

Best Endurance at 10,000' is 94 KIAS (equals 109 TAS).

AETC REG 55-4 (T-3A OPS)

40 minutes min. between brief and TO for non-student sorties.

One hour for SP sorties. No arms on rails. Nothing on glare shield. Don't approach from front of AC. Min. 2 AC lengths during taxi. Avoid excessive power during taxi.

PROHIBITED MANEUVERS: (IF IN SEATT) IMC, Formation, Icing (known or forecast), Night flight, Spins with flaps or inverted, Engine shutdown in flight for practice, Aerobatics with flaps or temp > 55, Tailslides, Touchdowns from SFLs except on prepared surfaces at authorized airfields.

For solo students no: no-flaps or straight-ins.

Min. fuel 9, 12 solo. Emrg. 6 gallons at final touchdown.

Min. runway 2500 X 50 feet. Don't cross threshold with less than 3000 ft or other AC airborne.

With AC inside 2 mile final, don't turn final unless in sight, can fly normal final, and have normal spacing behind him.

Crosswind limits 25, 10 solo. Max wind 35. Restricted low approach 300 ft AGL. Perform all parts of spins, stalls and acro > 1500 ft.

Must do HASELL check (Height, Airframe, Security, Engine, Location, Lookout) before stalls or spins.

Brief all airborne simulated emergencies.

Can't fly without position lights

AETC MAN 3-3 VOL 1

RADIO FAILURE: Normal overhead, rock wings on initial, watch for lights, flash taxi light on final. Squawk 7600 (7500 is hijack).

AIRSPPEED INDICATION PROBLEM: fly straight-in, use power settings (tech: 20 ODW, 18 base, 2100 final).

Energy gain: PO stalls, chandelle, nose-high recovery, Lazy 8.

AGSM: breathe every 3 seconds.

STALLS: Caused by exceeding critical AOA (angle between chord and relative wind). Affected by: weight, power, G, configuration.

PO STALLS: 15-30-50° pitch, 20-30° bank, 12-18 manifold press.

SLOW FLIGHT: SCATS SAFE: Straight and level, Control effectiveness, Adverse yaw, Turns, Steep turns, increase pitch Attitude, raise Flaps, coordination Exercise.

LOOP: Full Power, 130-150, 3-4 Gs, constant nose track.

AILERON ROLL: Full power, 120, 20-30° nose high.

SPLIT S: Idle, 20-30° nose high, (90 knots), 4 Gs or light buffet.

CHANDELLE: Full power, 10° nose low, 130, 30-45° turn at horizon, max bank 60°, start roll out at 135°, roll out 5 knots > stall.

BARREL ROLL: Full power, 130 KIAS, nose below ref. point, turn 20-30° off ref. point.

CLOVERLEAF: Full power, 130-150, turn at 60° nose high, 130-150 at bottom (tech: turn with butt on horizon, or wing root on horizon).

IMMELMANN: Full power dive, 140-150, constant nose track, about 4 Gs, approx. 20° canopy bow above horizon start roll.

LAZY 8: Level at 130, (tech: full power) 80-90° bank and 80 knots at 90° of turn.

CUBAN 8: Full power, 130-150, approaching 45° roll (opposite for second roll).

SPIN: is an aggravated stall resulting in autorotation. Need stall and yaw. Do HASELL check, at first indication of stall, idle, full aft stick and rudder and hold until rudder swap. Incipient stage: nose remains below horizon but up and down. A/S fluctuating. Fully developed spin: small pitch oscillations, slight airspeed oscillations. Stabilized spin: everything steady.

SPIN RECOVERY: Throttle idle, stick full aft and neutral, hold pro-spin until rudder swap, determine spin direction outside and in, full opposite rudder and hold, pause 1 second, smoothly move stick forward of neutral to break stall, spinning stops neutralize rudder, recover from dive. Stick may have to go full forward.

SPIN PREVENT: Neutral aileron, move stick forward as you feed in anti-spin rudder until rotation stops, (3-3 says: Neutralize flight controls, leave throttle set) recover from nose high or low attitude, if rotation stabilizes use spin recovery. Spin prevent will work unless spin has accelerated excessively. Spin recovery will always work when performed properly. If flaps are down raise them ASAP after rotation stops (Dash-1 says 1-idle, 2-flaps-up, 3-neutral, 4-aft...).

GLIDES: Clear engine every 500 ft to 1700 RPM. A/S 80,75,70. Finished when at level cruise flight.

STRAIGHT-IN: fully configured before 2 miles (tech: do before landing check on outside downwind).

PATTERN: Break (30-45° bank) in first half of runway, don't break with straight-in between 4 and 2 miles. Slow to 95, set 15-18mp, before landing check, flaps 18°, min. A/S of 85, 40°

flaps at perch. No final turn if: another AC in final turn and not in sight, straight-in < 2 and not in sight, can't maintain normal spacing.

FINAL TURN: approx. 30° bank, 80/85NF/80SFL KIAS (mp 8-10), never break out.

FINAL: 4° glide path, approx. 300 ft at ¼ miles, 70/75NF KIAS.

Approaching threshold reduce power and roundout. Near max crosswind: full flaps and add 5 knots.

LANDING: Don't re-trim during ground roll. No-Flap: half ground, half sky, no excessive flare, plan to touchdown no less than 53 KIAS.

CLOSED PATTERN: Don't if straight-in between 4 and 2 or A/C on initial. Min. 90 KIAS, 30 to 45° of bank.

BOUNCE AND BALLOON: If severe go around immediately.

