

Incoming SUPT Students



CBM



Columbus AFB, MS

Welcome to Columbus AFB, MS

14th Flying Training Wing

*The premier pilot training wing and community developing
the world's best Airmen.*

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Columbus AFB Mission:

Produce Pilots, Advance Airmen, Feed the Fight.

Welcome to Specialized Undergraduate Pilot Training at Columbus AFB, MS. You can best prepare by understanding our mission, knowing how to reach us with questions, and taking full advantage of this Welcome Package we have prepared for you.



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 14TH FLYING TRAINING WING
COLUMBUS AIR FORCE BASE MISSISSIPPI**

Colonel John J. Nichols
Commander, 14th Flying Training Wing
555 Seventh Street, Suite 205
Columbus, MS 39710-1000

11 July 2014

Dear Incoming Member of Team BLAZE,

Welcome to Columbus Air Force Base, home of the USAF's premier pilot training wing and community where we develop the world's best Airmen. Specialized Undergraduate Pilot Training (SUPT) is highly demanding, but the effort is worth the honor to serve our nation as a pilot in the world's greatest Air Force!

Our mission here is to produce pilots for the USAF and over 20 partner nations while also maintaining readiness to deploy to locations around the globe at a moment's notice. The Airmen of the 14th Flying Training Wing, whether military or civilian, are ready and eager to do everything they can to make you successful during your time in SUPT. I am proud to have you as a member of Team BLAZE and am confident you will maintain the standards reflected by our Core Values and expected of an officer.

If you arrive during duty hours (0730-1630), report to the Transition Office in the 14th Student Squadron, building 230. If you arrive after duty hours, go to the Magnolia Inn, building 956, where the lodging staff will assist you with quarters or lodging for the evening. Again, welcome to Columbus Air Force Base, and I wish you great success!

Sincerely,

A handwritten signature in black ink, appearing to read "John J. Nichols", is positioned above the typed name.

JOHN J. NICHOLS, Colonel, USAF
Commander



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 14TH FLYING TRAINING WING
COLUMBUS AIR FORCE BASE MISSISSIPPI**

16 May 2014

MEMORANDUM FOR ARRIVING SUPT STUDENTS

FROM: 14 STUS/CC

SUBJECT: Public Web Page Welcome Letter

1. Congratulations on your assignment to Columbus AFB for Specialized Undergraduate Pilot Training (SUPT). Actual in-processing for SUPT begins at the 14th Student Squadron Transition Manager's (TM) Office, which is located in Room 22 of Building 230. Direct any questions you may have to the TM Office which can be reached at DSN 742-7618 or Commercial (662) 434-7618. Your report no-later-than date should be no less than ten duty days prior to your class start date. On the first duty day after your arrival to Columbus AFB, report to the TM Office wearing ABUs or blues (no tie or SD required) to receive your in-processing briefing, checklist, base map, and other pertinent information. If you arrive after duty hours, report in at billeting and return to the TM Office no later than 1000 the next duty day.
2. Due to the high turn-over of students at Columbus AFB, housing priorities are constantly in flux. It is recommended that you call ahead and reserve up to 30 days of billeting at the Magnolia Inn (ext. 2548). This will help ensure that you have a place to stay on base while awaiting your unaccompanied officers' quarters (UOQ) or base housing unit as appropriate. If you show up without a reservation it is possible that you could end up in a hotel for an extended period of time while awaiting permanent housing or a UOQ room. You should call the housing office (ext. 3475 or 2840) before your arrival to get an update on the current situation. Unaccompanied or single officers should contact the UOQ manager (ext. 7278).
3. Be in shape. You will take the Air Force Physical Fitness Assessment during Phase I, usually within the first two weeks of training. Physical fitness is vital to your ability to complete the SUPT program and a passing PFA score is required to begin flight line operations and to graduate.
4. Upon arrival you will most likely be on casual status while attending Initial Flight Screening (IFS) and awaiting your class start date. While on casual status, you will be expected to support the wing by augmenting critically manned positions. This is a valuable opportunity to learn about operational/support roles in the Air Force and to broaden your appreciation of the team behind the flying operation. Expect to work up to eight hour days in this capacity.
5. SUPT is challenging, exciting, and extremely rewarding. In order to complete the program, you will need to be completely committed to the Air Force's Core Values and to your flight training. It will not be an easy process, but at the end of training you will be extremely proud of your accomplishments. We look forward to helping you on your way toward earning your silver wings!

