



## C2101 Briefing Guide (Worksheet)

### Planned Route:

Takeoff: KNSE, RWY 05  
Altitude: MOA limits  
Route: North MOA  
Training Device: UTD or OFT

### SYLLABUS NOTES:

The student shall bring all required flight gear and practice strapping in on every event in this block.

Students shall use an unaltered Quadfold NATOPS checklist for all events in this block.

Execution of checklists will start with the Cockpit (all flights) and end with Engine Shutdown.

### Discuss

#### a. **Basic Checklist Procedures**

- Challenge-Action-Reply/Response format, IAW TW-5 T-6B checklist study guide
- Dual concurrence items (BOTH)
- Conduct using Unaltered Quadfold
- Ejection seat safety and strapping into the seat
- Most normal checklist are not performed from memory, however IAW FTI, certain checklists should be performed from memory.
- Normal Engine Start sequence (using external power - EICAS VIDEO) (using battery power - EICAS VIDEO)

#### b. **Seat and Rudder pedal adjustments**

- Safety related items (ensure seat side rails clear prior to movement)
- Location of seat adjust switch
- Proper seat height
- Can't rely on simulator to determine proper adjustment without the canopy installed
- Proper rudder pedal adjustment and position

#### c. **Up Front Control Panel (UFCP)**

- Basic use for a typical contact flight concerning entering frequencies, transponder code, and altimeters
- Different symbols to indicate various functions



**d. Basic FMS Setup**

- Basic setup for a typical contact flight
- When the Avionics Master switch is turned on the Integrated Avionics System brings IAC2 on-line and synchronizes with IAC1 for full system utilization
- By default the MFD's are setup in the basic mode:
  - Left MFD: NAV with Menu button is displayed
  - Center MFD: PFD is displayed
  - Right MFD: EICAS is displayed
- Setup for a typical Contact Flight:
  - PFD source: FMS or VOR with CDI course set to runway heading
  - Needle #1 (Green): VOR
  - Needle #2 (Cyan): FMS
  - Left MFD: Set to TSD with NAV toggle capability

**e. Voice reports**

- Checklist Study Guide contains the majority of required calls for a typical Contact flight to North MOA returning to KNSE
- Ultimate source for required calls are contained within the FWOP
  
- Ensure you are familiar with radio calls to all working areas and return home as well as Outlying Field (OLF's) op's

# T-6B Contact Cockpit Procedures

## C2100 BLOCK

STUDENT GRADE SHEET      DATE \_\_\_\_\_ INSTRUCTOR \_\_\_\_\_

MEDIA: UTD VT- \_\_\_\_\_ BRIEF TIME: \_\_\_\_\_ NAME: \_\_\_\_\_ EVENT: \_\_\_\_\_

#	MANEUVER				
		MIF	C2101	C2102	C2103
1	GEN KNOWLEDGE / PROCEDURES	3+	X	X	X
2	EMERGENCY PROCEDURES	3+		X	X
4	BASIC AIRWORK	2			
5	INFLIGHT CHECKS / FUEL MANAGEMENT	2+	X	X	X
2	ABORT START	3+		X	
2	FIRE WARNING ON GROUND (FIRE ANNUNCIATOR ILLUMINATED)	3+		X	
2	EMERGENCY ENGINE SHUTDOWN	3+		X	
2	EMERGENCY GROUND EGRESS	3+		X	
2	ABORT TAKEOFF	3+			X
2	AIRCRAFT DEPARTS PREPARED SURFACE	3+			X
8	COMMUNICATION	2			
9	MISSION PLANNING / BRIEFING / DEBRIEFING	2			
10	GROUND OPERATIONS (ALL NORMAL CHECKLIST)	2+	X	X	X
	SPECIAL SYLLABUS REQUIREMENTS	1		X	X

**Note: The student shall bring all required flight gear and practice strapping in on every event in this block.**

**SSR's C2102 Loss of Start Ready Light during start sequence**

**C2103 Blindfold Cockpit Check – Student demonstrates a safe knowledge of location of the following: Emergency firewall shutoff handle, CFS handle, PCL cutoff, flap selector, landing gear handle, emergency gear handle, back-up VHF radio, bus tie switch, PMU switch, PROP SYS circuit breaker, and pressurization control switch.**

**The following procedures will be discussed and performed by the student on the indicated event:**

**C2101: Introduce basic checklist procedures, seat and rudder pedal adjustments, UFCP, basic FMS setup, voice reports.**

