

T-6A BOLDFACE EMERGENCY PROCEDURES/OPERATING LIMITATIONS

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 NORMAL)

UNCOMMANDED PROPELLER FEATHER

INADVERTENT DEPARTURE FROM CONTROLLED FLIGHT

FIRE IN FLIGHT

IF FIRE IS CONFIRMED

OBOGS INOPERATIVE

EJECT

2. OPERATING LIMITATIONS						
ENGINE OPERATING LIMITS TABLE						
POWER SETTING	% TORQUE	ITT °C	% N ₁ (1)	% N _p	OIL PRESSURE psi	OIL TEMP °C
TAKEOFF/MAX	_____	_____	_____	_____ (2)	_____ to _____ (6)	_____ to _____
IDLE	---	_____	____ Min (ground) ____ Min (flight)	See note (4)	_____ (min)	____ to ____ (normal) ____ to ____ (7)
START	---	_____ (___ sec)	---	---	_____ (max)	_____ (min)
TRANSIENT	_____ (___ sec)	_____ (___ sec)	_____	_____ (___ sec) _____ (3)	_____ to _____ (5)	_____ to _____ (___ minutes)
NOTES						
1. N ₁ VALUES PRESENTED FOR PMU ON. WITH PMU OFF, N ₁ MAY VARY FROM THESE VALUES.						
2. WITH PMU OFF, PERMISSIBLE MAX N _p IS _____ +/- _____ %.						
3. PERMISSIBLE AT ALL POWERS [SETTINGS] FOR COMPLETION OF FLIGHT IN EMERGENCY.						
4. AVOID STABILIZED GROUND OPERATIONS FROM 62 – 80 % N _p .						
5. OPERATION IN THIS RANGE PERMITTED ONLY DURING AEROBATICS OR SPINS. _____ psi (___ sec) WITH PCL AT IDLE.						
6. NORMAL OIL PRESSURE DURING STEADY STATE CONDITIONS IS _____ psi. OPERATION AT OIL PRESSURE LESS THAN _____ psi IS INDICATIVE OF OIL SYSTEM MALFUNCTION.						
7. ACCEPTABLE FOR GROUND OPERATIONS AT AND BELOW 20% TORQUE.						
AIRSPEED 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 (V _G) _____ 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. _____ SPINS				INVERTED FLIGHT _____ sec		
2. _____ STALLS				INTENTIONAL ZERO G FLIGHT _____ sec		
3. _____ SPINS				ACCELERATION LIMITATIONS		
4. INTENTIONAL SPINS WITH THE _____ EXTENDED				SYMMETRIC CLEAN _____ TO _____ Gs		
5. SPINS WITH THE _____				SYMMETRIC GEAR & FLAPS EXTENDED _____ TO _____ Gs		
6. AGGRAVATED SPINS PAST _____				ASYMMETRIC CLEAN _____ TO _____ Gs		
7. SPINS BELOW _____ PRESSURE ALTITUDE				ASYMMETRIC GEAR & FLAPS EXTENDED _____ TO _____ Gs		
8. SPINS ABOVE _____ PRESSURE ALTITUDE				FOR UNCOORDINATED ROLLING MANEUVERS INITIATED AT _____ G, THE MAXIMUM BANK ANGLE CHANGE IS _____ DEGREES		
9. ABRUPT _____ MANEUVERS				OTHER LIMITATIONS		
10. AEROBATIC MANEUVERS, SPINS, OR STALLS WITH A FUEL IMBALANCE GREATER THAN _____ BETWEEN WINGS				MIN VOLTAGE FOR BATTERY START _____ VOLTS		
11. _____				NORMAL VOLTAGE RANGE _____ TO _____ VOLTS		
SUSTAINED OPERATION IN ICY CONDITIONS IS PROHIBITED. THE AIRCRAFT HAS BEEN APPROVED ONLY FOR TRANSIT THROUGH A _____ FOOT BAND OF _____ ICE.				MAX CROSSWIND FOR DRY RUNWAY _____ KNOTS (FLAPS TO AND FLAPS UP SETTINGS)		
				MAX RECOMMENDED CROSSWIND _____ KNOTS (TAKEOFF WITH FLAPS LDG SETTING, DRY RUNWAY)		
				MAX CROSSWIND FOR WET RUNWAY _____ KNOTS		
				MAX CROSSWIND FOR ICY RUNWAY _____ KNOTS		
				MAX TAILWIND COMPONENT FOR TAKEOFF _____ KNOTS		