5/21/2014

X 

TRAVIS L. INGBER, Lt Col, USAF
Commander, 14th Student Squadron
Signed by: INGBER.TRAVIS.L.1146904625

SUPT FY16 Start Dates:

Class	Phase 1 Start Date	Track Select	Projected Graduation
16-01	2-Oct-14	23-Apr-15	23-Oct-15
16-02	27-Oct-14	15-May-15	20-Nov-15
16-03	21-Nov-14	8-Jun-15	18-Dec-15
16-04	19-Dec-14	30-Jun-15	22-Jan-16
16-05	26-Jan-15	22-Jul-15	19-Feb-16
16-06	18-Feb-15	12-Aug-15	11-Mar-16
16-07	12-Mar-15	3-Sep-15	8-Apr-16
16-08	3-Apr-15	28-Sep-15	29-Apr-16
16-09	24-Apr-15	21-Oct-15	20-May-16
16-10	18-May-15	17-Nov-15	10-Jun-16
16-11	9-Jun-15	14-Dec-15	8-Jul-16
16-12	30-Jun-15	20-Jan-16	29-Jul-16
16-13	23-Jul-15	16-Feb-16	19-Aug-16
16-14	14-Aug-15	9-Mar-16	9-Sep-16
16-15	9-Sep-15	1-Apr-16	30-Sep-16





DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 14TH FLYING TRAINING WING
COLUMBUS AIR FORCE BASE MISSISSIPPI

7 May 2014

MEMORANDUM FOR ALL INCOMING PERSONNEL

FROM: 14 CES/CEIH

256 State Loop
Columbus AFB MS 39705

SUBJECT: Housing Welcome Letter

Congratulations on your assignment to Columbus AFB! We look forward to assisting you with your move whether you are interested in residing on base in privatized housing or in the local community.

The Housing Management Office (HMO) provides on and off base housing referral service to both single unaccompanied and married personnel assigned/attached to Columbus AFB. Permanent party personnel will complete a new AF Form 594, *Basic Allowance for Housing*, through eFinance at the Finance Office and are required to contact the HMO within one (1) duty day of inprocessing for a Housing briefing.

Columbus Family Housing, Hunt Military Communities, provides privatized housing on Columbus AFB, with 453 units in 3 on-base housing areas. Capitol Village units are Capehart ranch-style, renovated duplexes. All units have central heat/ac, hardwood or carpet flooring, all appliances (except microwaves) and washer/dryer hook-ups. State and Magnolia Villages accommodate either gas or electric dryers and have carpeting or vinyl planking flooring. The waiting time for privatized housing varies according to rank and family size. You may contact Columbus Family Housing directly at 662-434-8213; however, please fax the application, Privacy Act Release Statement, AF Form 4422 Sex Offender Disclosure and Acknowledgement, and a copy of your PCS orders to our office at 662-434-0079 so that we may verify your entitlement and refer you to Columbus Family Housing so they may place you on the appropriate wait list. Find us on Facebook, "Columbus Family Housing" or view our website (www.columbusfamilyhousing.com) for more information. Regarding pets, certain dog breeds (pureblood or mixed) are prohibited on Columbus AFB and in privatized housing: Pit Bull (American Staffordshire Bull Terrier or English Staffordshire Bull Terrier), Rottweiler, Doberman Pinscher, Chow, and Wolf Hybrids. The only exceptions to this policy are ADA-approved and documented service dogs. Although Hunt Housing does not charge a pet deposit, you are responsible for any damages to the home your pet may cause. This may include replacement of flooring or a pet treatment of the flooring.

The HMO provides current information on community housing near Columbus AFB, which is advertised on the Automated Housing Referral Network (www.ahrn.com). Single SUPT personnel must have permission to reside off base before entering into any lease. Please note that there are no restrictive sanctions against any property manager at this time and you are free to rent in any area where you feel most comfortable. We can be contacted at 662-434- 3474 or by email at elizabeth.quinlan.1@us.af.mil. Our customer service hours are 0730-1715, Monday-Thursday and 0730-1615 on Friday. You can find us on Facebook "14 CES/CEIH".

//signed, ees, 7 May 2014//
E. E. SLANCAUSKAS
Housing AssetnagaMar

//signed, kmc, 7 May 2014//
KESSLER M. COWANS
Community Director, Columbus Family Housing

Things to do before arriving at Columbus AFB

Billeting and housing are different. Billeting (The Magnolia Inn) is temporary, like a hotel. Housing is permanent, such as your dorm, a house, or apartment off-base. You need to make arrangements for **both** billeting and housing!

