

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

4 July 2015

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. The mission of the 14th Flying Training Wing is simple...we "Produce Pilots, Advance Airmen, and Feed the Fight". Every member of Team BLAZE contributes to this important mission and you must understand your role in accomplishing it. Whether a Pilot Training student or the youngest enlisted member of our Team, everyone contributes to successful mission execution.

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 Specialized Undergraduate Pilot Training (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.

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. I wish you great success in SUPT!

Sincerely,

A handwritten signature in black ink, appearing to read "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**

1 April 2016

MEMORANDUM FOR ARRIVING SUPT STUDENTS

FROM: 14 STUS/CC

SUBJECT: SUPT Welcome Letter

1. Congratulations on your assignment to Columbus AFB for Specialized Undergraduate Pilot Training (SUPT). I hope you are ready for what will likely be one of the most challenging years of your life, yet one of the most rewarding and memorable. If you will be accompanied by your spouse while you are here, this will be a challenging year for them as well. Please arm them for success by sharing their contact information with us upon your arrival so that we can get them plugged in with the spouse's network. The 14th Student Squadron (STUS) will be your home for your entire stay here at Columbus AFB, and I and the entire STUS team look forward to you earning your Air Force Wings!
2. Inprocessing for SUPT begins at the 14th Student Squadron Transition Manager's (TM) Office, which is located in Room 12 of Building 230. Direct any questions you may have to the TM Office which can be reached at DSN 742-7618/21 or Commercial (662) 434-7618/21. Your report no-later-than date (RNLTD) should be no less than ten duty days prior to your class start date. On the first duty day after your arrival at Columbus AFB, report to the TM Office in ABUs or blues 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.
3. 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, as appropriate. If you show up without a reservation, it is possible you could end up in a hotel for an extended period of time while awaiting permanent housing or a UOQ. You should call the housing office (ext. 7276 or 2840) before your arrival to get an update on the current situation. Unaccompanied/Single officers should contact the UOQ manager (ext. 7278).
4. 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*.
5. Depending on the length of time between your arrival and SUPT start date, you may be on casual status while awaiting Initial Flight Training (IFT) and your SUPT class start date. While on casual status, you will 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 normal duty hours during this timeframe.
6. Be ready – physically, mentally, spiritually. 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 earn your wings!

4/11/2016

X

MARC F. DESHAIES, Lt Col, USAF
Commander, 14th Student Squadron
Signed by: DESHAIES.MARC.F.1012676740

SUPT FY17 Start Dates:

Class	Phase 1	Track Select	Projected
	Start Date		Graduation
17-01	02-Oct-15	25-Apr-16	23-Oct-16
17-02	28-Oct-15	17-May-16	18-Nov-16
17-03	24-Nov-15	08-Jun-16	16-Dec-16
17-04	22-Dec-15	30-Jun-16	20-Jan-17
17-05	27-Jan-16	22-Jul-16	10-Feb-17
17-06	19-Feb-16	12-Aug-16	10-Mar-17
17-07	14-Mar-16	06-Sep-16	07-Apr-17
17-08	05-Apr-16	28-Sep-16	28-Apr-17
17-09	26-Apr-16	21-Oct-16	19-May-17
17-10	18-May-16	17-Nov-16	09-Jun-17
17-11	09-Jun-16	13-Dec-16	30-Jun-17
17-12	30-Jun-16	18-Jan-17	28-Jul-17
17-13	25-Jul-16	09-Feb-17	18-Aug-17
17-14	16-Aug-16	08-Mar-17	08-Sep-17
17-15	09-Sep-16	31-Mar-17	29-Sep-17





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

28 May 2015

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.

Hunt Military Communities "Columbus Family Housing" provides privatized housing on Columbus AFB. Capitol Village has duplexes with hardwood or carpet flooring, all appliances (except microwaves) and washer/dryer hook-ups. State and Magnolia Villages accommodate 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 at 662-434-8213, or view our website (www.columbusfamilyhousing.com) for more information. Find us on Facebook at "Columbus Family Housing". Our customer service hours are 0800-1700, Monday-Friday. To apply for privatized housing, please email the application, Privacy Act Release Statement, AF Form 4422 Sex Offender Disclosure and Acknowledgement and your PCS orders to elizabeth.quinlan.1@us.af.mil so that we may verify your entitlement to be placed on the appropriate wait list.

