NOT TURN ON AT THIS TIME – THE SWITCH IS SIMPLY BEING POSITIONED SO THAT THE GPS WILL COME ON WITH THE AVIONICS MASTER SWITCH DURING THE BEFORE TAXI CHECKLIST</i> | FC: "ON" |
| 17. "CLOCK" | SELECT ELAPSED TIME AND ZERO THE CLOCK. | FC: "SET" |
| 18. "ACCELEROMETER" | PUSH RESET BUTTON. | FC: "RESET" |
| 19. "AUDIO PANEL" | PULL OUT UHF KNOB & TURN 1/2 RIGHT, CHECK VHF KNOB OUT, INTPH VOLUME AS REQUIRED, NAV, MARKER, DME KNOBS IN. TOGGLE SWITCHES TO BOTH, NORM, LO (PUSH DOWN & RELEASE). <i>THESE VOLUME POSITIONS AND SWITCH SELECTIONS ARE GOOD STARTING POINTS FOR THE AIRCRAFT.</i> | FC: "SET" |
| 20. "STANDBY FLIGHT INSTRUMENTS" | CHECK STANDBY AIRSPEED – (60), STANDBY ATTITUDE INDICATOR – (CAGED AND LOCKED), STANDBY ALTIMETER – (SET FIELD ELEVATION), STANDBY TURN NEEDLE - (ORANGE OFF FLAG NOT SHOWING). | FC: "CHECKED" |
| 21. "STANDBY MAGNETIC COMPASS" | CHECK HEADING IN GENERAL DIRECTION OF AIRCRAFT, FLUID CLEAR & CORRECTION CARD CURRENT. | FC: "CHECKED, HEADING ____" |
| 22. "ELT SWITCH" | CHECK SWITCH IN ARM . | FC: "ARMED" |
| 23. "TAS SWITCH" | CHECK SWITCH IN STBY . | FC: "STANDBY" |
| 24. "AHRS SWITCH" | CHECK SWITCH IN SLVD POSITION. | FC: "SLAVED" |
| 25. "PARKING BRAKE" | RELEASE PARKING BRAKE, SMOOTHLY PUMP BRAKES, HOLD PRESSURE, PULL PARKING BRAKE HANDLE, AND ROTATE 90 DEGREES CLOCKWISE THEN RELEASE TOE BRAKES. | FC: "RESET" |
| 26. "CHOCKS" | SIGNAL TO THE LINEMAN (NATOPS 8-4-2) TO REMOVE CHOCKS. <u>HANDS ABOVE THE CANOPY RAIL WHILE THE LINEMAN IS UNDER THE AIRCRAFT.</u> | FC: "REMOVED" |

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| 27. "GEN SWITCH" | CHECK GENERATOR SWITCH OFF IN BOTH COCKPITS. | "OFF" (BOTH) |
| 28. "FUEL BALANCE" | CHECK FUEL BALANCE SWITCH IN AUTO . | FC: "AUTO" |
| 29. "MANUAL FUEL BALANCE" | CHECK MANUAL FUEL BALANCE SWITCH OFF . | FC: "OFF" |
| 30. "AVIONICS MASTER SWITCH" | CHECK AVIONICS MASTER SWITCH OFF . | FC: "OFF" |
| 31. "BUS TIE SWITCH" | CHECK BUS TIE SWITCH IN NORM . | FC: "NORM" |
| 32. "PROBES ANTI-ICE SWITCH" | TURN SWITCH ON WHILE WATCHING THE AMMETER. CHECK FOR AN INCREASED CURRENT DRAW AND ANTI-ICE ANNUNCIATOR LIGHT ILLUMINATES. TURN SWITCH OFF , CHECK FOR THE AMPERAGE TO RETURN TO THE PREVIOUS INDICATION AND FOR THE ANNUNCIATOR LIGHT TO EXTINGUISH. | FC: "ON – CHECKED – OFF" |
| 33. "BOOST PUMP SWITCH" | TURN SWITCH ON WHILE WATCHING THE AMMETER. CHECK THAT THERE IS AN INCREASED CURRENT DRAW AND THE BOOST PUMP ANNUNCIATOR ILLUMINATES. SELECT THE ARM POSITION, CHECK THE AMPERAGE RETURNS TO THE PREVIOUS INDICATION AND FOR THE ANNUNCIATOR LIGHT TO EXTINGUISH. | FC: "ON – CHECKED – ARM" |
| 34. "PMU SWITCH" | CHECK SWITCH LEVER LOCKED IN NORM . | FC: "NORM" |
| 35. "DEFOG SWITCH" | CHECK DEFOG SWITCH OFF . | FC: "OFF" |
| 36. "EVAP BLOWER CONTROL" | CHECK THE EVAPORATOR BLOWER SWITCH IS OFF IF CONDUCTING A BATTERY START. IT IS OPTIONAL TO TURN ON WITH EXTERNAL POWER CONNECTED. | "OFF" or "ON" (BOTH) |
| 37. "AIR COND SWITCH" | CHECK SWITCH OFF . | FC: "OFF" |

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| 38. "BLEED AIR INFLOW" | CHECK SWITCH OFF. | FC: "OFF" |
| 39. "PRESSURIZATION SWITCH" | CHECK IN GUARDED POSITION. | FC: "NORM" |
| 40. "RAM AIR FLOW" | CHECK SWITCH OFF. | FC: "OFF" |
| 41. "TEMP CONTROL SWITCH" | CHECK TEMPERATURE CONTROL SWITCH IN AUTO . <i>THE AUTO RANGE GOES FROM APPROXIMATELY THE 8 O'CLOCK (60°F) POSITION ON THE DIAL CLOCKWISE TO THE 4 O'CLOCK (90°F) POSITION ON THE DIAL. ANYWHERE IN THIS RANGE IS ACCEPTABLE, BUT ON MOST DAYS YOU WILL WANT TO HAVE IT IN THE FULL COLD POSITION (~8 O'CLOCK).</i> | FC: "AUTO" |

"COCKPIT CHECKLIST COMPLETE"

CHECK AND REPORT IOAT BELOW 80° C PRIOR TO COMMENCING ENGINE START (AUTO) CHECKLIST

"ENGINE START (AUTO) CHECKLIST"

CHALLENGE

ACTION

REPLY

1. "CANOPY - RAIL CLEAR"

REAR COCKPIT CREW MEMBER WILL CHECK & REPLY
FRONT COCKPIT CREW MEMBER WILL: PULL THE CANOPY RELEASE LEVER & ROTATE THE CANOPY TO THE CANOPY SILL THEN ROTATE THE CANOPY HANDLE FULLY FORWARD UNTIL LOCKED, RAISE CANOPY LOCK RELEASE LEVER AND ENSURE MASTER WARNING AND CANOPY ANNUNCIATORS ILLUMINATE AND HANDLE DOES NOT RETURN TO THE OPEN POSITION, RELEASE THE LOCK RELEASE LEVER AND DEPRESS MASTER WARNING SWITCH LIGHT ENSURING MASTER WARNING AND CANOPY ANNUNCIATORS EXTINGUISH, ATTEMPT AFT MOVEMENT WITH HANDLE AND ENSURE HANDLE IS FIRMLY IN LOCKED POSITION AND THE GREEN MECHANICAL LOCK INDICATORS VISIBLE.

