

T-6B EMERGENCY PROCEDURE CRITICAL ACTION MEMORY ITEMS & OPERATING LIMITATIONS

EMERGENCY PROCEDURE CRITICAL ACTION MEMORY ITEMS

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/ UNCOMMANDED 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.**

SMOKE AND FUME ELIMINATION/ELECTRICAL FIRE

***1.**

a.

b.

c.

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, OIL PRESSURE FLUCTUATIONS, OR OIL TEMPERATURE OUT OF LIMITS:

***3.**

***4.**

LOW FUEL PRESSURE

***1.**

***2.**

OBOGS FAIL MESSAGE

***1.**

OBOGS FAILURE / PHYSIOLOGICAL SYMPTONS

***1.**

***2.**

***3.**

EJECT

***1.**

FORCED LANDING

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

PRECAUTIONARY EMERGENCY LANDING (PEL)

- *1.
- *2.
- *3.

ENGINE OPERATING LIMITS TABLE						
POWER SETTING	TORQUE %	ITT °C	N ₁ % (1)	N _P % (4)	OIL PRESSURE psi	OIL TEMP °C
TAKEOFF/MAX	___Max	___Max	___Max	___Max (2)	___ to ___(6)	___ to ___
IDLE	___ to ___% (9) (ground)	___Max	___ to ___ (ground) ___ Min (flight)	___ to ___ (ground)	___ Min	___ to ___ (Grnd) ___ to ___ (Flt) ___ to ___ (7)
START	---	___ (___ sec)	---	---	___Max	___ Min
TRANSIENT	___Max (___ sec)(8)	___ (___ sec)	___Max	___ (3) (___ sec)	___ to ___(5)	___ to ___ (___ minutes)

NOTES

- N₁ values presented for PMU ON. With PMU OFF, N₁ may vary from these values.
- With PMU OFF, permissible maximum N_P is ___ +/- ___%.
- Permissible at all powers for completion of flight in emergency.
- Avoid stabilized ground operation from ___ to ___% N_P.
- Operation in this range permitted only during aerobatics or spins, and ___ to ___ psi for ___ seconds with PCL at IDLE.
- 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.
- Acceptable for ground operation at and below ___% torque.
- Torque at ___% is a materials limit above which damage to the engine may occur. Torque above ___% is indicative of a system malfunction.
- Allowable torque range with N_P stabilized and PCL at IDLE.

AIRSPPEED LIMITATIONS	STARTER CYCLE LIMITATIONS
MAXIMUM AIRSPEED GEAR DOWN (V _{LE}) & FLAP DOWN (V _{FE}) _____ KIAS	STARTER DUTY CYCLE IS LIMITED TO FOUR _____ CYCLES
MAX OPERATING (V _{MO}) _____ KIAS / MAX MACH (M _{MO}) _____ MACH	COOLING PERIOD AFTER FIRST STARTER CYCLE _____
TURBULENT AIR PENETRATION SPEED, MAXIMUM: _____ KIAS	COOLING PERIOD AFTER SECOND STARTER CYCLE _____
	COOLING PERIOD AFTER THIRD STARTER CYCLE _____
	COOLING PERIOD AFTER FOURTH STARTER CYCLE _____
PROHIBITED MANEUVERS	FLIGHT MANUEVERING LIMITATIONS
1.	INVERTED FLIGHT _____ sec
2.	INTENTIONAL ZERO G FLIGHT _____ sec
3.	NEGATIVE G FLIGHT
4.	Negative G Operations _____ sec
5.	Do not exceed -2.5 G for longer than _____ sec
6.	Min. pos. Gs upright before additional neg. Gs _____ sec
7.	ACCELERATION LIMITATIONS
8.	SYMMETRIC CLEAN _____ TO _____ Gs
9.	SYMMETRIC GEAR & FLAPS EXTENDED _____ TO _____ Gs
10.	ASYMMETRIC CLEAN _____ TO _____ Gs
11.	ASYMMETRIC GEAR & FLAPS EXTENDED _____ TO _____ Gs
THE AIRCRAFT HAS BEEN APPROVED ONLY FOR TRANSIT THROUGH _____ FEET OF _____ ICE.	FOR UNCOORDINATED ROLLING MANEUVERS INITIATED AT ___ G, THE MAXIMUM BANK ANGLE CHANGE IS _____ DEGREES
MINIMUM BATTERY VOLTAGE: _____ VOLTS	OTHER LIMITATIONS
HYDRAULIC CAUTION: < _____ PSI, > _____ PSI	MIN VOLTAGE FOR BATTERY START _____ VOLTS
FUEL CAUTION LIGHT: < _____ POUNDS IN RESPECTIVE WING TANK	MAX CROSSWIND FOR DRY RUNWAY _____ KNOTS
COCKPIT PRESSURIZATION SCHEDULE LIMIT: _____ +/- _____ PSI	MAX CROSSWIND FOR WET RUNWAY _____ KNOTS
	MAX CROSSWIND FOR ICY RUNWAY _____ KNOTS
	MAX TAILWIND COMPONENT FOR TAKEOFF _____ KNOTS