1. Reserve billeting or temporary lodging facilities through Magnolia Inn for up to 30 days in advance. DSN: 742-2548 Commercial: 662-434-2548
2. If married or have dependents call ahead to the Housing Office to check on permanent housing. DSN: 742-3474; Commercial: 662-434-3474. For the housing waitlist call x8213.
3. If single or unaccompanied call the UOQ office at DSN: 742-7278; Commercial 662-434-7278.
4. Call ahead to the Transition Office and let them know if you have any special needs (spouse or childcare needs, etc) or if you have specific questions about the base. ***This is the go to office for any of your questions!*** DSN: 742-7618; Commercial: 662- 434-7618
5. Prepare for the Air Force Physical Fitness Assessment (PFA).

The Air Force Physical Fitness Test will be administered during the first month of SUPT in accordance with Air Force instruction 10-248. Students that fail to meet the fitness standard (75 or above) will be entered into a conditioning program and retested. The AETC/DO directs that all UPT students not meeting physical fitness standards will be removed from training and placed in casual status upon completion of Phase 1. The test consists of a 1.5 mile run, a waist measurement, push-ups and sit-ups.

6. Military Homefront is the official DoD website to assist military members and their families with all the details connected with a Permanent Change of Station (PCS). This site can be accessed through the following website: www.militaryhomefront.dod.mil/moving.

What to bring to Columbus AFB

Please have the following items for in-processing. This will ensure a smooth transition during your first few days here.

1. 10 copies of orders.
2. Military Identification Card.
3. Medical, shot, and dental records (Flight Physical)
4. Traffic Management Office (TMO) papers and receipts from move, if applicable.
5. Uniform blues with flight cap, ABUs, flight suit if you have one, mess dress, and service dress.
6. All personnel records.

Contact Numbers:

DSN: 742-XXXX

Commercial: 662-434-XXXX

Transition Office (Student In-Processing).....	7618
Base Chapel.....	2500
Base Housing Office.....	3474
Base Housing Waitlist.....	8213
Unaccompanied Officer Quarters.....	7278
Billeting.....	2548
Personnel.....	3294
Finance.....	2706
Child Development Center.....	2479
Columbus Club.....	2489
Airman & Family Readiness Center.....	2790
Security Forces Desk Sgt.....	7129
Base Operator (Automated).....	1110

