

T-6A BOLDFACE EMERGENCY PROCEDURES/OPERATING LIMITATIONS

1. BOLDFACE EMERGENCY PROCEDURES

ABORT START PROCEDURE

- 1.

EMERGENCY ENGINE SHUTDOWN ON THE GROUND

- 1.
- 2.
- 3.

EMERGENCY GROUND EGRESS

- 1.
- 2.
- 3.
- 4.

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

- 5.
- 6.
- 7.
- 8.
- 9.

ABORT

- 1.
- 2.

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

- 1.
- 2.
- 3.
- 4.

ENGINE FAILURE DURING FLIGHT

- 1.
- 2.
- 3.
- 4.

IF CONDITIONS DO NOT WARRANT AN AIRSTART:

- 5.
- 6.

IMMEDIATE AIRSTART (PMU NORM)

- 1.
- 2.
- 3.
- 4.

IF AIRSTART IS UNSUCCESSFUL:

- 5.
- 6.
- 7.

IF AIRSTART IS SUCCESSFUL:

- 8.
- 9.

UNCOMMANDED POWER CHANGES / LOSS OF POWER/UNCOMMANED PROPELLER FEATHER

- 1.
- 2.
- 3.
- 4.

IF POWER IS SUFFICIENT FOR CONTINUED FLIGHT:

- 5.

IF POWER IS INSUFFICIENT TO COMPLETE PEL:

- 6.
- 7.
- 8.
- 9.

COMPRESSOR STALLS

- 1.
- 2.
- 3.

IF POWER IS SUFFICIENT FOR CONTINUED FLIGHT:

- 4.

IF POWER IS INSUFFICIENT TO COMPLETE PEL:

- 5.
- 6.
- 7.

INADVERTENT DEPARTURE FROM CONTROLLED FLIGHT

- 1.
- 2.
- 3.
- 4.

FIRE IN FLIGHT (FIRE ANNUNCIATOR ILLUMINATED)

IF FIRE IS CONFIRMED:

- 1.
- 2.

IF FIRE IS EXTINGUISHED:

- 3.

IF FIRE DOES NOT EXTINGUISH OR FORCED LANDING IS IMPRACTICAL:

- 4.

IF FIRE IS NOT CONFIRMED:

- 5.

CHIP DETECTOR WARNING

- 1.
- 2.

OIL SYSTEM MALFUNCTION OR LOW OIL PRESSURE

IF ONLY AMBER OIL PX ANNUNCIATOR ILLUMINATES

- 1.
- 2.

IF RED OIL PX ANNUNCIATOR ILLUMINATES AND/OR AMBER OIL PX ANNUNCIATOR REMAINS ILLUMINATED FOR 5 SECONDS:

- 3.
- 4.

LOW FUEL PRESSURE

- 1.
- 2.

OBOGS FAILURE / OVERTEMP / PHYSIOLOGICAL SYMPTOMS

- 1.
- 2.
- 3.

EJECT

- 1.

FORCED LANDING

- 1.
- 2.
- 3.
- 4.

PRECAUTIONARY EMERGENCY LANDING (PEL)

- 1.
- 2.
- 3.

SMOKE AND FUME ELIMINATION/ELECTRICAL FIRE

1.
 - a.
 - b.
 - c.

HIGH FUEL FLOW

- 1.