**C2102: All normal operating procedures, abnormal starts, loss of START READY Light during start sequence, engine fire on the ground, emergency engine shutdown, and emergency ground egress.**

**C2103: All normal operating procedures, aborted takeoff, Aircraft departs prepared surface, CFS and ejection procedures from the ground.**

DEPART \_\_\_\_\_ ARRIVE \_\_\_\_\_ SIDE # \_\_\_\_\_ SIM TIME \_\_\_\_\_

#### 401. NAVAL AVIATION LOGISTICS COMMAND MAINTENANCE INFORMATION SYSTEM

The Naval Aviation Logistics Command Maintenance Information System is the standard flight-wide maintenance system for aviation and used for T-6B maintenance. It is a fully integrated, computerized system allowing input, tracking, and monitoring in real time. This data is integrated for the pilot in the Aircraft Discrepancy Book (ADB), which is a designated maintenance binder for each T-6B aircraft on the line and is available at aircraft issue. The ADB is primarily used for pre-flight operations by aircrew to check the aircraft's maintenance status and maintenance actions over its last ten flights. Aircrews use an electronic Maintenance Action Form (MAF) to document aircraft discrepancies. The electronic MAF is used to ensure an accurate record is kept of all maintenance performed on an aircraft. Your instructor will show you how to access this information.

All discrepancies are assigned either an UP or DOWN status. A discrepancy assigned an UP status does not impair the safety-of-flight or mission capability of the aircraft. An airplane may be flown with outstanding (not yet corrected) UP write-ups or gripes, with no danger to the crew. An example of an UP gripe would be "paint peeling off leading edge of starboard wing just forward of the pitot tube." Notice the specific details used in this example. Detailed discrepancy reports foster a closer working relationship between aircrew and maintenance and save both time and money.

A discrepancy assigned a DOWN status immediately "downs" the aircraft until it is fixed. You must be able to interpret an outstanding MAF and determine whether the aircraft is safe for flight. Besides any uncorrected write-ups, discrepancies recorded over the past ten flights should be reviewed as a minimum.

#### 402. CHECKLISTS

It is mandatory to use checklists to inspect, start, and ensure aircraft systems are operating properly. There is no excuse for lack of checklist discipline. Checklists ensure the standardization of all operating procedures pertaining to the aircraft and provide a logical, safe, and precise sequence to follow.

The accomplishment of a safe, productive flight begins with a thorough T-6B Preflight Check before the crew enters the aircraft. The varied ground checklists ensure the aircraft is properly prepared and ready for flight. Always with safety in mind, remain vigilant and disciplined when executing the ground checklists. The majority of your initial checklist training will take place in the simulators prior to your first flight. By your first Contact flight, you are expected to conduct all the checklists as per the T-6B NATOPS Flight Manual and In-flight Guide (and/or wing checklist guide equivalent).

The checklists will be conducted in the challenge-action-response format. This means you report the challenge, accomplish the required action, and state the appropriate response. As you check each item, place your hand on the item to ensure the desired position is selected. Most checklists are not performed from memory; however, the following checklists performed during

### 4-2 GROUND PROCEDURES

critical phases of flight should be performed from memory. (Lineup Check, After Takeoff, Ops Check, Before Landing) All checklists must flow efficiently and precisely.

#### 403. BASIC 1001

1. **Description.** N/A
2. **General.** Prior to your first flight, there are several fundamental topics that you, as a student aviator, must be aware of and understand if you are to obtain maximum benefit from your primary training. Make your initial appearance, and each succeeding appearance before your instructor, a good one. Bear in mind that military courtesy and discipline are important factors in your training and will continue to be so as long as you are a member of the military service.
3. **Procedures.** Discuss with the instructor all of the preflight/post-flight items listed under Contact in the T-6B JPPT Curriculum.
4. **Common Errors.**

Failure to know Preflight/Post-flight procedures.

#### 404. PREFLIGHT PLANNING/BRIEFING

Prior to each flight, you will be scheduled for a brief (discussion) for that flight with your instructor. The Instructor Pilot (Pilot in Command) is responsible to perform and/or delegate preflight planning for the flight (i.e., weight and balance, fuel planning, obtaining weather brief, and filing flight plan as necessary). You will assist as directed, reporting results and noting any discrepancies. In later stages of training, you will be tasked with increasing responsibilities with preflight planning.

During the brief, the instructor will expect you to know the procedures for the maneuvers to be flown, along with any "discuss" items listed in the T-6B JPPT Curriculum. With respect to contact flight maneuvers, to "know" is to "memorize" (step by step, though not necessarily verbatim) each action of the procedure.