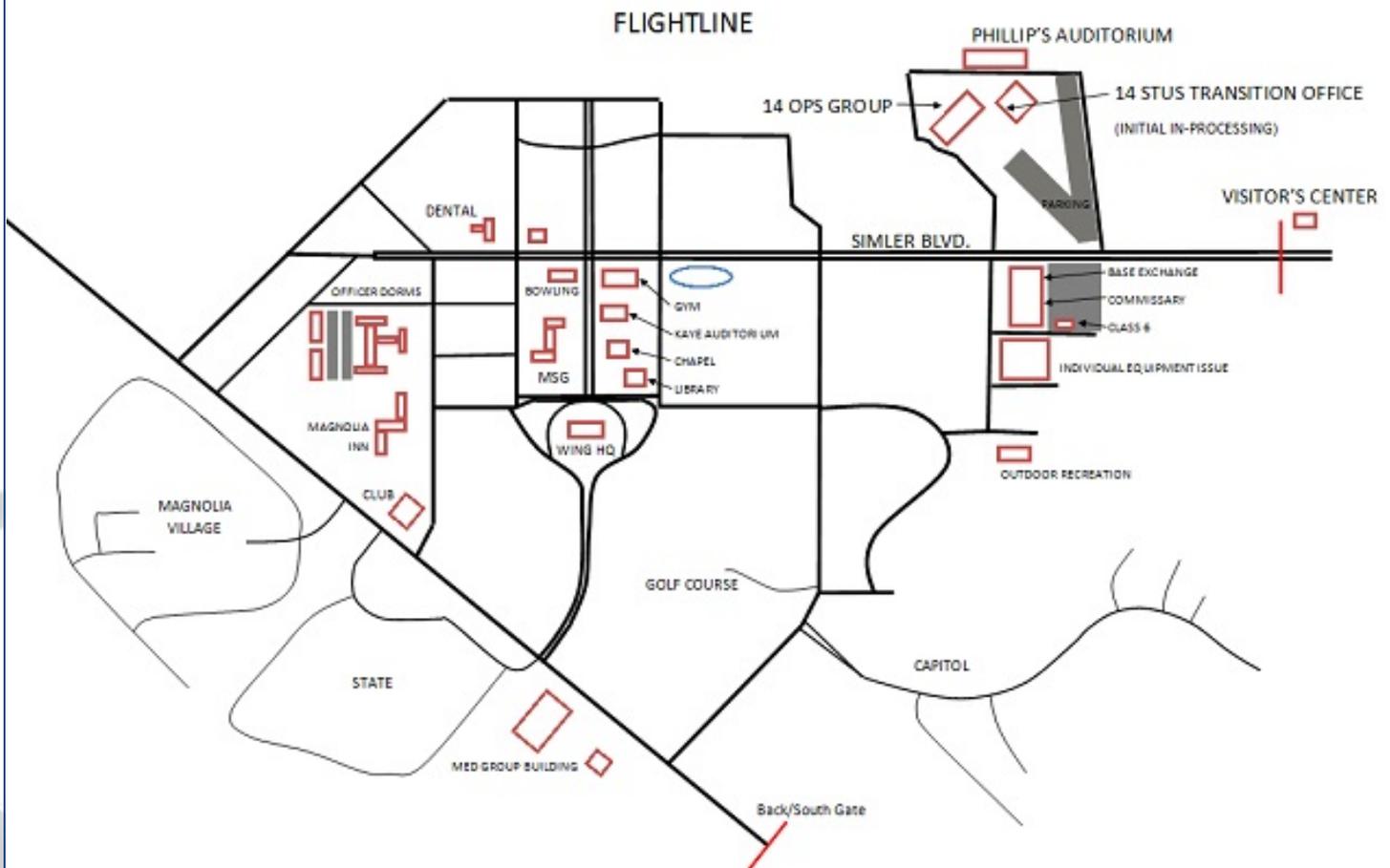
Travel to Columbus AFB

1. **Air:** Golden Triangle Regional Airport (GTR) is the closest airport to Columbus AFB (23 miles). However, due to its size, travelers often use larger airports in the vicinity. Birmingham-Shuttlesworth International Airport is a 2 hour and 20 minute drive (132 miles) and Memphis International Airport is a 2 hour and 35 minute drive (154 miles).
2. **Drive:**
 - a. If you are traveling by automobile from the east (Birmingham), take AL-69N to Tuscaloosa then turn onto US-82 W toward Columbus. Take the 18th Ave exit and turn onto US-45 N. Columbus AFB is located 7 miles north of US-82.
 - b. If arriving from the south (Montgomery), take US-82 W/AL-25 S ramp to AL-219 N/Tuscaloosa. Continue to follow US-82 W toward Columbus. Take the 18th Ave exit and turn onto US-45 N. Columbus AFB is located 7 miles north of US-82.
 - c. If arriving from the north (Memphis), take I-22 E/US-78 E into Mississippi. Take exit 86A for US-45 S toward Tupelo. Continue on US-45 N to Columbus AFB.
 - d. If arriving from the west, follow above directions from Memphis **OR** if traveling via I-20 E, turn onto I-55 N in Jackson, MS. Then take MS-25 N to Starkville and merge onto US-82 E toward Columbus.
3. The main gate is located approximately 14 miles north of US-82. The main gate is open 24 hours.

Important Locations For In-processing

Order of In-processing

1. **14 STUS Transition office - Sign In and start In-processing Monday through Friday 0730 - 1630**
2. **Student Registrar - Update contact and address information**
3. **MPF and finances - Required for ID's, computer use, and pay**
4. **Unaccompanied Officers' Quarters - For dormitory Assignment**
5. **Magnolia Inn - If you report to Columbus AFB over a weekend or after business hours, report to the Magnolia Inn for lodging and then report to the transition office at 0800 the following business day.**



Housing Frequently Asked Questions

Q: Why do I have to live in the UOQ's?

A: Assignment to the UOQ's is dictated by AFI 32-6005. The size, amenities and who gets put in the UOQ's is based on that document, as well as a Columbus AFB supplement. If you're coming to Columbus for SUPT and unaccompanied, expect to live in the dorms for a period of at least six months.

Q: My neighbor plays loud music/smokes/is annoying. What can I do about this?

A: Please first talk to your neighbor, whether in the dorms or base housing, and attempt to settle the situation civilly. If living in the dorms and unable to settle the dispute, talk to Ms. Cyndi Fowlkes. If the problem persists, further complaints will be forwarded to the squadron commander for corrective action.