UTILITIES ALLOWANCE: All privatized homes on Columbus AFB have individual meters. The Member receives a monthly utility allowance (for gas & electric; Hunt Housing pays water & sewer) which is 110% of the average actual utility cost for the type of unit occupied. Average consumption is determined by actual utility meter readings. The utility allowance is recalculated annually, reviewed by utilities engineer(s) and approved by the Government. Rates may increase or decrease at that time and the 110% monthly utility allowance will be adjusted accordingly.

PETS: A maximum of 2 pets per household are allowed and there is a weight limit for each pet of 100 pounds. Certain dog breeds (pureblood or mixed) are prohibited 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 Housing Management Office (HMO) provides on and off base housing referral service to all personnel assigned/attached to Columbus AFB. Permanent party personnel will complete a new AF Form 594, *Basic Allowance for Housing*, through eFinance and are required to contact the HMO within one (1) duty day of inprocessing for a Housing briefing.

For information on community housing near Columbus AFB please visit www.homes.mil and 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 anywhere. 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, 1 JUN 2015//

E. E. SLANCAUSKAS
Columbus AFB Housing Manager

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 (UOQ), 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 you are 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).

All students have 180 days from their Date Arrived on Station (DAS) to schedule and take their official Fitness Assessment (FA). The Air Force Physical Fitness Test will also be administered during Phase 1 of UPT. Tracking the FA due date and getting scheduled is the responsibility of the student. 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, and 1-minute timed pushups 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 the 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 including a scanned copy of the front and back of your PPL card (if applicable).

