RANK/NAME: _____ CHECKED BY (IP): _____DATE: _____

T-6B 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.

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.

IFAIRSTART 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

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 caution ILLUMINATES:

1.
2.

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

3.
4.

LOW FUEL PRESSURE

1.

OBOGS SYSTEM MALFUNCTION

1.

OBOGS INOPERATIVE

1.

EJECT

1.

FORCED LANDING

1.
2.
3.
4.

PRECAUTIONARY EMERGENCY LANDING (PEL)

1.
2.
3.

ENGINE OPERATING LIMITS TABLE

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

NOTES

1. N_1 values presented for PMU ON. With PMU OFF, N_1 may vary from these values.
2. With PMU OFF, permissible maximum N_P is _____ +/- _____ %.
3. Permissible at all powers for completion of flight in emergency.
4. Avoid stabilized ground operation from _____ to _____ % N_P.
5. Operation in this range permitted only during aerobatics or spins, and _____ to _____ psi for _____ seconds with PCL at IDLE.
6. Normal oil pressure during steady state conditions is _____ to _____ psi. Operation at oil pressure less than _____ psi at flight idle or above is indicative of oil system malfunction.
7. Acceptable for ground operation at and below 20% torque.
8. Torque at ____% is a materials limit above which damage to the engine may occur. Torque above ____% is indicative of a system malfunction.
9. Allowable torque range with Np stabilized and PCL at IDLE.

AIRSPEED LIMITATIONS

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

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

TURBULENT AIR PENETRATION SPEED, MAXIMUM: _____ KIAS

PROHIBITED MANEUVERS

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

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

MINIMUM BATTERY VOLTAGE: _____VOLTS

HYDRAULIC CAUTION: < _____PSI, > _____PSI

FUEL CAUTION LIGHT: < _____POUNDS IN RESPECTIVE WING TANK

COCKPIT PRESSURIZATION SCHEDULE LIMIT: _____+/- _____PSI

STARTER CYCLE LIMITATIONS

STARTER DUTY CYCLE IS LIMITED TO FOUR _____ CYCLES

COOLING PERIOD AFTER FIRST STARTER CYCLE _____

COOLING PERIOD AFTER SECOND STARTER CYCLE _____

COOLING PERIOD AFTER THIRD STARTER CYCLE _____

COOLING PERIOD AFTER FOURTH STARTER CYCLE _____

FLIGHT MANUEVERING LIMITATIONS

INVERTED FLIGHT _____ sec

INTENTIONAL ZERO G FLIGHT _____ sec

ACCELERATION LIMITATIONS

SYMMETRIC CLEAN _____TO_____Gs

SYMMETRIC GEAR & FLAPS EXTENDED _____TO_____Gs

ASYMMETRIC CLEAN _____TO_____Gs

ASYMMETRIC GEAR & FLAPS EXTENDED _____TO_____Gs

FOR UNCOORDINATED ROLLING MANEUVERS INITIATED AT ___G, THE MAXIMUM BANK ANGLE CHANGE IS _____ DEGREES

OTHER LIMITATIONS

MIN VOLTAGE FOR BATTERY START _____VOLTS

MAX CROSSWIND FOR DRY RUNWAY _____KNOTS

MAX CROSSWIND LANDING FOR WET RUNWAY _____KNOTS

MAX CROSSWIND LANDING FOR ICY RUNWAY _____KNOTS

MAX TAILWIND COMPONENT FOR TAKEOFF _____KNOTS