

RESTRICTED

(6)

PRE, THRU & POST FLIGHT

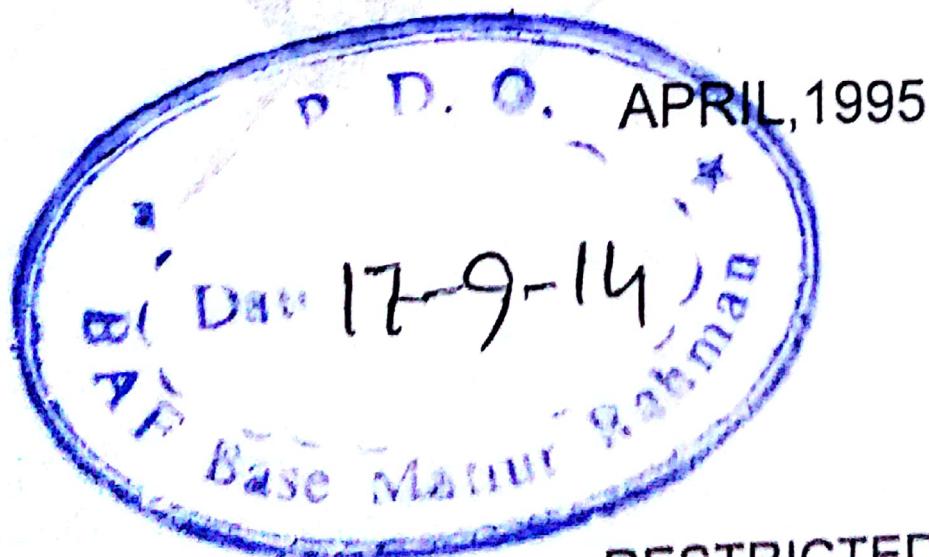
INSPECTION
WORK CARD

FOR

PT-6 AIRCRAFT

TRADE : RADIO

PUBLISHED UNDER AUTHORITY
OF THE ACAS MAINTENANCE
BANGLADESH AIR FORCE



BAF Press-A-3599

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PRE- FLIGHT, THRU FLIGHT, POST FLIGHT
AND SPECIAL INSPECTIONS WORK CARDS.
BAF SERIES
PT-6 AIRCRAFT

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বাংলাদেশ বিমান বাহিনী
মতিউল রহমান

ক্রঃ নং MTR/91/26/PT/PDO
গ্রহণ তারিখ 17-9-74

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AMENDMENT RECORD SHEET

Art No	Amendment Incorporated	Signature & Date

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INSTRUCTION

1. It is the responsibility of all personnel to report any unserviceability of item assembly and make necessary entry in AFTO Form 781A.
2. A visual inspection includes checking for all types of wear, damage, corrosion, security, chaffing, in fact for the complete well-being of the particular item in addition to cleanliness,
3. A Functional Check is where the operation of the item or service in question is required to determine its serviceability.
4. Suggestion affecting changes are to be forwarded to ACAS (M) Air HQ, Dhaka.

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INTRODUCTION

1. The Pre-Flight Inspection will be accomplished prior to the first flight of the day. The inspection consists of checking the aircraft for flight preparedness by performing visual examination and to find that no defect or mal-adjustment exists that could cause accident or aborted missions,
2. It is the responsibility of all personnel to report about any unserviceable item or assembly and make necessary entry in AFTO Form 781A.
3. A Functional check is where the operation of the item or service in question is required to determine its serviceability.

SECTION I- Pre-Flight.

To be accomplished prior to the first flight
of the day.

SECTION II-

Between Flight.

To be accomplished after each flight when
another flight is anticipated during the day.

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SECTION III - Post-Flight.

To be accomplished after the last flight of the day.

SECTION IV- Special Inspection.

4. Suggestion affecting changes are to be forwarded to ACAS(M) Air HQ, Dhaka.

Note:- If for some particular reason the "Inspection after the last flight of the day" has not been carried out, it is imperative that it be performed before the first flight of the following day.

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SECTION-I
PRE-FLIGHT INSPECTION
WORK CARDS
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INTRODUCTION

1. The Pre-Flight Inspection will be accomplished prior to the first flight of the day. The inspection consists of checking the aircraft for flight preparedness by performing visual examination and operational checks of certain components to ensure no defect or mal-adjustment exists that could cause accident or aborted missions.

PRE - FLIGHT INSPECTION
PROCEDURE OF PT - 6 AC (RADIO)

Gen

1. Check the radio eqpt (VHF RT, Radio Campass Rx & GPS) Properly locked or not.
2. Carr out the visual checking of the antenna connection properly fixed with the eqpt or not.
3. Check the external bty & input power of radio eqpt are aval or not.
- 4 Ensure the aval of the fire extinguisher and 28 VDC bty Trolley before Power on check.