For emergency procedures, only asterisk items are required to be committed to memory, although you must have a thorough understanding of the remaining non- asterisk steps and the systems involved. ***You cannot prepare for your contact flights solely with this FTI.*** You must reference the T-6B NATOPS Flight Manual and other publications for emergency procedures (EP), systems, voice communications, and general information. You are highly encouraged to ask questions during the brief.

Your instructor will also brief the conduct of the flight in accordance with the briefing guide found on the back of the Pocket Checklist. Again, you are encouraged to ask questions. ***Do not go flying with an unanswered question on your mind.***

- b. Bingo fuel is the fuel at which recovery should be initiated to arrive at the intended destination with the required fuel. On most T-6 syllabus training sorties, recovery is often initiated prior to reaching bingo fuel due to sortie duration limitations. Mission priorities and flight conditions may change while airborne (area assignment, weather conditions, alternate airfield requirements, etc.) The aircraft commander may adjust joker and/bingo fuels during flight to accommodate mission conditions.

#### 405. PREFLIGHT INSPECTION

##### 1. Description. N/A

2. **General.** The pilot who accepts an airplane for flight is in effect the commanding officer of that plane and is responsible for the efficient operation and safety of the aircraft, its equipment and its crew. Prior to every flight, a thorough preflight inspection must be performed.

A poor preflight may easily result in an embarrassing, if not dangerous, situation. Any pilot who thinks that there is a possibility that a discrepancy exists which would make the aircraft unsafe for flight should "down" the plane, inform maintenance of the trouble, and write a thorough and comprehensive description of the trouble on the Maintenance Action Form (MAF). Each pilot, in signing the aircraft acceptance form ("A-Sheet") prior to the flight, acknowledges acceptance of the aircraft in a satisfactory, safe-for-flight condition. He should always keep in mind that mistakes are sometimes made even by the most competent mechanics. The pilot must, therefore, make his inspection accordingly. **Under no circumstances is a pilot required to accept an airplane unless it is satisfactory for flight operations in all respects.**

Regardless of the number of items you check on a preflight, you will forget something unless you follow a systematic pattern each time. For this reason, the Preflight procedure published in the T-6B NATOPS Flight Manual shall be used by all pilots.

3. **Procedures.** As you approach your aircraft, notice its position and the position of adjacent aircraft in relation to the yellow parking spots. An aircraft parked too far off the spots may have insufficient taxi clearance. Also note the position of fire bottles and other obstructions in relation to the path of your aircraft as you leave the chocks. Although a signalman will direct you out, you have the final responsibility to see that the aircraft clears all obstructions.

**EJECTION SEAT SAFETY** -"Respect the Seat." Think of this motto every time you get in and out of a T-6B or any other ejection seat airplane. Ejection seat and canopy fracturing system (CFS) safety is absolutely paramount during ground operations. If unintentionally or improperly fired, results could be fatal. Take extra care to ensure you and those around you never compromise ejection seat safety.

Upon initially opening the canopy, ensure all safety pins (ejection seat and CFS) are installed, per the checklist, and verbally confirm with your instructor. **Never enter or exit the airplane without the ejection seat safety pins installed.** With the pin(s) removed, always be conscious of the ejection handle. Do not rest your hands on the ejection handle and never allow any

equipment, such as kneeboards, checklists, and approach plates to interfere with it. Remember, “Respect the Seat.”

You are now ready to commence the Preflight Check (which includes the Before Exterior Inspection and the Exterior Inspection Checks) in accordance with the T-6B NATOPS Flight Manual. You will be expected to know nomenclature for all visible aircraft and engine components. Notify the other crew member of any problem areas discovered during the preflight inspection and if any corrective action has been taken/initiated, if necessary.

#### 4. Common Errors.

- a. Taking too much time Do not rush, but by the same token, move expeditiously.
- b. Pushing/pulling on the trim tabs, static wicks. Check, using only a slight amount of pressure.

### 406. STRAPPING IN TO THE SEAT

#### 1. Description. N/A

2. **General.** Upon completion of the preflight inspection, your instructor will show you how to enter the cockpit, taking care not to step on the canopy rail. Respect the ejection seat. The T-6B is not a particularly simple aircraft to strap into and it is easy to forget one or more buckles or straps. Be patient, but precise; there is no fast way to do it. Reference Figure 4-2.