RC: "RAIL CLEAR, BOX CLOSED"
"CLOSED & LATCHED" (BOTH)

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| 2. "NAV AND ANTI-COLLISION LIGHTS" | TURN NAVIGATION AND ANTI-COLLISION (STROBE) LIGHTS ON (STROBE LIGHTS OFF AT NIGHT) AT PIC DISCRETION . | FC: "ON" or "OFF" |
| 3. "PMU FAIL/PMU STATUS ANNUNCIATORS" | CHECK PMU FAIL AND STATUS LIGHTS EXTINGUISHED. | FC: "EXTINGUISHED" |
| 4. "PCL" | SMOOTHLY ADVANCE TO START READY POSITION (<i>CONFIRM START READY LIGHT IS ILLUMINATED FOR 3 SECONDS PRIOR TO REPORTING AND PROCEEDING TO THE NEXT STEP</i>). | FC: "START READY" |
| 5. "PROPELLER AREA" | CHECK PROP AREA CLEAR & SIGNAL PLANE CAPTAIN READY FOR START (NATOPS 8-4-1). (CHECK FOR LINEMAN RUN-UP/THUMBS UP SIGNAL). | "CLEAR" (BOTH) |
| 6. "STARTER SWITCH" | VERIFY THE ST READY LIGHT IS ILLUMINATED, THEN LIFT AND MOVE STARTER SWITCH FORWARD TO THE AUTO/RESET POSITION & RELEASE. | FC: "AUTO/RESET" |
| 7. "ENGINE START" | MONITOR ENGINE INSTRUMENTS FOR NORMAL INDICATIONS.
DURING THE RISE IN ITT – MONITOR N1, OIL PRESSURE, HYDRAULIC PRESSURE ANNUNCIATOR LIGHTS AND ITT (NOTE THE HIGHEST ITT PEAK) FOR NORMAL RISE/ILLUMINATION. CONTINUE TO MONITOR THAT THE ST READY LIGHT IS STILL ILLUMINATED DURING THE ENTIRE START CYCLE.
WHEN N1 REACHES 60%. | FC: "MONITOR"
FC: "LIGHT OFF"

FC: "N1 60%" |
| 8. "PCL" | ADVANCE PCL TO MAX THEN REDUCE TO IDLE – ASSERTIVELY PUSH PCL FORWARD PAST TWO CLICKS TO "TAP THE FIREWALL", THEN IMMEDIATELY RETARD PCL TO THE IDLE STOP AND REPORT THE MAXIMUM ITT OBSERVED DURING THE START. IF PCL IS PLACED TO THE OFF POSITION ANYTIME DURING THE START SEQUENCE, OR THE GREEN ST READY LIGHT EXTINGUISHES, MANUALLY ABORT THE START. | FC: IDLE, MAX ITT ____ " |

9. "EXTERNAL POWER"

IF USED, GIVE HAND SIGNAL (PAGE 8-4-1 IN THE NATOPS MANUAL) TO THE PLANE CAPTAIN TO DISCONNECT. *THE VOLTAGE WILL DROP WHEN THE EXTERNAL POWER UNIT IS TURNED OFF. THE EXTERNAL POWER IS NOT DISCONNECTED UNTIL THE PLANE CAPTAIN HAS DISCONNECTED THE EXTERNAL POWER CORD FROM THE AIRCRAFT AND HAS PULLED IT CLEAR OF THE AIRCRAFT. KEEP HANDS ABOVE THE CANOPY RAIL WHILE THE LINEMAN IS UNDER THE AIRCRAFT.*

IF NOT USED.

FC: "DISCONNECTED"

FC: "NOT USED"

"ENGINE START (AUTO) CHECKLIST COMPLETE"

"BEFORE TAXI CHECKLIST"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "GEN SWITCH"	FC TURNS GENERATOR SWITCH ON.	FC: "ON, _____ VOLTS, ANNUNCIATOR EXTINGUISHED"
2. "BLEED AIR INFLOW SWITCH"	PLACE BLEED AIR INFLOW SWITCH TO NORM.	FC: "NORM"
3. "EVAP BLOWER CONTROL"	PLACE EVAPORATOR BLOWER RHEOSTAT AS DESIRED.	"SET" (BOTH)
4. "AIR CONDITIONER SWITCH"	TURN AIR CONDITIONER SWITCH TO ON.	FC: "ON"
5. "AVIONICS MASTER SWITCH"	TURN AVIONICS MASTER SWITCH TO ON. <i>ENSURE APPROXIMATELY 10 SECONDS BETWEEN GEN SWITCH ON AND TURNING ON THE AVIONICS MASTER SWITCH.</i>	FC: "ON"
6. "OXYGEN MASK"	CONNECT OXYGEN MASK & ADJUST AS NECESSARY.	"ON, SECURE" (BOTH)

7. "OBOGS"
- a. **SUPPLY LEVER** TURN SUPPLY LEVER TO THE **ON** POSITION.
 - b. **CONCENTRATION LEVER** TURN CONCENTRATION LEVER TO **MAX**, CHECK FOR GREEN LIGHT THEN PLACE LEVER TO **NORMAL**.
 - c. **PRESSURE LEVER** PLACE PRESSURE LEVER TO **TEST MASK** TO CHECK FOR OXYGEN MASK FITTING & INTEGRITY. PLACE LEVER TO **EMERGENCY** & CHECK FOR CONTINUOUS POSITIVE PRESSURE. PLACE LEVER TO **NORMAL** & CHECK FOR NORMAL BREATHING OPERATION.
 - d. **FLOW INDICATOR** WHILE TAKING SEVERAL BREATHS WITH THE PRESSURE LEVER IN THE **NORMAL** POSITION, CHECK FOR FLOW INDICATOR OPERATION. *WHITE DURING INHALATION AND BLACK DURING EXHALATION.* "ON, NORMAL, NORMAL, GOOD BLINKER" (BOTH)
8. "TAS" VERIFY TAS **ON**, IF **OFF** DEPRESS THE TAS OFF ANNUNCIATOR TO EXTINGUISH AND TURN TAS **ON**. PLACE THE TAS **STBY/NORM/TEST** SWITCH TO **TEST** AND BACK TO **NORM**. AFTER "TAS SYSTEM TEST OKAY" IS HEARD, PLACE TAS **STBY/NORM/TEST** SWITCH BACK TO **STBY**. FC: "TEST-CHECKED-STANDBY"
9. "STANDBY ATTITUDE INDICATOR" UNCAGE & ADJUST THE STANDBY ATTITUDE INDICATOR TO MATCH ATTITUDE ON EADI. "UNCAGED, ADJUSTED" (BOTH)
10. "ANTI-G TEST" DEPRESS THE ANTI-G TEST BUTTON AND CHECK FOR SLIGHT INFLATION OF THE G-SUIT. *THE G-SUIT SHOULD DEFLATE WHEN THE TEST BUTTON IS RELEASED.* "CHECKED" (BOTH)
- NOTE:**
- COMMUNICATION BETWEEN THE AIRCREW AND THE LINEMAN IS INTEGRAL TO THE SUCCESSFUL COMPLETION OF THE SPEED BRAKE AND FLAP CHECKS. REMEMBER THAT NEITHER THE SPEED BRAKE NOR THE FLAPS ARE VISIBLE FROM THE COCKPIT.**
11. "SPEED BRAKE" GIVE THE LINEMAN THE HAND SIGNAL (PAGE 8-4-3 NATOPS) INDICATING THAT THE SPEED BRAKE IS BEING EXTENDED. AFTER THE LINEMAN ACKNOWLEDGES YOUR INTENTION BY REPEATING THE SIGNAL, EXTEND THE SPEED BRAKE. CHECK FOR **SPEED BRAKE** LIGHT IN THE COCKPIT & **THE SIGNAL FROM THE LINEMAN** THAT THE SPEED BRAKE HAS EXTENDED. "EXTENDED, LIGHT ON" (BOTH)