ENGINE OPERATING LIMITS TABLE						
POWER SETTING	TORQUE %	ITT °C	N ₁ % (1)	N _P % (4)	OIL PRESSURE psi	OIL TEMP °C
TAKEOFF/MAX	____ (8)	____ Max	____ Max	____ Max (2)	____ to ____ (6)	____ to ____
IDLE	____ to ____ % (9) (Ground)	____ Max	____ to ____ (ground) ____ Min (flight)	____ to ____ (Ground)	____ Min	____ to ____ (Fit) ____ to ____ (7)
START	---	____ - ____ (____ sec)	---	---	____ Max	____ Min
TRANSIENT	____ - ____ (10) (____ sec)	____ - ____ (____ sec)	____ Max	____ (3) (____ sec)	____ to ____ (5)	____ to ____ (____ minutes)
NOTES						
1. N ₁ values presented for PMU ON. With PMU OFF, N ₁ may vary from these values.						
2. With PMU OFF, permissible maximum N _P is ____ +/- ____ %.						
3. Permissible at any Operating Condition "Power Setting" for completion of in-flight emergencies.						
4. Avoid stabilized ground operation from ____ to ____ % N _P .						
5. Operation in this range permitted only during aerobatics or spins, and ____ to ____ psi for ____ seconds with PCL at IDLE.						
6. Normal oil pressure during steady state conditions is ____ to ____ psi. Operation at oil pressure less than ____ psi at flight idle or above is indicative of oil system malfunction.						
7. Acceptable for ground operation at and below 20% torque.						
8. The PMU will govern Maximum torque at 100+/-2%. Torque above ____ at a constant PCL setting and steady state flight is indicative of a governing system malfunction.						
9. Allowable torque range with N _P stabilized and PCL at IDLE.						
10. With the PMU on, Torque between ____ - ____ is possible following rapid PCL movement or aerobatic maneuvers. Torque above ____ is a limiting system malfunction.						
AIRSPEED LIMITATIONS				STARTER CYCLE LIMITATIONS		
MAXIMUM AIRSPEED GEAR DOWN (V _{LE}) & FLAP DOWN (V _{FE}) _____ KIAS				STARTER DUTY CYCLE IS LIMITED TO FOUR _____ CYCLES		
				COOLING PERIOD AFTER FIRST STARTER CYCLE _____		
MAX OPERATING (V _{MO}) _____ KIAS / MAX MACH (M _{MO}) _____ MACH				COOLING PERIOD AFTER SECOND STARTER CYCLE _____		
				COOLING PERIOD AFTER THIRD STARTER CYCLE _____		
TURBULENT AIR PENETRATION SPEED (V _G), MAXIMUM: _____ KIAS				COOLING PERIOD AFTER FOURTH STARTER CYCLE _____		
MAX OPERATING MANEUVERING (V _O) _____ KIAS				FLIGHT MANEUVERING LIMITATIONS		
MAX WITH FULL RUDDER DEFLECTION _____ KIAS						
PROHIBITED MANEUVERS				INVERTED/NEGATIVE G FLIGHT _____ sec		
1.				INTENTIONAL ZERO G FLIGHT _____ sec		
2.				ACCELERATION LIMITATIONS		
3.				SYMMETRIC CLEAN _____ TO _____ Gs		
4.				SYMMETRIC GEAR & FLAPS EXTENDED _____ TO _____ Gs		
5.				ASYMMETRIC CLEAN _____ TO _____ Gs		
6.				ASYMMETRIC GEAR & FLAPS EXTENDED _____ TO _____ Gs		
7.				Uncoordinated rolling maneuvers initiated at ____ G shall be limited to a ____ degree bank angle change.		
8.				OTHER LIMITATIONS		
9.				MIN VOLTAGE FOR BATTERY START _____ VOLTS		
10.				MAX CROSSWIND FOR DRY RUNWAY _____ KNOTS		
11.				MAX CROSSWIND FOR WET RUNWAY _____ KNOTS		
THE AIRCRAFT HAS BEEN APPROVED ONLY FOR TRANSIT THROUGH _____ FEET OF _____ ICE.				MAX CROSSWIND FOR ICY RUNWAY _____ KNOTS		
MINIMUM BATTERY VOLTAGE: _____ VOLTS				MAX TAILWIND COMPONENT FOR TAKEOFF _____ KNOTS		
HYDRAULIC CAUTION: < _____ PSI, > _____ PSI						
FUEL CAUTION LIGHT: < _____ POUNDS IN RESPECTIVE WING TANK				MAX FUEL FLOW IS LIMITED TO ____ PPH OR LESS FOR ALL PHASES OF FLIGHT		
COCKPIT PRESSURIZATION SCHEDULE LIMIT: ____ +/- ____ PSI						