3. **Procedures.** Ensure all of the *harness buckles* are fastened and *G-suit zippers* are secure before entering. A good method is to start at your feet and work up. First plug in your G-suit, then fasten your leg garters and Lower Koch fittings. Attach the *main oxygen hose* and *emergency O<sub>2</sub> hose* to your CRU-60/P (before putting on the helmet) and then reach back, grab, and fasten the *parachute risers* to the *harness Upper Koch fittings*. You should now be ready to don the *helmet* and lower the *visor*. Attach the *oxygen mask hose* to the CRU-60 and plug into one of the two available **ICS cords**. Consult the T-6B NATOPS Flight Manual for Notes, Cautions, and Warnings during pilot hookup.

Each time you fly, your seat position should be the same. The electric seat adjustment switch is located on the left console behind the PCL. When seated in a relaxed posture the horizon should intersect a blue/purple line that is formed by the overlap of the HUD combiners. If turned on, the Waterline Pitch Reference should be level with the top of the line. Before exiting the aircraft, seat height should be noted to expedite future preflight set-up. When sitting upright in the simulator seat, line up the front edge of the instrument glare shield with the upper part of the instrument panel so that the top of the PFD is just visible. Adjust rudder pedals so you can get full forward throw of either pedal with the corresponding brake fully depressed without locking your knee.

## NOTE

Take extra care to ensure no straps or buckles are entangled with any of the side panel switches or components before actuating the electronic seat adjustment to prevent inadvertent (and potentially very costly) damage to the ejection seat and/or cockpit side consoles.