12. "FLAPS" SIGNAL THE LINEMAN (PAGE 8-4-2 NATOPS) THAT THE FLAPS ARE BEING LOWERED. AFTER THE LINEMAN ACKNOWLEDGES YOUR INTENTION BY REPEATING THE SIGNAL:
- a. "LANDING" MOVE THE FLAP SELECTOR TO THE **LDG** POSITION. CHECK THE INDICATOR IN THE COCKPIT FOR PROPER INDICATION & **THE SIGNAL FROM THE LINEMAN** THAT THE FLAPS HAVE LOWERED & THE SPEED BRAKE HAS RETRACTED. CHECK THAT THE SPEED BRAKE ANNUNCIATOR LIGHT EXTINGUISHES. **"FLAPS LANDING, SPEED BRAKE LIGHT OUT" (BOTH)**
 - b. "TAKEOFF" SIGNAL THE LINEMAN THAT THE FLAPS ARE BEING RETRACTED TO THE TAKEOFF POSITION (FLAPS WITH A 'T'). AFTER THE LINEMAN ACKNOWLEDGES YOUR INTENTION BY REPEATING THE SIGNAL, MOVE THE FLAP SELECTOR TO THE **TO** (TAKEOFF) POSITION AND CHECK THE INDICATOR IN THE COCKPIT FOR THE PROPER INDICATION & **THE SIGNAL FROM THE LINEMAN** THAT THE FLAPS HAVE RETRACTED TO THE TAKEOFF POSITION. **"FLAPS TAKEOFF" (BOTH)**
 - c. "SPEED BRAKE" ATTEMPT TO LOWER THE SPEED BRAKE WITH THE FLAPS IN THE TAKE OFF POSITION. THE SPEED BRAKE SHOULD NOT EXTEND. LEAVE THE FLAPS IN THE TAKEOFF POSITION. **"SPEED BRAKE REMAINS UP" (BOTH)**

THE LINEMAN WILL COMPLETE A WALKAROUND AFTER THIS CHECK. RETURN THEIR SALUTE AND CONTINUE THE CHECKLIST.

13. "TRIM AID SWITCH" TURN TRIM AID DEVICE **ON**. *THE RUDDER TRIM INDICATOR SHOULD MOVE TO THE GREEN POSITION. THE AILERON & ELEVATOR TRIM INDICATORS SHOULD REMAIN IN THE GREEN POSITION. THE TAD ANNUNCIATOR SHOULD EXTINGUISH.* **FC: "ON, TAD LIGHT OUT, RUDDER IN THE GREEN"**

14. "GPS" "PROGRAMMED & SET"
1. Sequence beyond self-test and database expiration pages:
 - a. Rotate right outer knob until cursor rests on "APPROVE"
 - b. Press ENT
 - c. Check **database expiration date (report if expired or expiring soon)**
 - d. Press ENT on the KLN 900
 2. For **FAM** flights, use the following steps to load flight plan 25:
 - a. Rotate left outer knob to select FPL on the left side
 - b. Rotate left inner knob to FPL 25
 - c. Press left CRSR ("USE" is highlighted)
 - d. Press ENT
 3. Select Super NAV 5:
 - a. Rotate left outer knob to select NAV on the left side
 - b. Rotate left inner knob to select NAV 5
 - c. Rotate right outer knob to select NAV on the right side
 - d. Rotate right inner knob to NAV 5 – the screen will change format to display a “moving map” – this is the SUPER NAV 5 page
 4. Check messages – as required
15. "FLIGHT INSTRUMENTS" "CHECKED" (BOTH)
- CHECK EADI, EHSI, ALTIMETER, AIRSPEED AND VERTICAL SPEED INDICATORS FOR ABNORMAL INDICATIONS.
16. "RMU"
- a. "UHF COMM" "BOTH, CH. 1 STANDBY"
 - b. "VHF COMM" "CH. 4 ACTIVE, CH. 5 STANDBY"
 - c. "TRANSPONDER" "STBY, KATT__ SET"
 - d. "VHF NAV" "117.2 ACTIVE, 116.35 STANDBY"
17. "ALTIMETERS" "XX.XX SET TWICE" (BOTH)
- SET THE FIELD ELEVATION IN THE PRIMARY AND STANDBY ALTIMETERS AND REPORT THE **In Hg** SETTING.
18. "CAUTION AND WARNING PANEL" "CLEAR" (BOTH)
- CHECK TO ENSURE THAT THE WARNING & CAUTION ANNUNCIATOR PANELS ARE CLEAR OF ALL RED OR AMBER ANNUNCIATOR LIGHTS.

- | | | |
|----------------------------|--|-------------------|
| 19. "LANDING/ TAXI LIGHTS" | ON OR OFF AT PIC'S DISCRETION. | FC: "ON" or "OFF" |
| 20. "PARKING BRAKE" | APPLY THE TOE BRAKES FIRST THEN ROTATE HANDLE 90 DEGREES COUNTERCLOCKWISE & EASE HANDLE BACK IN. LEAVE THE PARKING BRAKE SET UNTIL READY TO CONDUCT THE BRAKE CHECK. | FC: "RELEASED" |

"BEFORE TAXI CHECKLIST COMPLETE"

"TAXI CHECKLIST"

- | <u>CHALLENGE</u> | <u>ACTION</u> | <u>RESPONSE</u> |
|--------------------------|---|------------------|
| 1. "TRANSPONDER" | VERIFY SQUAWKING APPROPRIATE CODE AND IN "ALT" | FC: XXXX, ALT |
| 2. "NOSE WHEEL STEERING" | TURN NWS ON AND VERIFY LIGHT IS ILLUMINATED | FC: "ON" |
| 3. "BRAKES" | THE INITIAL BRAKE CHECK WILL BE ACCOMPLISHED BY THE FRONT COCKPIT. CONTROLS WILL THEN BE PASSED TO THE REAR COCKPIT. AFTER THE SECOND BRAKE CHECK COMPLETE, WHOEVER IS IN THE FRONT COCKPIT WILL SET THE PARKING BRAKE. | "CHECKED" (BOTH) |

Begin by listening to the ATIS for Sherman Field on UHF Channel 1. It is highly recommended you develop a system of short-hand to enable you to copy ATIS quickly. After ATIS, you are ready to call for your clearance. Switch to UHF Ch. 2 and contact Sherman Clearance Delivery and ask them for your clearance. Once you have received it, read it back them to ensure you have it correct.

USE A DIFFERENT CALL SIGN FOR EVERY PRACTICE AND SCHEDULE SIM EVENT

SNFO: "Sherman Clearance, KATT 11, IFR, NPA 630, on request, ready to copy."