Q: Why doesn't the heating/cooling in my room work?

A: Sometimes the valve that regulates whether hot or cold water is circulating through your radiator (mixing valve) breaks. Usually replacing the mixing valve fixes this problem. If you are having trouble with your HVAC, contact Ms. Cyndi Fowlkes so that the problem can be forwarded to CE for action. Make sure you tell her – CE can't fix what they don't know is broken.

Q: There is black mold in my UOQ/TLF. Why is this here?

A: Mississippi is hot, humid and mold thrives here. Some ways to mitigate the problem include taking short, cool showers, drying the walls after use, and wiping the walls down with Lysol every one to two weeks.

Q: Why don't we have a dining facility on base?

A: Columbus AFB has had a Dining facility in the past, however, it did not receive enough business to be a sustainable service. There are simply not enough personnel on the base to warrant such a facility.

Q: The gym needs to be bigger/have a pool/have a larger weight room.

A: This is part of our long term plan. There is a project for a brand new facility, but that is dependent on funding. Don't expect a new facility for at least a few years.

BOLDFACE and Ops Limits

IFS

During Introductory Flight Screening (IFS) you will be required to write and recite the following information verbatim. Visit DossIFS.com for more information.

DA20-C1 BOLDFACE

ENGINE FIRE ON THE GROUND FUEL SHUTOFF VALVE — OFF CABIN HEAT — OFF
ELECTRICAL FIRE ON THE GROUND GEN/BAT MASTER SWITCH — OFF
ABORT THROTTLE — IDLE BRAKES — AS REQUIRED FLAPS — CRUISE
ENGINE MALFUNCTION IN FLIGHT (SUFFICIENT RUNWAY REMAINING TO LAND) AIRSPPEED — 60 KIAS FLAPS — LDG
ENGINE MALFUNCTION IN FLIGHT (FUEL PRESSURE LOSS) FUEL PUMP — ON
ENGINE FIRE DURING FLIGHT FUEL SHUTOFF VALVE — OFF CABIN HEAT — OFF
ELECTRICAL FIRE DURING FLIGHT GEN/BAT MASTER SWITCH — OFF AIR VENTS AND WINDOWS — OPEN
CABIN FIRE IN FLIGHT GEN/BAT MASTER SWITCH — OFF AIR VENTS AND WINDOWS — OPEN CABIN HEAT — OFF

14 JUNE 2007

BOLDFACE and Ops Limits

IFS

During Introductory Flight Screening (IFS) you will be required to write and recite the following information verbatim. Visit DossIFS.com for more information.

DA20-C1 BOLDFACE

ENGINE FIRE ON THE GROUND
ELECTRICAL FIRE ON THE GROUND
ABORT
ENGINE MALFUNCTION IN FLIGHT (SUFFICIENT RUNWAY REMAINING TO LAND)
ENGINE MALFUNCTION IN FLIGHT (FUEL PRESSURE LOSS)
ENGINE FIRE DURING FLIGHT
ELECTRICAL FIRE DURING FLIGHT
CABIN FIRE IN FLIGHT

14 JUNE 2007

BOLDFACE and Ops Limits

Be able to write the red numbers when you arrive.

