

**T-6A BOLDFACE EMERGENCY PROCEDURES/OPERATING LIMITATIONS****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% N1****UNCOMMANDED PROPELLER FEATHER****PCL - RETARD****PROP SYS CIRCUIT BREAKER - PULL****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**

2. OPERATING LIMITATIONS						
ENGINE OPERATING LIMITS TABLE						
POWER SETTING	% TORQUE	ITT °C	% N <sub>1</sub> (1)	% N <sub>p</sub>	OIL PRESSURE psi	OIL TEMP °C
TAKEOFF/MAX	<u>100</u>	<u>820</u>	<u>104</u>	<u>100</u> (2)	<u>90 to 120</u> (6)	<u>10 to 105</u>
IDLE	---	<u>750</u>	<u>60</u> Min (ground) <u>67</u> Min (flight)	See note (4)	<u>90</u> (min)	<u>-40 to 105</u> (normal) <u>105 to 110</u> (7)
START	---	<u>1000</u> ( <u>5</u> sec)	---	---	<u>200</u> (max)	<u>-40</u> (min)
TRANSIENT	<u>131</u> ( <u>20</u> sec)	<u>870</u> ( <u>20</u> sec)	<u>104</u>	<u>102</u> ( <u>20</u> sec) <u>110</u> (3)	<u>40 to 130</u> (5)	<u>105 to 110</u> ( <u>10</u> minutes)
NOTES						
1. N <sub>1</sub> VALUES PRESENTED FOR PMU ON. WITH PMU OFF, N <sub>1</sub> MAY VARY FROM THESE VALUES.						
2. WITH PMU OFF, PERMISSIBLE MAX N <sub>p</sub> IS <u>100</u> +/- <u>2</u> %.						
3. PERMISSIBLE AT ALL POWERS [SETTINGS] FOR COMPLETION OF FLIGHT IN EMERGENCY.						
4. AVOID STABILIZED GROUND OPERATIONS FROM 62 – 80 % N <sub>p</sub> .						
5. OPERATION IN THIS RANGE PERMITTED ONLY DURING AEROBATICS OR SPINS. <u>15 – 40</u> psi ( <u>5</u> sec) WITH PCL AT IDLE.						
6. NORMAL OIL PRESSURE DURING STEADY STATE CONDITIONS IS <u>90 - 120</u> psi. OPERATION AT OIL PRESSURE LESS THAN <u>90</u> 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 <sub>LE</sub> ) & FLAP DOWN (V <sub>FE</sub> ) <u>150</u> KIAS				STARTER DUTY CYCLE IS LIMITED TO FOUR <u>20 SEC</u> CYCLES		
MAX OPERATING (V <sub>MO</sub> ) <u>316</u> KIAS / MAX MACH (M <sub>MO</sub> ) <u>0.67</u> MACH				COOLING PERIOD AFTER FIRST STARTER CYCLE <u>30 SEC</u>		
TURBULENT AIR (V <sub>G</sub> ) <u>195</u> KIAS				COOLING PERIOD AFTER SECOND STARTER CYCLE <u>2 MIN</u>		
				COOLING PERIOD AFTER THIRD STARTER CYCLE <u>5 MIN</u>		
				COOLING PERIOD AFTER FOURTH STARTER CYCLE <u>30 MIN</u>		
PROHIBITED MANEUVERS				FLIGHT MANUEVERING LIMITATIONS		
1. <u>INVERTED</u> SPINS				INVERTED FLIGHT <u>15</u> sec		
2. <u>INVERTED</u> STALLS				INTENTIONAL ZERO G FLIGHT <u>5</u> sec		
3. <u>POWER-ON</u> SPINS				ACCELERATION LIMITATIONS		
4. INTENTIONAL SPINS WITH THE <u>LANDING GEAR, FLAPS, OR SPEEDBRAKE</u> EXTENDED				SYMMETRIC CLEAN <u>+ 7.0 TO - 3.5</u> Gs		
5. SPINS WITH THE <u>PMU OFF</u>				SYMMETRIC GEAR & FLAPS EXTENDED <u>+ 2.5 TO 0.0</u> Gs		
6. AGGRAVATED SPINS PAST <u>TWO TURNS</u>				ASYMMETRIC CLEAN <u>+ 4.7 TO - 1.0</u> Gs		
7. SPINS BELOW <u>10,000 FEET</u> PRESSURE ALTITUDE				ASYMMETRIC GEAR & FLAPS EXTENDED <u>+ 2.0 TO 0.0</u> Gs		
8. SPINS ABOVE <u>22,000 FEET</u> PRESSURE ALTITUDE				FOR UNCOORDINATED ROLLING MANEUVERS INITIATED AT -1 G, THE MAXIMUM BANK ANGLE CHANGE IS <u>180</u> DEGREES		
9. ABRUPT <u>CROSS-CONTROLLED (SNAP)</u> MANEUVERS				OTHER LIMITATIONS		
10. AEROBATIC MANEUVERS, SPINS, OR STALLS WITH A FUEL IMBALANCE GREATER THAN <u>50 POUNDS</u> BETWEEN WINGS				MIN VOLTAGE FOR BATTERY START <u>23.5</u> VOLTS		
11. <u>TAIL SLIDES</u>				NORMAL VOLTAGE RANGE <u>22.0 TO 29.5</u> VOLTS		
SUSTAINED OPERATION IN ICY CONDITIONS IS PROHIBITED. THE AIRCRAFT HAS BEEN APPROVED ONLY FOR TRANSIT THROUGH A <u>5000</u> FOOT BAND OF <u>LIGHT RIME</u> ICE.				MAX CROSSWIND FOR DRY RUNWAY <u>25</u> KNOTS (FLAPS TO AND FLAPS UP SETTINGS)		
				MAX RECOMMENDED CROSSWIND <u>10</u> KNOTS (TAKEOFF WITH FLAPS LDG SETTING, DRY RUNWAY)		
				MAX CROSSWIND FOR WET RUNWAY <u>10</u> KNOTS		
				MAX CROSSWIND FOR ICY RUNWAY <u>5</u> KNOTS		
				MAX TAILWIND COMPONENT FOR TAKEOFF <u>10</u> KNOTS		