WHEELBARROW: More weight is on nose wheel. If AC is pivoting: throttle idle, stick aft of neutral, reduce braking. If AC is NOT pivoting, stick aft of neutral, aileron into the wind.

FORCED LANDINGS: Clear engine every 500'. 200 AGL is min. Climb straight ahead to 400'. Low Key is 800 to 1000' AGL and ¾ from and abeam touchdown. Base Key 600 to 700' AGL. Aim at center of field, full flaps and shift to land in first 1/3. Low Altitude: 0-400 turn only to avoid obstacles, 400-800 up to 90°, >800 no limit. 200 min. altitude to roll out on final in pattern.

LOCAL AREA PROCEDURES

GROUND RALLY 06 TAXI; TOWER R06 #1 (PATTERNS);

R06 #1 DEPARTURE LEG (OUTSIDE DOWNWIND)

DEPARTING; SPRINGS APPROACH R06 WOODMEN

ROAD PASSING 8100 FOR 9500 SOUTHEAST (WITH

ALPHA); EAGLE R06 CORRAL REQUEST AREA; R06

ESTABLISHED IN AREA X; EAGLE R06 CORRAL FOR

BULLSEYE; BULLSEYE R06 CORRAL; BULLSEYE R06

LOVE; R06 ENTRY (REQUEST ST IN); R06 INITIAL

(REQUEST EAST BREAK); EAGLE R06 DEPARTING

BULLSEYE REQUEST AREA (CLEARANCE TO

ACADEMY); EAGLE R06 AREA X REQUEST

CLEARANCE TO BULLSEYE; EAGLE R06 REQUEST

RECOVERY FROM AREA X; SPRINGS APPROACH R06

CORRAL AT 8500 SOUTHEAST ARRIVAL; ACADEMY

TOWER R06 FOREST (PALMER); R06 IN THE BREAK (at

AFF); R06 CLEAR OF THE ACTIVE.

UNRESTRICTED: 2000-5, RESTRICTED: 1300-3.

RESTRICTED PATTERN: 1600-3 no breakouts, max 6 AC. WX

SHIP: 1300-3, STOP LAUNCH: 1300-3.

STANDBY: forecast to improve.

STAND DOWN: terminated.

Rwy must be dry for solo. Min. wind chill -20°F.

Sign-in remarks: U, F, Inc, P, CAP Solo, Q, OTC.

12 hour duty day for SPs, IPs.

Official sunset in chocks shutdown.

50' from refueling. 1500 max RPM on ground.

Gust locks > 20, wind controls > 25, cease taxi > 35.

Complete Form 645 for any ground or air abort.

Local area 100 NM radius minus Denver class B, Rampart Range.

No aerobatics, recoveries, or spins in # areas.

North corridor is ¼ mile wide south of PALMER, all others are ½ mile wide.

Acknowledge ALL radio calls except landing clearance at AFF and BLS.

Must monitor 243.0. Woodmen departure used for Calhan and Northeast areas. Woodmen to LOVE: climb at CORRAL to

11,500', to BRIDGES: take Garet Road, when clear of

Meadow Lake Airport climb to 11,500' direct BRIDGES, to

EASTON: east of Meadow Lake, direct EASTON.

Areas to Bullseye @ 8500', call LOVE to Eagle ¼ mile prior to LOVE, then call LOVE to Bullseye.

Bullseye to areas @ 8000'.

At KANE: Area-11,500', AFF-8500', BLS-7500'.

All recoveries at 8500', squawk 2 miles prior to CORRAL.

IP lands on rwy 26. Pattern spacing: 1500 air, 3000 rwy and other light aircraft. Takeoff 2 minutes behind UV-18. Turn crosswind

200' AGL, 90 KIAS, good spacing. Closed traffic: midfield, 90

KIAS, 200' AGL. "STANDBY" straight ahead at or below

400' AGL. Break zone is first half of rwy. "DISCONTINUE"

continue to 2 mile point, go around away from pattern, twr calls

xwind. RSU Restricted Low Approach-300' AGL, Tower

Restricted Low Approach-500' AGL.

Bullseye: 10 AC max, 8 with solo, pattern alt 6900'.

Butts: 8 AC max, 6800'. COS: 2 AC norm, 4 with SOF

coordination, 7000'. APA: Tower determines max AC, 6800'.

SFLs: AFF, BLS (with RSU), Butts, COS, APA, PUB.

Radio Failure: Squawk 7600, Ldg light on, rock wings at entry

and initial.

Elec Failure: fly 400' over RSU, pull closed.

WX Recall, IP lands. Lost: climb to 12,000, 90 KIAS.

Non-Student Flying: senior raking IP (not officer) is PIC. Minimum altitude is 1000' AGL.

BOLD FACE

EMERG ENG SHUTDOWN ON THE GROUND

MIXTURE-CUTOFF

FUEL SELECTOR-OFF

IGNITION SWITCH-OFF

MASTER SWITCH-OFF

ABORT

THRITTLE-IDLE

BRAKES-AS REQUIRED

ENG FAIL IMM AFTER TO OR LOW ALTITUDE

GLIDE-ESTABLISH

MIXTURE-CUTOFF

FUEL SELECTOR-OFF

IGNITION SWITCH-OFF

COMPLETE ENGINE FAILURE DURING

FLIGHT/FORCED LANDING

GLIDE-ESTABLISH

ENGINE FIRE

MIXTURE-CUTOFF

FUEL SELECTOR-OFF

IGNITION SWITCH-OFF

ELECTRICAL FIRE

ALTERNATOR-OFF

MASTER SWITCH-OFF