DA20 OPERATING INFORMATION TABLE

Indicated Airspeeds		Power Plant Operation	
V _{SO} (Stall speed in LDG configuration, kts)	34	Min. rpm during engine runup idle check	975
V _{S1} (Stall speed in CRUISE configuration, kts)	42	Min. rpm during flight if beyond gliding range of a runway (area idle)	1400
V _R (Rotate Speed, kts)	44	Min. rpm operations with fuel pump off	1400
Lift-off airspeed (kts)	52	Min. permissible static rpm (full throttle runup)	2000
Forced landing final approach airspeed (flaps LDG, kts)	55	Tachometer normal operating range (rpm)	700-2800
Min. engine-out airspeed to sustain windmilling prop (kts)	60	Max. permissible continuous rpm (redline)	2800
Forced landing final approach airspeed (flaps T/O, kts)	60	Min. rpm drop during magneto check	25
Forced landing final approach airspeed (flaps CRUISE, kts)	64	Max. rpm drop during magneto check	150
Normal landing final approach airspeed (kts)	60	Max. rpm drop difference between magnetos	50
No-Flap landing final approach airspeed (kts)	65	Max. permissible continuous bhp	125
V _X (flaps T/O, kts) (Best angle of climb)	60	Min. oil pressure (psi)	10
V _X (flaps CRUISE, kts) (Best angle of climb)	65	Oil pressure normal operating range (psi)	30-60
V _Y (flaps T/O, kts) (Best rate of climb)	66	Max. time for oil pressure to reach 10 psi after start (secs.)	30
V _Y (flaps CRUISE, kts) (Best rate of climb)	70	Max. oil pressure for full power operation if OAT < 0°C (psi)	70
Best glide airspeed (1764 lbs) (L/D Max)	73	Max. oil pressure (psi)	100
V_{FE} (flaps LDG, kts) (Max. Airspeed with flaps extended)	78	Min. oil temperature (°F)	75
V_{FE} (flaps T/O, kts) (Max. Airspeed with flaps extended)	100	Max. rpm after start until oil temp indication registers	1000
V_A (kts, 1764 lbs) (No full or abrupt control inputs above V_A or overstress conditions will occur.)	106	Oil temperature normal operating range (°F)	170-220
V _{NO} (Max. structural cruising speed, kts)	118	Min oil temp. to begin an area SFL at area idle (°F)	170
Force propeller to windmill if stopped, starter inop (kts)	137	Min. oil temp for full power operation if oil pressure norm (°F)	100
V _{NE} (Never exceed airspeed, kts)	164	Max. oil temperature (°F)	240
Maneuvering		Min. oil quantity (US qts)	4
Positive limit load factor (flaps CRUISE)	+4.4	Max. oil quantity (US qts)	6
Negative limit load factor (flaps CRUISE)	-2.2	Fuel pressure lower limit red line (psi)	3.5
Positive limit load factor (flaps T/O or LDG)	+2.0	Fuel pressure upper limit red line (psi)	16.5
Negative limit load factor (flaps T/O or LDG)	0	Max. continuous starter operation (secs.)	10
Max. permissible bank angle for steep turns (in degrees)	60	Max. cumulative starter op. before cooling 3-5min. (secs.)	30
Voltmeter		Max. time for CHT below 300°F in descent (minutes)	5
Voltmeter lower limit red arc (volts)	8-11	Min. CHT (°F) takeoff & descent	240
Voltmeter caution range yellow arc (volts)	11-12.5	CHT normal operating range (°F)	300-420
Voltmeter green arc (volts)	12.5-16.1	CHT caution range (°F)	420-460
Voltmeter upper limit red line (volts)	16.1	Max. CHT (°F)	460
Fuel		Max. OAT (°C) operation w/ full winterization kit	0
Approved fuel grade	100LL	Max. OAT (°C) operation w/ partial winterization kit	12.5
Usable fuel (US gal.)	24.0	Takeoff & Landing	
Fuel tank capacity (US gal.)	24.5	Max. total wind student dual (kts)	25
Weight and Balance		Max. total wind student solo (kts)	20
Max. ramp weight (lbs)	1770	DA20 max. demonstrated crosswind component (kts)	20
Max. takeoff weight (lbs)	1764	Max. crosswind component student dual (kts)	15
Max. landing weight (lbs)	1764	Max. crosswind component student solo (kts)	10
Forward CG limit (at or below 1653 lbs)	7.95	Max. tailwind component (kts)	5
Forward CG limit (1764 lbs)	8.07	Misc.	
Aft CG limit (1764 lbs)	12.16	Maximum airplane structural temperature (°C)	55
Aft CG limit (at or below 1653 lbs)	12.48	Propeller approx. minimum ground clearance (inches)	10
Max. weight in baggage compartment (lbs)	44	Main landing gear tire pressure (psi)	33
		Nose gear tire pressure (psi)	26
		Min. OAT (°C) cabin heat not req for 10 min. before T/O	-20

Items in red must be committed to memory

T-6A Boldface Emergency Procedures and Operating Limitations

1 Jan 2013

Name	Checked By	Date
Section 1. Boldface Emergency Procedures		
Emergency Engine Shutdown on the Ground PCL - OFF FIREWALL SHUTOFF HANDLE - PULL		
Abort PCL - IDLE BRAKES - AS REQUIRED		
Engine Failure Immediately After Takeoff (Sufficient Runway Remaining Straight Ahead) AIRSPEED - 110 KNOTS (MINIMUM) PCL - AS REQUIRED EMER LDG GR HANDLE - PULL (AS REQUIRED)		
Engine Failure During Flight ZOOM/GLIDE - 125 KNOTS (MINIMUM) PCL - OFF INTERCEPT ELP		
Immediate Airstart (PMU NORM) PCL - OFF STARTER SWITCH - AUTO/RESET PCL - IDLE, ABOVE 13% N ₁		
Uncommanded Power Changes / Loss of Power / Uncommanded Propeller Feather PCL - MID RANGE PMU SWITCH - OFF PROP SYS CIRCUIT BREAKER (left front console) - PULL, IF N _p STABLE BELOW 40%		
Inadvertent Departure From Controlled Flight PCL - IDLE CONTROLS - NEUTRAL ALTITUDE - CHECK		
Fire In Flight If Fire is Confirmed: PCL - OFF FIREWALL SHUTOFF HANDLE - PULL		
OBOGS Inoperative GREEN RING - PULL (AS REQUIRED)		
Eject EJECTION HANDLE - PULL		