Sherman Clearance: "KATT 11, you are cleared to Navy Sherman as filed via the NPA 630. On departure fly runway heading, one DME past the TACAN turn right heading one five zero, climb & maintain 3000'. Expect one-zero thousand [10,000'] 10 minutes after departure. Departure control frequency 270.8, squawk 4020."

SNFO: "KATT 11, cleared to Navy Sherman as filed via the NPA 630. On departure fly runway heading, one DME past the TACAN turn right heading one five zero, climb & maintain 3000'. Expect one-zero thousand 10 minutes after departure. Departure control frequency 270.8, squawk 4020."

Sherman Clearance: "KATT 11, readback correct."

Set your assigned transponder (squawk) code in the transponder and select ALT.

Start Configuring the EFIS prior to leaving parking area.

1. Ensure NAV mode is set to **GPS** by pressing the **NAV** button on the EFIS control panel until **GPS** is displayed on the left side of the EHSI with ground speed and TTG displayed.
2. Select the map mode by pressing the **MAP** button on the EFIS control panel.
3. Twist the heading bug to the climbout heading issued by clearance delivery.
4. Ensure that the number one needle (white needle with one tail) is sourced to VOR. The number two needle (magenta needle with two tails) will not be used for this phase of flight.

SNFO: "Transponder set ____ ALT. NAV mode set to GPS map. Heading bug set to _____. Course Needle not applicable. Needle #1 VOR for NAVY Pensacola DME, needle #2 decluttered."

When that is complete, switch to Ch. 19 and give KATT Base your taxi outbound call.

*SNFO: "KATT Base, KATT 11 taxi outbound, side number 000." When making the radio call, **look at the right wing** to verify the side number matches the side number assigned by aircraft issue.*

KATT Base: "KATT 11, side number 000, base has you outbound."

Switch the UHF to Ch 3. At this point, the IP will take the controls and begin to taxi by going forward slightly and then making a right turn out of the parking spot. The IP will taxi between the rows of T-6s and then make another right turn when he reaches the end of the row. The aircraft will now be headed northbound on the ramp, with T-45s on the left and T-6s on the right. Once the instructor makes their second right turn onto the ramp, complete the Taxi Checklist:

NOTE:

In the simulator, expect to taxi yourself if you are completing the event in an OFT (visual sim). In an UTD (non-visual sim) the instructor will tell you where you are as you taxi outbound.

4. "HEADING AND TURN AND SLIP INDICATORS" ONCE OUT OF THE APRON AREA, (after the right turn onto ramp area) "LEFT NEEDLE, RIGHT BALL – RIGHT NEEDLE, LEFT BALL – TRACKING IN TURNS" (BOTH)
- QUICKLY ENSURE THE EHSI, THE PRIMARY AND STANDBY TURN NEEDLES & SLIP INDICATORS ARE INDICATING PROPERLY IN TURNS WITH NO FAULTS.

"TAXI CHECKLIST COMPLETE"

As you are taxiing northbound abeam the rows of T-6s and completed the Taxi Checklist, make the radio call to radio ground no later than row Delta.

SNFO: "Sherman Ground, KATT 11, taxi, information (ATIS letter)."

Sherman Ground: "KATT 11, Runway 7 right, taxi via Foxtrot – Delta – Alpha, cross Runway 19. Altimeter 29.91."

SNFO: "KATT 11, Runway 7 right, taxi via Foxtrot – Delta – Alpha, cross Runway 19. Altimeter 29.91."

Next you will provide a taxi brief to the IP.

SNFO: "We are cleared to taxi to Runway 7 right. Turn left here on Foxtrot, take a right on Delta, then left on Alpha. Cross the inactive Runway 19, taxi to and hold short at the end of Runway 7 right."

At the completion of the Taxi Checklist and taxi instructions, the student will commence the Instrument Checklist without delay or prompting.

"INSTRUMENT CHECKLIST"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "AIRSPEED INDICATOR"	VERIFY PRIMARY AIRSPEED INDICATOR INDICATES 40 KIAS	"FORTY" (BOTH)
2. "ALTIMETER"	SET BOTH ALTIMETERS TO THE ALTIMETER SETTING REPORTED BY "XX.XX SET TWICE, INDICATES _____ GROUND CONTROL AND MAKE SURE THEY BOTH INDICATE WITHIN FEET PRIMARY, ____ FEET STANDBY." 75' OF THE FIELD ELEVATION.	(BOTH)
3. "VSI"	CHECK VSI INDICATING NEITHER A CLIMB NOR A DESCENT.	"ZERO" (BOTH)
4. "EADI"	CHECK EADI FOR BLUE ON TOP AND BLACK ON THE BOTTOM, WINGS LEVEL.	"ERECT, STABLE, NO FAULTS" (BOTH)
5. "EHSI"	CHECK EHSI COMPASS CARD AND WET COMPASS ARE READING THE SAME. <i>EFB'S MOUNTED NEXT TO THE WET COMPASS MAY CAUSE AN ERRONEOUS COURSE TO BE DISPLAYED. ENSURE THE WET COMPASS IS DISPLAYING THE CORRECT HEADING DURING THIS CHECK.</i>	"ALIGNED & SLAVED HEADING _____, WET COMPASS _____." (BOTH)
6. "NAVAIDS"	VERIFY GPS AND VHF NAV ARE SET.	"SET"
7. "EFIS CONTROL PANEL"	VERIFY SETUP COMPLETE	"SET"
8. "CLOCK"	ENSURE CURRENT LOCAL TIME IS AVAILABLE EITHER ON YOUR PERSONAL TIMEPIECE OR SET ON THE CLOCK IN THE AIRCRAFT.	"SET, TIME IS _____"

"INSTRUMENT CHECKLIST COMPLETE"

Once the aircraft has reached the run-up, the IP will pass the controls to you. At this time you will complete the Overspeed Governor checklist.

"OVERSPEED GOVERNOR CHECKLIST"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "BRAKES"	HOLD THE BRAKES FIRMLY.	FC: "HOLD"
2. "PCL"	ENSURE PCL IS AT IDLE & N ₁ IS 60 – 61%.	FC: "IDLE"
3. "PMU SWITCH"	AFTER TURNING THE PMU OFF , N ₁ SHOULD INCREASE AND STABILIZE AT 60% OR ABOVE & THE PMU FAIL & STATUS ANNUNCIATORS WILL COME ON. DEPRESS THE MASTER WARNING AND CAUTION SWITCH LIGHTS TO SILENCE WARNING TONES.	FC: "OFF"
4. "PCL ADVANCE"	ADVANCE TO 100% (+/-2%) N _p (APPROXIMATELY 30% (+/-5%) TORQUE) AND ALLOW ENGINE TO STABILIZE.	FC: "____%N _p "
5. "PCL ADVANCE"	ADVANCE PCL SLIGHTLY (~ 5% TORQUE) & VERIFY N _p REMAINS AT 100% (+/- 2%). READ AND REPORT N _p VALUE.	FC: "____%N _p "
6. "PCL"	RETARD PCL TO IDLE . CHECK N ₁ STABILIZES AT 60% OR ABOVE.	FC: "IDLE"
7. "PMU SWITCH"	RETURN THE PMU SWITCH TO NORM POSITION. VERIFY PMU FAIL AND STATUS ANNUNCIATORS ARE EXTINGUISHED, N _p RETURNS TO 46-50% AND N ₁ RETURNS TO 60-61%.	FC: "NORM"