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

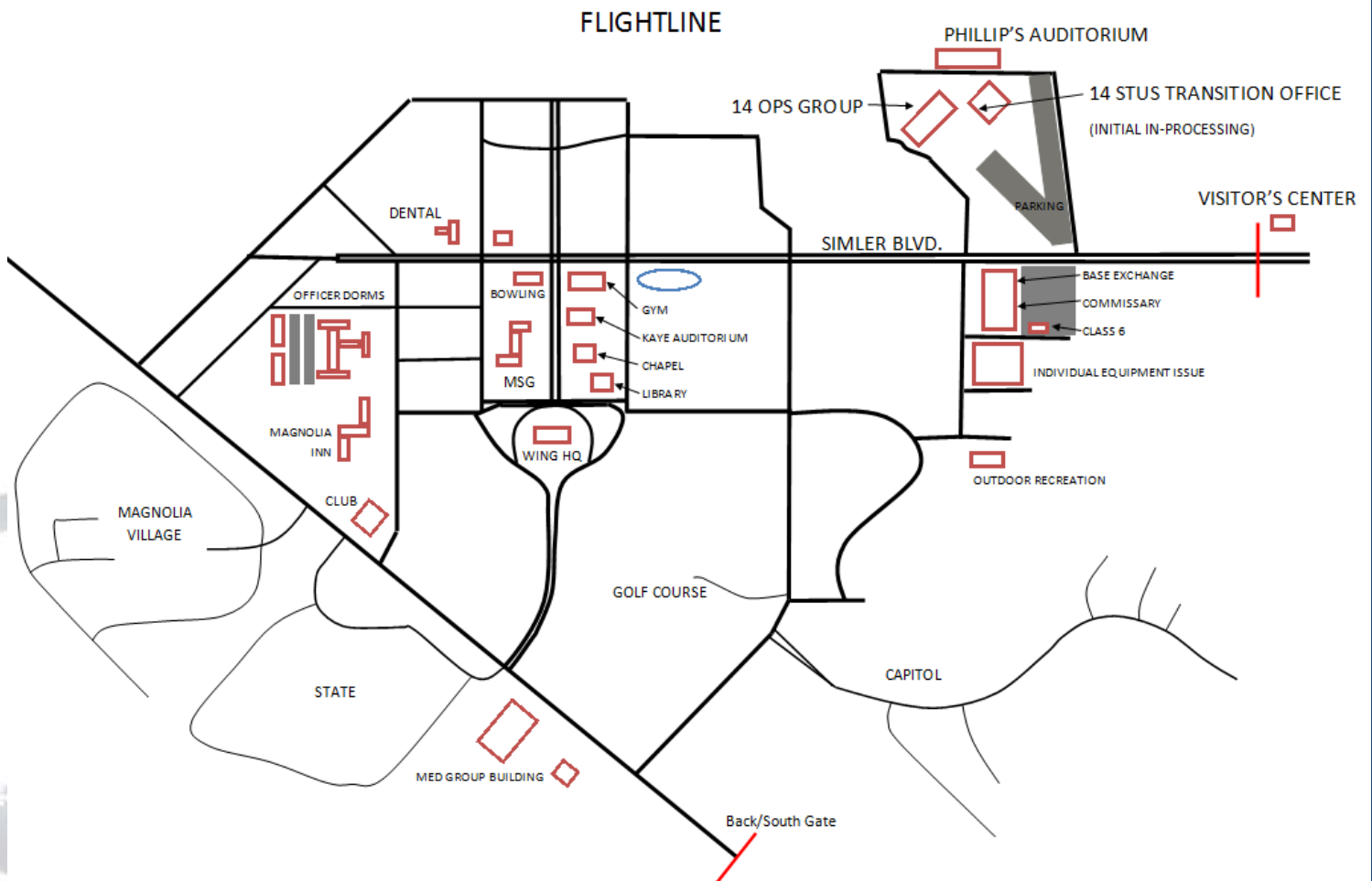
Travel to Columbus AFB

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 Finance - Required for ID's, computer use, and pay**
4. **Unaccompanied Officer's 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 even if you are Guard or Reserve.

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

A: Please talk to your neighbor first, 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 and humid; 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

IFT

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

DA20-C1 BOLDFACE

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

BOLDFACE and Ops Limits

IFT

DA20-C1 OPERATING INFORMATION TABLE

Indicated Airspeeds (KIAS)

V _{S0} Stall speed with flaps LDG	34
V _{S1} Stall speed with flaps CRUISE	42
V _R Rotate speed	44
Lift-off speed	52
Min. Forced landing final approach speed with flaps LDG	55
Standard pattern SFL final approach speed with flaps LDG	60
V _X Best angle of climb speed with flaps T/O	60
Normal landing final approach speed	60
Min. engine-out speed to sustain windmilling prop	60
Min. Forced landing final approach speed with flaps T/O	60
Min. Forced landing final approach speed with flaps CRUISE	65
No-Flap landing final approach speed	65
V _X Best angle of climb speed with flaps CRUISE	65
V _Y Best rate of climb speed with flaps T/O	66
V _Y Best rate of climb speed with flaps CRUISE	70
Best glide speed (1764 lbs)	73
V _{FE} Max. Airspeed with flaps LDG	78
V _{FE} Max. Airspeed with flaps T/O	100
V _A Max. speed for full or abrupt control inputs (1764 lbs)	106
V _{NO} Max. structural cruising speed	118
Force a stopped propeller to windmill if starter is inop	137
V _{NE} Never-exceed speed	164

Maneuvering

Positive limit load factor (flaps CRUISE)	+4.4
Negative limit load factor (flaps CRUISE)	-2.2
Positive limit load factor (flaps T/O or LDG)	+2.0
Negative limit load factor (flaps T/O or LDG)	0
Max. permissible bank angle for steep turns (in degrees)	60

Voltmeter

Voltmeter lower limit red arc (volts)	8-11
Voltmeter caution range yellow arc (volts)	11-12.5
Voltmeter green arc (volts)	12.5-16.1
Voltmeter upper limit red line (volts)	16.1

Fuel

Approved fuel grade	100LL
Usable fuel (US gal.)	24.0
Fuel tank capacity (US gal.)	24.5

Weight and Balance

Max. ramp weight (lbs)	1770
Max. takeoff weight (lbs)	1764
Max. landing weight (lbs)	1764
Forward CG limit (at or below 1653 lbs)	7.95
Forward CG limit (1764 lbs)	8.07
Aft CG limit (1764 lbs)	12.16
Aft CG limit (at or below 1653 lbs)	12.48
Max. weight in baggage compartment (lbs)	44

Power Plant Operation

RPM normal operating range (tachometer green arc)	700-2800
Min. RPM during engine runup idle check	975
Min. RPM ("area idle") if beyond gliding range of a runway	1400
Min. RPM during operations with fuel pump off	1400
Min. permissible full-throttle static RPM during engine runup	2000
Max. permissible continuous RPM if an IFT student is PF	2700
Max. permissible continuous RPM (tach redline)	2800
Min. RPM drop during magneto check	25
Max. RPM drop during magneto check	150
Max. RPM drop difference between magnetos	50
Max. permissible continuous bhp	125
Min. oil pressure (psi)	10
Oil pressure normal operating range (psi)	30-60
Max. time for oil pressure to reach 10 psi after start (sec.)	30
Max. oil pressure for full power operation if OAT < 0°C (psi)	70
Max. oil pressure (psi)	100
Min. oil temperature (°F)	75
Max. RPM after start until oil temp indication registers	1000
Oil temperature normal operating range (°F)	170-220
Min oil temp. to begin an area SFL at area idle (°F)	170
Min. oil temp for full power operation if oil pressure norm (°F)	100
Max. oil temperature (°F)	240
Min. oil quantity (US qts)	4
Max. oil quantity (US qts)	6
Fuel pressure lower limit red line (psi)	3.5
Fuel pressure upper limit red line (psi)	16.5
Max. continuous starter operation (sec.)	10
Max. cumulative starter operation before 3-5min cooling (sec.)	30
Max. time for CHT below 300°F in descent (minutes)	5
Min. CHT (°F) takeoff & descent	240
CHT normal operating range (°F)	300-420
CHT caution range (°F)	420-460
Max. CHT (°F)	460
Max. OAT (°C) operation w/ full winterization kit	0
Max. OAT (°C) operation w/ partial winterization kit	12.5