Op Procedure of VHF RT & Intercom System

1. 'SW ON' the no-1 sw in the Bus-Bar.
2. Push/sw "ON" the no-6 sw.
3. Connect headset jack with the helmet coil cord.
4. Put on "OFF/Vol sw to ON" posn and adjust vol.
5. Select reqr ch among 99 pre-set ch.
6. Adjust vol con knob in the RT set & also intercom user box as reqr and ensure RCVR/COMP sw kept in RCVR posn.
7. Press PTT sw upper one for RT Tx and speak in the mic.

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8. Tx Duty cycle maintain 1:4 (1 min Tx/4 mins Rx) and remember after 2 mins continuous Tx. Transmitter is unkeyed automatically and the radio display flashes as a warning.

9. Press PTT sw lower one for intercom and speak in the mic (when both intercom sw in dissimilar posn).

Op Procedure of Radio Compass Rx (WL- 5)

1. 'SW ON' no - 1 sw in the bus - Bar.

2. Push the no-6 sw.

3. 'SW ON' no -8 sw.

4. Put on VHF Radio sw.

5. Put on function selector sw in antenna posn to the Radio Compass con unit and wait to preheat tubes for 3-5 minutes.

6. Select reqr freq band and tune the reqr freq by the help of tuning handle.

7. In the user box put on Rx/compass sw to the compass posn.

8. Put on Tel/TLG sw Tel posn.

9. Bring the function selected sw to compass posn, listen NDB audio tone in the headset and observe the accurate bearing in the course indicator.

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Op Procedure of Radio Compass Rx (KR-87)

1. 'Sw ON' no -1 sw in the bus - bar.
2. Push/sw ON the no- 6 sw.
3. Put ON 'OFF/VOL sw of RT to ON' posn and adjust vol.
4. 'SW ON' no - 8 sw.
5. Put on 'OFF/VOL' sw of ADF Receiver to 'ON' posn and adjust Vol.
6. Push ADF button for accurate bearing and kept in ADF posn.
7. Select RCVR/Comp sw to Comp posn in the user box.
8. Listen NDB audio tone from the headset/helmet and observe the accurate bearing in the course indicator.

Note: It should be noted that the KR-87 Receiver will mute the audio in either the ANT or ADF modes whenever the signal becomes too weak to lock on to. Therefore, make sure that the receiver is tunned to a strong station before concluding that the unit may not be working properly.

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Op Procedure of GPS MAP - 96/96C

1. Press and hold the power key. When the Unit power's on, a tone sounds and the first page appears.
2. After a few seconds, a warning/information page appears. To acknowledge that you have read and understand the warning, press ENTER to Continue.
3. Observe Satellite status page appears and wait for acquisition.
4. Once the receiver has collected information from and is fixed on at least three satellites. The unit is "ready to navigate" and you can advance to the MAP page.
5. To turn off the GPS MAP - 96/96C, press and hold the power key again.

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SECTION-II

AFTER FLIGHT & THRU FLIGHT INSPECTION

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INTRODUCTION

1. Thru Flight Inspection will be accomplished after each flight when another flight is anticipated during the day. The inspection consists of checking the aircraft to determine if it is suitable for another flight by performing visual examination and operational checks of certain components to assure that no defect exists which would be detrimental to further flight.

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THRU-FLIGHT INSPECTION

Thru flight inspection is carried out in between two flights i.e. After landing and before going for another mission. This inspection is also known as Between Flight Inspection.

EXTERNAL CONDITION INSPECTION

1. Ensure that the landing gear switch is in down position and Locked.
2. Check all Radio antennas for damage, fixation and cleanliness.
3. Ensure the proper locking of all Radio equipment.
4. Check the Radio equipment for proper shock mounting earthing and fixation of connecting plugs.
5. Check the external components of Radio set and Radio compass control box for security.
6. Check the helmet socket and lead wire for condition.
7. Check all the switches, circuit breakers, indicators and control units of radio system for condition and cleanliness.
8. Ensure that various switches and knobs are in proper position.

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9. To ensure Radio cable are properly checked in all routes and are not making any obstruction to ac and engine controls.

NB. Helmet of group Captain and above is to bechecked in detail ac from both cockpit (Cross way) by IC shift and one of his subordinate before each flight.

COCKPIT CHECK

1. Check the VHFR/T FSG-90 Tx Rx unit, 13.8 voltage regulator, user boxes, Head set inter connecting box, Radio compass, Both control unit, pull box and both ADF indicators for safety.
2. Check VHF Antenna, compass, sense and loop antenna for safety.
3. Check operation of VHF R/T, Intercom System and ADF With local agencies from both cockpit.

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SECTION - III
POST FLIGHT INSPECTION
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INTRODUCTION

1. The Post Flight Inspection will be accomplished after the last flight of the day. This inspection consists of checking the Aircraft to determine if it is suitable for another flight by performing visual examination of certain components areas or systems to ensure that no defect exists which would be detrimental to further flight.

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POST FLIGHT INSPECTION

Post flight inspection is carried out after the last flight of the day to ascertain the well being of the aircraft.

1. Check all the Radio antennas for condition.
2. Check all the Radio equipment and shock mountings for conditions.
3. Ensure that function switches on all the control units of Radio equipment are in OFF position.
4. Ensure that all the Radio circuit breakers are pulled OUT/OFF.