Section 2. Operating Limits

1 Jan 2013

Engine	Starting
Maximum Torque Takeoff / Max <u>100</u> % Transient <u>131</u> % (<u>20</u> Seconds) Torque above <u>102</u> % is indicative of a system malfunction.	Starter Limit: <u>20</u> Seconds Wait <u>30</u> Sec, <u>2</u> Min, <u>5</u> Min, <u>30</u> Min after each start attempt Maximum ITT <u>1,000</u> °C for <u>5</u> Sec (<i>Do Not Attempt Restart</i>) Maximum Oil Pressure <u>200</u> PSI
Maximum ITT Idle <u>750</u> °C Takeoff / Max <u>820</u> °C Transient <u>870</u> °C (Up to <u>20</u> Seconds)	Minimum Oil Temperature <u>-40</u> °C Minimum Battery Voltage <u>23.5</u> V
N_i Idle <u>60</u> to <u>61</u> % Ground, <u>67</u> % (Min) Flight	Pressurization Normal Above 18,000 Ft MSL <u>3.6</u> ± <u>0.2</u> PSI Overpressurization Valve Opens <u>4.0</u> PSI
N_p Idle <u>46</u> to <u>50</u> % Takeoff / Max <u>100</u> %, (<u>100</u> % ± <u>2</u> % PMU Off) Avoid stabilized ground operations from <u>62</u> to <u>80</u> % N _p	Fuel Normal Recovery Fuel <u>200</u> Pounds Minimum Fuel <u>150</u> Pounds (<u>200</u> Pounds Solo) Emergency Fuel <u>100</u> Pounds (<u>100</u> Pounds Solo) Minimum Fuel for Aerobatics <u>150</u> Pounds per side
Oil Pressure Takeoff / Max <u>90</u> to <u>120</u> PSI Aerobatics / Spins <u>40</u> to <u>130</u> PSI Aerobatics / Spins (Idle) <u>15</u> to <u>40</u> PSI (<u>5</u> Sec)	Runway Minimum Runway Length <u>4,000</u> Feet Minimum Runway Width <u>75</u> Feet
Oil Temp Takeoff / Max <u>10</u> to <u>105</u> °C Transient <u>106</u> to <u>110</u> °C (<u>10</u> Minutes)	Winds Max Crosswinds Dry Runway <u>25</u> Knots Wet Runway <u>10</u> Knots Icy Runway <u>5</u> Knots Touch-and-Go <u>20</u> Knots Formation Takeoff / Landing <u>15</u> Knots Maximum Tailwind Component for Takeoff <u>10</u> Knots Maximum Wind with Canopy Open <u>40</u> Knots
Prohibited Maneuvers 1. <u>Inverted</u> Stalls 2. <u>Inverted</u> Spins 3. Aggravated <u>spins past 2 turns</u> 4. Spins with the PCL <u>above idle</u> 5. Spins with the <u>landing gear</u> , <u>flaps</u> , or <u>speed brake</u> extended 6. Spins with the <u>PMU off</u> 7. Spins below <u>10,000</u> feet pressure altitude 8. Spins above <u>22,000</u> feet pressure altitude 9. Abrupt <u>cross-controlled (snap)</u> maneuvers 10. Aerobatic maneuvers, spins, or stalls with greater than <u>50</u> pounds fuel imbalance 11. <u>Tail</u> slides	Acceleration Limits Symmetric Clean <u>-3.5</u> to <u>7.0</u> Gs Symmetric Gear / Flaps <u>0</u> to <u>2.5</u> Gs Asymmetric Clean <u>-1.0</u> to <u>4.7</u> Gs Asymmetric Gear / Flaps <u>0</u> to <u>2.0</u> Gs
Airspeed Limitations Max Airspeed Gear and/or Flaps <u>150</u> KIAS Max Operating Speed <u>316</u> KIAS or <u>0.67</u> Mach Full rudder deflection above <u>150</u> KIAS will exceed the limits of the rudder control system.	Intentional Spin Entry Minimum Altitude for Entry <u>13,500</u> Feet MSL Minimum Cloud Clearance <u>7,000</u> Feet above clouds
	Icing Maximum Icing Band / Icing Type <u>5,000</u> Feet / <u>light rime</u>
	Temperature Ground operation is limited to ambient temperatures of <u>-23</u> to <u>43</u> °C