Pattern Wind Limits (KTS)

Max. tailwind dual or solo	5
Max. student solo gust spread	8
Max. student solo crosswind	10
Max. dual crosswind if IFT student is PF below 500' AGL	15
Max. student solo total wind	20
DA20-C1 Max. demonstrated crosswind component	20
Max. dual total wind if IFT student is PF below 500' AGL	25

Misc.

Max. aircraft structural temperature (°C)	55
Propeller approx. minimum ground clearance (inches)	10
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

10-Feb-15

BOLDFACE and Ops Limits

IFT

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

DA20-C1 BOLDFACE

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

10 FEB 2015

BOLDFACE and Ops Limits

Be able to write the red numbers when you arrive.

DA20-C1 OPERATING INFORMATION TABLE

Indicated Airspeeds (KIAS)		Power Plant Operation	
V _{SO} Stall speed with flaps LDG		RPM normal operating range (tachometer green arc)	
V _{SI} Stall speed with flaps CRUISE		Min. RPM during engine runup idle check	
V _R Rotate speed		Min. RPM ("area idle") if beyond gliding range of a runway	
Lift-off speed		Min. RPM during operations with fuel pump off	
Min. Forced landing final approach speed with flaps LDG		Min. permissible full-throttle static RPM during engine runup	
Standard pattern SFL final approach speed with flaps LDG		Max. permissible continuous RPM if an IFT student is PF	
V _X Best angle of climb speed with flaps T/O		Max. permissible continuous RPM (tach redline)	
Normal landing final approach speed		Min. RPM drop during magneto check	
Min. engine-out speed to sustain windmilling prop		Max. RPM drop during magneto check	
Min. Forced landing final approach speed with flaps T/O		Max. RPM drop difference between magnetos	
Min. Forced landing final approach speed with flaps CRUISE		Max. permissible continuous bhp	
No-Flap landing final approach speed		Min. oil pressure (psi)	
V _X Best angle of climb speed with flaps CRUISE		Oil pressure normal operating range (psi)	
V _Y Best rate of climb speed with flaps T/O		Max. time for oil pressure to reach 10 psi after start (sec.)	
V _Y Best rate of climb speed with flaps CRUISE		Max. oil pressure for full power operation if OAT < 0°C (psi)	
Best glide speed (1764 lbs)		Max. oil pressure (psi)	
V _{FE} Max. Airspeed with flaps LDG		Min. oil temperature (°F)	
V _{FE} Max. Airspeed with flaps T/O		Max. RPM after start until oil temp indication registers	
V _A Max. speed for full or abrupt control inputs (1764 lbs)		Oil temperature normal operating range (°F)	
V _{NO} Max. structural cruising speed		Min oil temp. to begin an area SFL at area idle (°F)	
Force a stopped propeller to windmill if starter is inop		Min. oil temp for full power operation if oil pressure norm (°F)	
V _{NE} Never-exceed speed		Max. oil temperature (°F)	
Maneuvering		Min. oil quantity (US qts)	
Positive limit load factor (flaps CRUISE)		Max. oil quantity (US qts)	
Negative limit load factor (flaps CRUISE)		Fuel pressure lower limit red line (psi)	
Positive limit load factor (flaps T/O or LDG)		Fuel pressure upper limit red line (psi)	
Negative limit load factor (flaps T/O or LDG)		Max. continuous starter operation (sec.)	
Max. permissible bank angle for steep turns (in degrees)		Max. cumulative starter operation before 3-5min cooling (sec.)	
Voltmeter		Max. time for CHT below 300°F in descent (minutes)	
Voltmeter lower limit red arc (volts)		Min. CHT (°F) takeoff & descent	
Voltmeter caution range yellow arc (volts)		CHT normal operating range (°F)	
Voltmeter green arc (volts)		CHT caution range (°F)	
Voltmeter upper limit red line (volts)		Max. CHT (°F)	
Fuel		Max. OAT (°C) operation w/ full winterization kit	
Approved fuel grade		Max. OAT (°C) operation w/ partial winterization kit	
Usable fuel (US gal.)		Pattern Wind Limits (KTS)	
Fuel tank capacity (US gal.)		Max. tailwind dual or solo	
Weight and Balance		Max. student solo gust spread	
Max. ramp weight (lbs)		Max. student solo crosswind	
Max. takeoff weight (lbs)		Max. dual crosswind if IFT student is PF below 500' AGL	
Max. landing weight (lbs)		Max. student solo total wind	
Forward CG limit (at or below 1653 lbs)		DA20-C1 Max. demonstrated crosswind component	
Forward CG limit (1764 lbs)		Max. dual total wind if IFT student is PF below 500' AGL	
Aft CG limit (1764 lbs)		Misc.	
Aft CG limit (at or below 1653 lbs)		Max. aircraft structural temperature (°C)	
Max. weight in baggage compartment (lbs)		Propeller approx. minimum ground clearance (inches)	
		Main landing gear tire pressure (psi)	
		Nose gear tire pressure (psi)	
		Min. OAT (°C) cabin heat not req for 10 min. before T/O	