"OVERSPEED GOVERNOR CHECKLIST COMPLETE"

"BEFORE TAKEOFF CHECKLIST"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "MINIMUM POWER AT 60 KIAS"	COMPUTE MINIMUM TORQUE READING FOR 60 KIAS AT CURRENT IOAT AND PRESSURE ALTITUDE.	"XXX PERCENT TORQUE"
2. "SPEED BRAKE"	PERSON AT THE CONTROLS CHECK SPEED BRAKE ANNUNCIATOR IS EXTINGUISHED.	PAC: "RETRACTED"
3. "FLAPS"	PERSON AT THE CONTROLS CHECK FLAP SELECTOR AND INDICATOR IS IN TO.	PAC: "TAKEOFF"
4. "TRIM"	PERSON AT THE CONTROLS CHECK TRIM INDICATORS IN THE GREEN.	PAC: "SET FOR TAKEOFF"
5. "FUEL QUANTITY & BALANCE"	CHECK LEFT/RIGHT & TOTAL.	"___ LEFT, ___ RIGHT, ___ TOTAL"
6. "ENGINE INSTRUMENTS"	CHECK ALL ENGINE INSTRUMENTS ARE WITHIN NORMAL OPERATING LIMITS.	"CHECKED"
7. "AMPS"	CHECK AMPS +50 OR LESS.	"_____ AMPS"
8. "DEFOG SWITCH"	CHECK DEFOG SWITCH IN OFF	FC: "OFF"
9. "SEAT SAFETY PIN"	CAREFULLY REMOVE SEAT SAFETY PIN AND FULLY INSERT INTO CANOPY HANDLE RECEPTACLE. <i>(RECOMMEND HOLDING THE STREAMER WITH ONE HAND AND THE PIN WITH THE OTHER UNTIL THE PIN IS FULLY INSERTED IN THE CANOPY HANDLE.)</i>	"REMOVED & STOWED" (BOTH)
10. "ISS MODE SELECTOR"	VERIFY THAT ISS MODE SELECTOR LEVER IS LOCKED IN THE BOTH (CENTER) DETENT.	RC: "BOTH"

"BEFORE TAKEOFF CHECKLIST COMPLETE"

The aircraft is now ready to take the runway, but you still have a few things to take care of first. Begin with the departure brief, which should sound like (for a departure on Runway 07R):

SNFO: "On departure fly runway heading, one DME past the TACAN turn right heading one five zero, climb and maintain 3000."

Now switch to UHF Ch. 19 and give your going-flying call to KATT Base:

SNFO: "KATT Base, KATT 11 going flying."

KATT Base: "KATT 11, roger."

Now switch to Sherman Tower on UHF Ch. 4 and call for takeoff.

SNFO: "Sherman Tower, KATT 11, takeoff IFR."

Sherman Tower: "KATT 11, Wind 060 at 8, Runway 7 right, cleared for takeoff, switch to Departure."

SNFO: "KATT 11, cleared for takeoff Runway 7 right, switching."

As soon as you are cleared for **takeoff** or to **line up and wait**, your first priority, prior to crossing the hold short line, is to visually scan and report the approach end of the runway is clear of arriving traffic. Start the Lineup Checklist as the aircraft begins to move in order to minimize your time on the runway. Once the checklist is complete, switch to Pensacola Departure on UHF Ch. 6 as directed by Sherman Tower.

"LINEUP CHECKLIST"

CHALLENGE

1. "CAUTION & WARNING LIGHTS

ACTION

VERIFY THERE ARE NO WARNING (RED) OR CAUTION (AMBER) LIGHTS. YOU MAY REPORT "CLEAR" WHEN IGN SEL IS ILLUMINATED.

REPLY

"CLEAR" (BOTH)

- | | | |
|---|---|-----------------------------|
| 2. "PROBES ANTI-ICE SWITCH" | PLACE THE PROBES ANTI-ICE SWITCH ON & CHECK FOR INDICATION ON ANNUNCIATOR PANEL. | FC: "ON" |
| NOTE:
THE "ANTI ICE" LIGHT (GREEN) IS AN ADVISORY ANNUNCIATOR, AND IT SHOULD BE ON FOR THE DURATION OF THE FLIGHT. YOU MAY PERIODICALLY ALSO SEE THE "IGN SEL" LIGHT (GREEN) COME ON BRIEFLY AND THEN EXTINGUISH. | | |
| 3. "TRANSPONDER" | CONFIRM ALT. | "SQUAWKING _____, ALTITUDE" |
| 4. "TAS SWITCH" | PLACE THE TAS SWITCH IN NORM . | FC: "NORM" |
| 5. "EXTERIOR LIGHTS" | CHECK LANDING & TAXI LIGHTS ON . | FC: "ON" |
| 6. "NOSE WHEEL STEERING" | PERSON AT THE CONTROLS WILL TURN NOSE WHEEL STEERING OFF . | PAC: "OFF" |

"LINEUP CHECKLIST COMPLETE"

At the IP's discretion, expect a static (stationary) run-up to 30% torque.

When cleared for takeoff, lined up on centerline, and Lineup Checklist complete:

1. Increase torque to 30% and check engine instruments. Report over the ICS, "Instruments Checked."
2. Select a reference point down the runway. Position the control stick to neutral.
3. Release the brakes by dropping your heels to the deck.
4. Smoothly advance PCL to MAX in roughly 3 seconds. Maintain directional control with the rudder.

Upon setting maximum power during takeoff roll, crosscheck engine parameters are normal and verbalize the following instrument indications:

1. "Off the peg" (airspeed >40 KIAS)
2. "60 kts, _____% torque, Fuel flow less than 800 PPH" Fuel Flow greater than 800 PPH may be indicative of an engine malfunction/fuel nozzle failure, should fuel flow indicate greater than 800 PPH recommend aborting the takeoff.
3. "____ kts, rotate" (85 KIAS + gust factor, if applicable)

“AFTER TAKEOFF CHECKLIST”

When safely clear of the ground and two positive rates of climb, (altimeter and VSI climbing), you will report “Two positive rates.” The Person at the Controls will raise the Landing Gear handle. When speed is above 110 KIAS, you will report “110 Flaps up” and the Person at the Controls will move the Flap Selector to the up position. These words and actions will execute the After Takeoff Checklist.

CHALLENGE

ACTION

REPLY

1. “TWO POSITIVE RATES”

PERSON AT THE CONTROLS WILL RAISE AND CHECK GEAR INDICATIONS UP. *THIS IS INDICATED BY ALL LIGHTS BEING EXTINGUISHED ON THE GEAR SELECTOR PANEL, NOT BY THE POSITION OF THE GEAR HANDLE.*

“GEAR UP” (BOTH)

2. “ABOVE 110”

PERSON AT THE CONTROLS WILL RAISE AND CHECK FLAPS INDICATIONS UP. *THIS IS INDICATED ON THE FLAP INDICATOR, NOT BY THE POSITION OF THE FLAP HANDLE.*

“FLAPS UP” (BOTH)

When you have indications that the landing gear and flaps have both retracted normally, note and report your current airspeed:

“Gear up and flaps up at xxx knots. After Takeoff Checklist Complete” (BOTH)

As you comply with your departure clearance and **AFTER** commencing the turn to initial departure heading, contact Pensacola Departure on UHF Ch. 6. Remember your priorities are to **Aviate-Navigate-Communicate!**

SNFO: “Pensacola Departure, KATT 11, passing [your current altitude, nearest 100’] for 3000.”