T-6A Boldface Emergency Procedures and Operating Limitations**1 Jan 2013**

Name

Checked By

Date

Section 1. Boldface Emergency Procedures**Emergency Engine Shutdown on the Ground****Abort****Engine Failure Immediately After Takeoff (Sufficient Runway Remaining Straight Ahead)****Engine Failure During Flight****Immediate Airstart (PMU NORM)****Uncommanded Power Changes / Loss of Power / Uncommanded Propeller Feather**

(left front console) -

Inadvertent Departure From Controlled Flight**Fire In Flight****If Fire is Confirmed:****OBOGS Inoperative****Eject**

Section 2. Operating Limits

1 Jan 2013

Engine	Starting
Maximum Torque Takeoff / Max _____ % Transient _____ % (_____ Seconds) Torque above _____ % is indicative of a system malfunction.	Starter Limit: _____ Seconds Wait _____ Sec, _____ Min, _____ Min, _____ Min after each start attempt Maximum ITT _____ °C for _____ Sec (Do Not Attempt Restart) Maximum Oil Pressure _____ PSI
Maximum ITT Idle _____ °C Takeoff / Max _____ °C Transient _____ °C (Up to _____ Seconds)	Minimum Oil Temperature _____ °C Minimum Battery Voltage _____ V
	Pressurization
	Normal Above 18,000 Ft MSL _____ ± _____ PSI
N₁ Idle _____ to _____ % Ground, _____ % (Min) Flight	Overpressurization Valve Opens _____ PSI
	Fuel
N_p Idle _____ to _____ % Takeoff / Max _____ %, (_____ % ± _____ % PMU Off) Avoid stabilized ground operations from _____ to _____ % N _p	Normal Recovery Fuel _____ Pounds Minimum Fuel _____ Pounds (_____ Pounds Solo) Emergency Fuel _____ Pounds (_____ Pounds Solo) Minimum Fuel for Aerobatics _____ Pounds per side
Oil Pressure Takeoff / Max _____ to _____ PSI Aerobatics / Spins _____ to _____ PSI Aerobatics / Spins (Idle) _____ to _____ PSI (_____ Sec)	Runway
	Minimum Runway Length _____ Feet
	Minimum Runway Width _____ Feet
	Winds
Oil Temp Takeoff / Max _____ to _____ °C Transient _____ to _____ °C (_____ Minutes)	Max Crosswinds Dry Runway _____ Knots Wet Runway _____ Knots Icy Runway _____ Knots Touch-and-Go _____ Knots Formation Takeoff / Landing _____ Knots Maximum Tailwind Component for Takeoff _____ Knots Maximum Wind with Canopy Open _____ Knots
Prohibited Maneuvers	Acceleration Limits
1. _____ Stalls 2. _____ Spins 3. Aggravated _____ 4. Spins with the PCL _____ 5. Spins with the _____, _____, _____ or _____ extended 6. Spins with the _____ 7. Spins below _____ feet pressure altitude 8. Spins above _____ feet pressure altitude 9. Abrupt _____ maneuvers 10. Aerobatic maneuvers, spins, or stalls with greater than _____ pounds fuel imbalance 11. _____ slides	Symmetric Clean _____ to _____ Gs Symmetric Gear / Flaps _____ to _____ Gs Asymmetric Clean _____ to _____ Gs Asymmetric Gear / Flaps _____ to _____ Gs
	Intentional Spin Entry
	Minimum Altitude for Entry _____ Feet MSL
	Minimum Cloud Clearance _____ Feet above clouds
	Icing
	Maximum Icing Band / Icing Type _____ Feet / _____
Airspeed Limitations	Temperature
Max Airspeed Gear and/or Flaps _____ KIAS Max Operating Speed _____ KIAS or _____ Mach Full rudder deflection above _____ KIAS will exceed the limits of the rudder control system.	Ground operation is limited to ambient temperatures of _____ to _____ °C