Items in **red** must be committed to memory

10-Feb-15

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	Starter Limit: <u>20</u> Seconds
Takeoff / Max <u>100</u> %	Wait <u>30</u> Sec, <u>2</u> Min, <u>5</u> Min, <u>30</u> Min after each start attempt
Transient <u>131</u> % (<u>20</u> Seconds)	Maximum ITT <u>1,000</u> °C for <u>5</u> Sec (<i>Do Not Attempt Restart</i>)
Torque above <u>102</u> % is indicative of a system malfunction.	Maximum Oil Pressure <u>200</u> PSI
Maximum ITT	Minimum Oil Temperature <u>-40</u> °C
Idle <u>750</u> °C	Minimum Battery Voltage <u>23.5</u> V
Takeoff / Max <u>820</u> °C	
Transient <u>870</u> °C (Up to <u>20</u> Seconds)	
N _i	
Idle <u>60</u> to <u>61</u> % Ground, <u>67</u> % (Min) Flight	
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	
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)	
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)	
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	
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.	
	Pressurization
	Normal Above 18,000 Ft MSL <u>3.6</u> ± <u>0.2</u> PSI
	Overpressurization Valve Opens <u>4.0</u> PSI
	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
	Runway
	Minimum Runway Length <u>4,000</u> Feet
	Minimum Runway Width <u>75</u> Feet
	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
	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
	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 Minimum Oil Temperature _____ °C Minimum Battery Voltage _____ V
Maximum ITT Idle _____ °C Takeoff / Max _____ °C Transient _____ °C (Up to _____ Seconds)	Pressurization Normal Above 18,000 Ft MSL _____ ± _____ PSI Overpressurization Valve Opens _____ PSI
N_i Idle _____ to _____ % Ground, _____ % (Min) Flight	Fuel Normal Recovery Fuel _____ Pounds Minimum Fuel _____ Pounds (_____ Pounds Solo) Emergency Fuel _____ Pounds (_____ Pounds Solo) Minimum Fuel for Aerobatics _____ Pounds per side
N_p Idle _____ to _____ % Takeoff / Max _____ %, (_____ % ± _____ % PMU Off) Avoid stabilized ground operations from _____ to _____ % N _p	Runway Minimum Runway Length _____ Feet Minimum Runway Width _____ Feet
Oil Pressure Takeoff / Max _____ to _____ PSI Aerobatics / Spins _____ to _____ PSI Aerobatics / Spins (Idle) _____ to _____ PSI (_____ Sec)	Winds 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
Oil Temp Takeoff / Max _____ to _____ °C Transient _____ to _____ °C (_____ Minutes)	Acceleration Limits Symmetric Clean _____ to _____ Gs Symmetric Gear / Flaps _____ to _____ Gs Asymmetric Clean _____ to _____ Gs Asymmetric Gear / Flaps _____ to _____ Gs
Prohibited Maneuvers 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	Intentional Spin Entry Minimum Altitude for Entry _____ Feet MSL Minimum Cloud Clearance _____ Feet above clouds
Airspeed Limitations 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.	Icing Maximum Icing Band / Icing Type _____ Feet / _____ Temperature Ground operation is limited to ambient temperatures of _____ to _____ °C