Pensacola Departure: “KATT 11, radar contact, climb and maintain 10,000.”

SNFO: “KATT 11, continuing to 10,000’.”

Comply with Pensacola Departure’s instructions. Prioritizing Aviate-Navigate-Communicate, conduct an Operations Check promptly after departure during the climb-out.

"OPERATIONS CHECKLIST"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "HYDRAULIC PRESSURE"	CHECK HYDRAULIC PRESSURE WITHIN LIMITS OF 3000 ±120PSI.	" ___ PSI"
2. "ELECTRICAL SYSTEM"	CHECK VOLTS BETWEEN 28.0 to 28.5, AMPS -2 to +50	" ___ VOLTS, ___ AMPS"
3. "FUEL QUANTITY/BALANCE"	CHECK LEFT/RIGHT & TOTAL.	" ___ LEFT, ___ RIGHT, ___ TOTAL"
4. "OBOGS"	CHECK THE FLOW INDICATOR FOR NORMAL OPERATIONS.	"GOOD BLINKER" (BOTH)
5. "ENGINE INSTRUMENTS"	CHECK TORQUE, ITT, N1, Np, OIL TEMPERATURE AND OIL PX.	"CHECKED"
6. "PRESSURIZATION"	CHECK COCKPIT ALTITUDE, ΔP AND REPORT INDICATIONS	"COCKPIT ALTITUDE ____, PRESSURE ____."
7. "NEAREST DIVERT"	IDENTIFY THE NEAREST DIVERT AIRFIELD.	" ___ " (PROVIDE AIRFIELD, CLOCK REFERENCE, APPROXIMATE DISTANCE)

"OPERATIONS CHECKLIST COMPLETE"

NOTE:

An Operations Check SHALL be accomplished at least every 20 minutes.

As you continue your climb into the Pensacola South MOA (GATOR), Pensacola Departure will direct you to your assigned working area. There are an infinite number of variations to these communications, so study your Voice Communications FTI! The following is just an example of what these communications may sound like:

Pensacola Departure: "KATT 11, fly heading 310, climb and maintain 11,000, Gator 3 Bravo, frequency change approved."

SNFO: "KATT 11, continuing to 11,000, Gator 3 Bravo, switching."

Switch to UHF Ch. 16 (MOA Common). This is a MOA safety of flight frequency used by Pensacola Departure, so you do not need to check in. Switch the VHF radio to Ch. 5 (This is the same Pensacola Approach controller you were talking to on UHF Ch. 6).

As you pass 10,000 MSL, execute the Climb Checklist.

"CLIMB CHECKLIST"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "OBOGS"	CHECK OBOGS OPERATION.	"GOOD BLINKER" (BOTH)
2. "DEFOG SWITCH"	SET AS REQUIRED. NORMALLY IN THE "OFF" POSITION.	FC: "OFF" or "ON"
3. "VENT CONTROL LEVER"	SET AS NECESSARY. NORMALLY IN THE "FOOT" POSITION.	FC: "FOOT" or "CANOPY" or "FOOT AND CANOPY"
4. "PRESSURIZATION SYSTEM"	CHECK COCKPIT ALTITUDE & ΔP.	"COCKPIT ALTITUDE _____, PRESSURE _____."

"CLIMB CHECKLIST COMPLETE"

If cleared to Flight Level 180 or higher, accomplish the FL 180 checklist:

"FL 180 CHECK"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "ALTIMETER"	SET BOTH ALTIMETERS TO 29.92 IN HG.	"29.92 SET TWICE" (BOTH)
2. "PRESSURIZATION"	CHECK PRESSURIZATION IS ON SCHEDULE.	"COCKPIT ALT _____, "PRESSURE _____"

"FL 180 CHECK COMPLETE"

When established in the MOA, you will conduct your high work as briefed by your IP. Once complete in the MOA, you will coordinate your MOA exit with Pensacola Approach on 120.05 (VHF Ch. 5). Before you transmit on VHF, be sure you pull the VHF control knob out on the Audio Control panel so you can hear the radio.

SNFO: "Pensacola Approach, KATT 11, complete in the MOA, cancel IFR."

Pensacola Approach: "KATT 11, cancellation received, squawk VFR, frequency change approved."

SNFO: "KATT 11, switching."

At this point, you will change your transponder code to 1200 by holding down the Transponder field key on the RMU for 5 seconds, start a descent to exit the MOA out the bottom into the Wahoo area, and switch the UHF to Ch. 15 (Wahoo Common). Any time the aircraft is departing a working area or transitioning from the enroute to the terminal phase (after getting ATIS) a Descent Checklist shall be accomplished.

"DESCENT CHECKLIST"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "HEADING AND ATTITUDE SYSTEMS"	CHECK EHSI & EADI AND COMPARE INDICATIONS WITH STANDBY ATTITUDE INDICATOR AND STANDBY MAGNETIC COMPASS.	"HEADING _____, _____ DEG NOSE LOW, NO FAULTS" (BOTH)
2. "ALTIMETERS"	SET CURRENT ALTIMETER SETTING IN THE PRIMARY & STANDBY ALTIMETERS IN BOTH COCKPITS.	"_____ SET TWICE" (BOTH)
3. "DEFOG SWITCH"	SET AS NECESSARY. NORMALLY IN THE "OFF" POSITION	FC: "OFF" or "ON"
4. "VENT CONTROL LEVER"	SET AS NECESSARY. NORMALLY IN THE "FOOT" POSITION	FC: "FOOT" or "CANOPY" or "FOOT AND CANOPY"

"DESCENT CHECKLIST COMPLETE"

At this point you will probably proceed to an airfield (other than KNPA) to conduct low work (i.e. landing pattern & practice PELs). Your instructor will help you obtain the appropriate weather information and make the necessary radio calls to enter the pattern. Generally, plan to enter via High Key for a practice PEL. Once all of your low work is complete, you will normally proceed back to Jack Edwards (KJKA) for a home-field recovery via course rules.

To begin your return to KNPA, you first obtain the current ATIS information on Ch. 1 (UHF or VHF). You need to accomplish this task before arriving overhead Jack Edwards!

When you've received the current ATIS, provide a recovery brief to the IP. The recovery brief consists of current weather (what ATIS was reporting) at Sherman Field as well as a brief overview of the Course Rules for the runway in use. The Course Rules are in the TW-6 In-Flight Guide. As is true of all VFR flying, when you are on the Course Rules you need to be scanning outside for traffic.

The recovery brief for Runway 07R is:

SNFO: "Information Bravo, winds 080 at 10, altimeter 29.99, VFR landing Runway 7 right. Depart Jack Edwards at 3500 feet, heading zero six five direct Wolf Field. Expect course rules for Runway 7 right."

When you are within 5nm of Jack Edwards, contact Pensacola Approach on UHF Ch. 6 and request course rules.

SNFO: "Pensacola Approach, KATT 11, 3500, information Bravo, request course rules."

Pensacola Approach: "KATT 11, squawk 0134."

SNFO: "KATT 11, squawk 0134."

Put the new squawk code in the transponder. There will be a slight delay before you appear on Pensacola Approach's radar, so be patient.