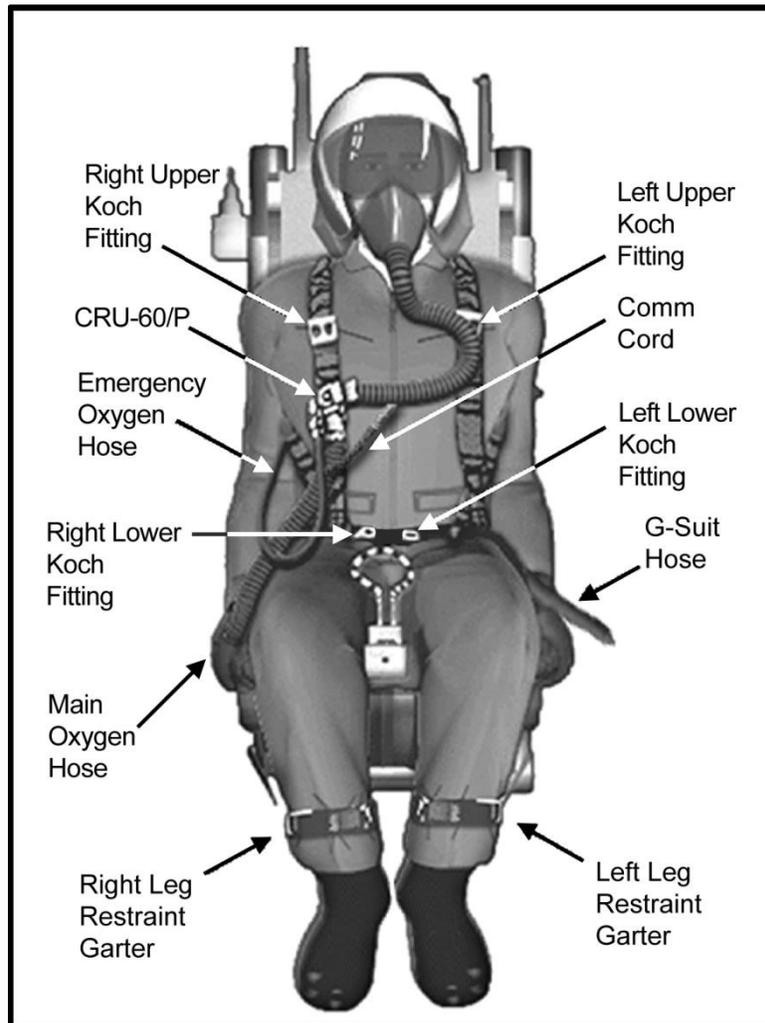
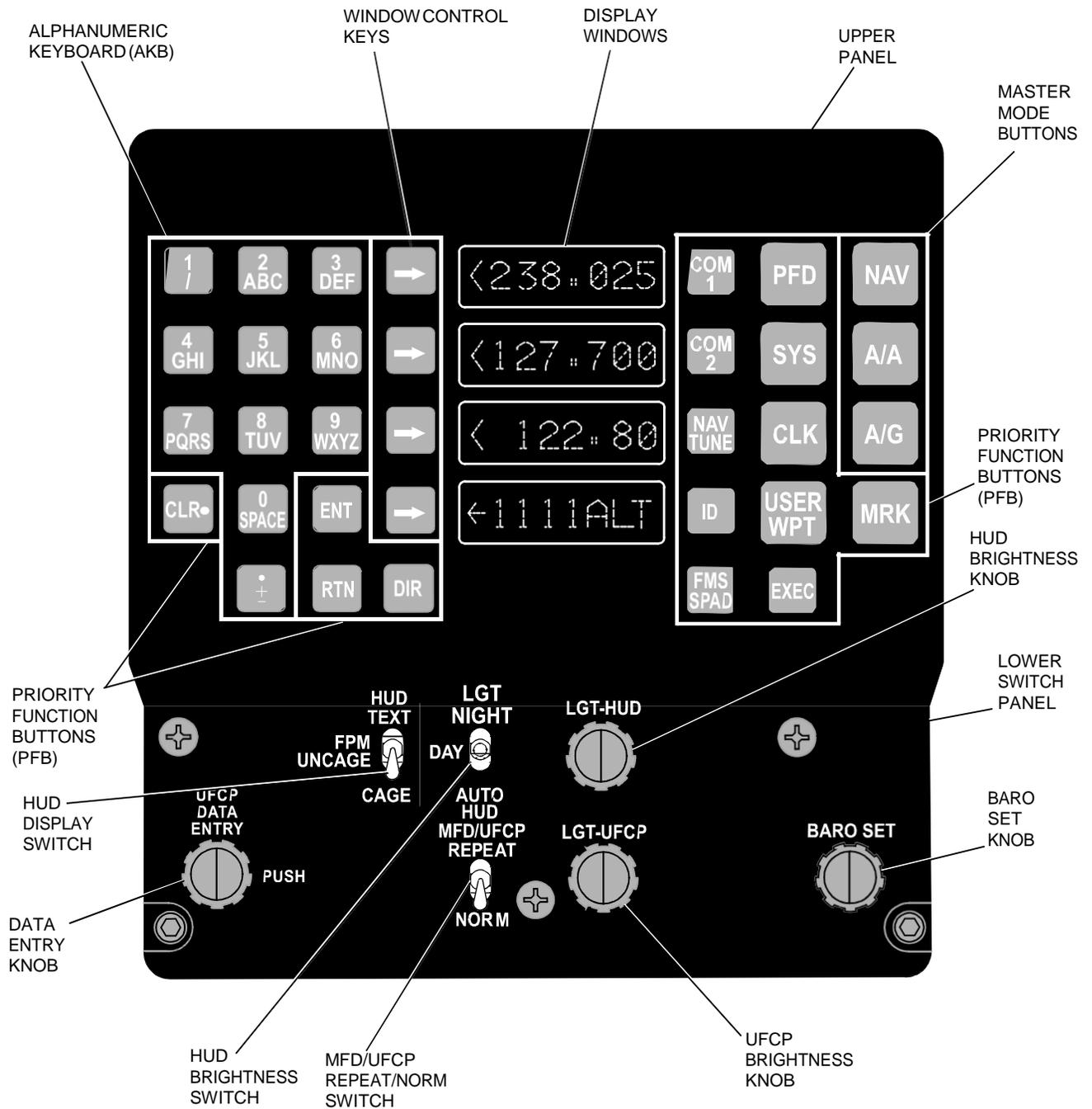


Figure 4-2 Strapping into the Seat

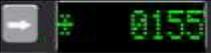
4. **Common Errors.**
  - a. Forgetting to zip up G-suit.
  - b. Forgetting to connect the chin strap.
  - c. Forgetting to lower the visor.



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Figure 1-56. Up Front Control Panel (UFCP) (Upper and Lower)

## Basic UFCP symbol meanings:

- a. Left-facing chevron: display is not active for data entry 
- b. Left-facing chevron: display is active for data entry 
- c. Left-facing arrow: this is a link to a new page 
- d. Right-facing chevron: indicates toggle capability between two or more options 
- e. Filled circle: indicates a press to hold function (1 sec) 
- f. ##'s: indicates presets not assigned to a frequency 
- g. X's: indicates failed frequency data 
- h. Asterisk (\*): indicates invalid data 



Basic FMS setup for typical Contact Flight using PFD source set to VOR and CDI set to runway heading.