Pensacola Approach: "KATT 11, radar contact two miles west of Jack Edwards at 3,500. Descend and maintain 2000, report Point Golf in sight."

SNFO: "KATT 11, leaving 3,500 for 2,000, wilco."

SNFO (over ICS): "Direct Point Golf, depart Point Golf heading zero eight zero. Maintain 2000' until 3 DME and then descend to 1300'. Expect a right break."

Fly the course rules at a minimum of 250 KIAS. If approaching the Initial Approach Fix (IAF) for Sherman field (ie: Point Golf) and you have not been switched to Tower;

1. Advise approach the need to switch, or
2. If unable to establish communication with approach, switch Sherman Tower (*on UHF Ch. 4*) at the IAF and check in.

SNFO: "Pensacola Approach, KATT 11, Point Golf in sight."

Pensacola Approach: "KATT 11, contact Sherman Tower Button 4."

SNFO: "KATT 11, switching."

SNFO (on UHF Ch. 4): "Sherman Tower, KATT 11, Point Golf for the break."

Sherman Tower: "KATT 11, report the numbers Runway 7 right."

SNFO: "KATT 11, 7 right, wilco."

As you pass Point Golf, turn to line up on Taxiway Alpha. Continue in accordance with the Course Rules, and report the numbers as the approach end of the runway disappears under the nose:

SNFO: "Sherman Tower, KATT 11, numbers 7 right."

Sherman Tower: "KATT 11, right break approved"

SNFO: "KATT 11, right break approved."

AIRSPEED 150 KIAS OR LESS

When airspeed is below 150 KIAS, report "Below 150, Gear" and your instructor will acknowledge the call. This call directs instructor to lower the landing gear (if you are at the controls, your instructor will direct you when to lower the gear). Only AFTER the gear is lowered AND the aircraft is stable, begin the Before Landing Checklist.

NOTE:

ONLY THE CREWMEMBER WHO HAS THE CONTROLS MAY MANIPULATE GEAR, FLAPS, AND SPEED BRAKE!

"BEFORE LANDING CHECKLIST"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "DEFOG SWITCH"	CHECK THE DEFOG SWITCH OFF	FC: "OFF"
2. "ENGINE INSTRUMENTS"	CHECK ENGINE INSTRUMENTS WITHIN NORMAL LIMITS. PERSON AT CONTROLS WILL CONFIRM AND REPORT.	PAC: "CHECKED"
3. "GEAR"	PERSON AT CONTROLS WILL CONFIRM 3 DOWN & LOCKED. <i>PRESS DOWN FIRMLY ON THE GEAR HANDLE AND CHECK FOR 3 GREEN ANNUNCIATORS AND NO RED ANNUNCIATORS ILLUMINATED ON THE GEAR SELECTOR PANEL.</i>	"DOWN" (BOTH)
4. BRAKES	PERSON AT CONTROLS WILL VERIFY AND REPORT POSITIVE PRESSURE BY ACTUATING TOE BRAKES.	PAC: "CHECKED"

NOTE:

FLAPS (IF LOWERED) WILL BE LOWERED AS APPROPRIATE AT THE ABEAM POSITION THEN COMPLETE THE REMAINING TWO ITEMS OF THE CHECKLIST.

5. "FLAPS"	PERSON AT CONTROLS WILL SET FLAP LEVER TO UP/TO/LDG POSITION, VERIFY AND REPORT FLAP INDICATOR DISPLAYS PROPER INDICATION.	"UP" or "TAKEOFF" or "LANDING" (BOTH)
6. "SPEED BRAKE"	PERSON AT THE CONTROLS WILL ENSURE THE SPEED BRAKE IS RETRACTED AND ANNUNCIATOR LIGHT IS OUT.	PAC: "RETRACTED"

"BEFORE LANDING CHECKLIST COMPLETE"

You are now ready to call Tower and request your landing clearance.

SNFO: "Sherman Tower, KATT 11, [abeam, 180, 90, final], gear, stop."

Sherman Tower: "KATT 11, wind 080 at 8, Runway 7 Right, cleared to land."

SNFO: "KATT 11, cleared to land 7 Right."

After you have landed, and are decelerating on the runway, expect some further instructions from Sherman Tower:

Sherman Tower: "KATT 11, turn right next taxiway, contact ground when clear."

SNFO: "KATT 11, wilco."

NOTE:

If you are landing on the outboard runway (7L/25R) expect to be given 'hold short' or 'taxi across' the parallel (7R/25L), then directed to switch to ground once clear. DO NOT switch to ground until directed AND clear of all active runways (the entire aircraft is past the hold short line). Once clear & directed by the tower, switch to UHF Ch. 3 and contact Sherman Ground. It's important to make this call prior to beginning the After Landing Checklist since any delay at an intersection could cause a traffic jam behind you and potentially create delays for airborne aircraft.

SNFO: "Sherman Ground, KATT 11, clear of the active, taxi to my line."

Sherman Ground: "KATT 11, taxi to your line via Alpha, Alpha 4."

SNFO: "KATT 11, taxi via Alpha, Alpha 4."

Pay attention to Sherman Ground's instructions, because they'll change depending on where you exit the runway.

Steps one and two of the AFTER LANDING CHECKLIST shall be accomplished at a full stop after clearing the active runway.

"AFTER LANDING CHECKLIST"

CHALLENGE

ACTION

REPLY

1. "ISS MODE SELECTOR"

THE REAR COCKPIT WILL PLACE ISS MODE SELECTOR LEVER IN THE SOLO (INBOARD) POSITION.

RC: "SOLO"

2. "SEAT SAFETY PIN"

BOTH COCKPITS WILL ENSURE PIN IS FULLY INSERTED TO PRECLUDE INADVERTENT SEAT ACTUATION. *IF TROUBLE IS EXPERIENCED IN TRYING TO GET THE SEAT PIN LOCKED IN POSITION, ENSURE YOU ARE PUSHING IN ON THE BUTTON ON THE BACK OF THE SEAT SAFETY PIN.*

"INSTALLED" (BOTH)

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| 3. "FLAPS" | THE PILOT AT THE CONTROLS WILL PLACE FLAP POSITION LEVER TO THE UP POSITION & ENSURE THE FLAPS INDICATE UP . | PAC: "UP" |
| 4. "TRIM INTERRUPT BUTTON" | THE PILOT AT THE CONTROLS WILL DEPRESS THE TRIM INTERRUPT BUTTON. VERIFY TRIM OFF & TAD OFF ANNUNCIATORS ILLUMINATE & TAD SWITCH MOVES TO OFF . | PAC: "DEPRESSED" |
| 5. "TRIM" | THE PILOT AT THE CONTROLS WILL ADJUST TRIM AS NECESSARY TO ENSURE THAT ALL 3 TRIM INDICATORS ARE IN THE GREEN. | PAC: "TAKEOFF" |
| 6. "TRANSPONDER" | THE TRANSPONDER WILL REMAIN IN ALT | " ALT " |
| 7. "STANDBY ATTITUDE INDICATOR" | BOTH COCKPITS WILL CAGE AND LOCK THE STANDBY ATTITUDE INDICATOR. | "CAGED AND LOCKED" (BOTH) |
| 8. "TAS SWITCH" | THE FRONT COCKPIT WILL SET TAS SWITCH TO STBY | FC: "STANDBY" |
| 9. "PROBES ANTI-ICE SWITCH" | THE FRONT COCKPIT WILL MOVE THE ANTI-ICE SWITCH TO OFF | FC: "OFF" |
| 10. "BLEED AIR INFLOW SWITCH" | THE FRONT COCKPIT WILL MOVE THE SWITCH TO OFF | FC: "OFF" |

"AFTER LANDING CHECKLIST COMPLETE"

Once clear of taxiway Alpha and have turned onto the ramp, contact KATT Base on UHF Ch. 19 to let them know you've returned with the status of your aircraft.

SNFO: "KATT Base, KATT 11 in and up."

KATT Base: "KATT 11, welcome back."

Once the aircraft is parked with the brakes set, with the linemen clear, and after the IP hands the controls back to you, start the Engine Shutdown checklist.

ENGINE SHUTDOWN CHECKLIST"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "PARKING BRAKE"	APPLY TOE BRAKES WHILE SIMULTANEOUSLY PULLING AND TURNING THE PARKING BRAKE LEVER 90 DEGREES CLOCKWISE	FC: "SET"
2. "LANDING AND TAXI LIGHT"	MOVE LANDING AND TAXI LIGHT SWITCHES TO OFF	FC: "OFF"
3. "TRANSPONDER"	SET TO STBY	"STANDBY"
4. "AVIONICS MASTER SWITCH"	MOVE AVIONICS MASTER SWITCH TO OFF	FC: "OFF"
5. "RAM AIR FLOW"	CHECK RAM AIR FLOW SWITCH IN OFF	FC: "OFF"
6. "AIR CONDITIONER SWITCH "	MOVE AIR CONDITIONER SWITCH TO OFF	FC: "OFF"
7. "EVAP BLOWER CONTROL"	MOVE EVAPORATOR BLOWER CONTROL SWITCHES TO OFF	"OFF" (BOTH)
8. "OBOGS"	ENSURE THAT THE OBOGS PRESSURE & CONCENTRATION LEVERS ARE IN THE NORMAL POSITION & THAT THE SUPPLY LEVER IS IN THE OFF POSITION. <i>REMOVE YOUR OXYGEN MASK AT THIS STEP IN THE PROCEDURE</i>	"NORMAL, NORMAL, OFF" (BOTH)
9. "PCL"	PCL MUST BE AT IDLE AT LEAST 60 SEC BEFORE SELECTING OFF . MONITOR THE SHUTDOWN SEQUENCE AND ENSURE THE ITT DECREASES STEADILY TOWARD AMBIENT TEMPERATURE.	FC: "OFF"
a. "CANOPY"	WHILE THE PROP IS WINDING DOWN, ENSURE LOOSE ITEMS ARE SECURE AND THE CANOPY RAIL IS FREE OF OBSTRUCTIONS. THEN THE INSTRUCTOR WILL RELEASE CANOPY LOCK LEVER, UNLATCH CANOPY LEVER AND RAISE THE CANOPY.	"CLEAR" (BOTH)
10. "INTERIOR/EXTERIOR LIGHTS"	WAIT FOR PROP TO COME TO A COMPLETE STOP BEFORE EXTINGUISHING EXTERNAL LIGHTS. TURN INTERIOR & EXTERIOR LIGHTS OFF .	FC: "OFF"

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| 11. "PMU STATUS ANNUNCIATOR" | ENSURE PMU STATUS LIGHT IS EXTINGUISHED. <i>NOTIFY MAINTENANCE IF THE PMU STATUS LIGHT IS NOT EXTINGUISHED.</i> | FC: "EXTINGUISHED" |
| 12. "FDR LIGHT" | CHECK FDR LIGHT STATUS & REPORT. <i>NOTIFY MAINTENANCE IF EITHER FDR LIGHT IS NOT EXTINGUISHED.</i> | FC: "EXTINGUISHED" |
| 13. "GEN, BAT AND AUX BAT SWITCHES" | PLACE THE BATTERY & GENERATOR SWITCHES IN THE OFF POSITION. <i>WHEN THE BATTERY SWITCHES ARE PLACED OFF, THE ICS WILL GO OFF.</i> | FC: "OFF" |
| 14. "GUST LOCK" | LIFT AND ENGAGE THE GUST LOCK (<u>NOT IN THE SIMULATOR!</u>) | FC: "ENGAGED" |

"ENGINE SHUTDOWN CHECKLIST COMPLETE"

Unstrap the opposite way you strapped in. Start at the top and work to the bottom: *gloves, kneeboard, helmet, mask O2 hose and comm cord, parachute risers (be careful of the SEAWARS), CRU-60, lap straps, leg restraints, G-suit*

Disembark the aircraft by not stepping on the ejection seat. Once standing on the wing, reset the cockpit to the way you found it. Hang the shoulder straps on the hooks, loosen up the lap straps and lay them in the seat, reconnect the leg garters and hang them on the edge of the seat, and fasten the O2 hoses and comm cords to the side of the aircraft. **DO NOT FORGET TO REMOVE ALL OF YOUR PERSONAL BELONGINGS TOO!**

"BEFORE LEAVING AIRCRAFT CHECKLIST"

This checklist is performed while standing on the left wing outside the open canopy.

CHALLENGE

ACTION

REPLY

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| 1. "PARKING BRAKE" | IF CHOCKS ARE INSTALLED, RELEASE PARKING BRAKE. IF NOT INSTALLED, LEAVE SET. | FC: "RELEASED" or "SET" |
| 2. "CFS HANDLE SAFETY PINS" | VERIFY STILL INSTALLED. | "INSTALLED" (BOTH) |

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| 3. "CFS PIN STORAGE BOX" | STORAGE PIN BOX IS NOT INSTALLED IN THE SIMULATOR. IN THE AIRCRAFT ENSURE BOX IS CLOSED PROPERLY TO AVOID DAMAGE TO THE CANOPY WHEN THE CANOPY IS CLOSED. | RC: "CLOSED & LATCHED" |
| 4. "ISS MODE SELECTOR" | VERIFY ISS MODE SELECTOR LEVER IS LOCKED IN SOLO (INBOARD) DETENT | RC: "SOLO" |
| 5. "OXYGEN HOSES & COMM CORDS" | STOW WITH THE LOOP FORWARD, HOSES FACING AFT, CHECK ORANGE O-RING | "STOWED" (BOTH) |
| 6. "WHEEL CHOCKS" | ENSURE THE CHOCKS ARE INSTALLED. | FC: "INSTALLED" |
| 7. "EXTERIOR WALK AROUND" | CHECK FOR LEAKS, FLAP CONDITION, SPEED BRAKE CONDITION, GEAR, DOORS, VENTRAL FIN, WHEEL WELL, TIRES, PANELS AND RUDDER LOCKED, ETC. | "COMPLETED" |

"BEFORE LEAVING AIRCRAFT CHECKLIST COMPLETE"

Prior to leaving the aircraft, verify the presence of the CFS Handle Safety Pin, Ejection Handle Safety Pin, PCL **Off**, Starter Switch **Norm**, and the Ignition Switch **Norm**. RC will verify position of the ISS Mode Selector **Solo**. When the above conditions are met state – **FC**: "TWO PINS, OFF, NORMAL, NORMAL." **RC**: "TWO PINS, OFF, NORMAL, NORMAL, SOLO."