

**T-6A BOLDFACE EMERGENCY PROCEDURES/OPERATING LIMITATIONS**

NAME	CHECKED BY	DATE COMPLETED
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**I. 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 PROPELLER FEATHER*

**(LEFT FRONT CONSOLE)**

*INADVERTENT DEPARTURE FROM CONTROLLED FLIGHT*

*FIRE IN FLIGHT (FIRE ANNUNCIATOR ILLUMINATED)*

*OBOGS INOPERATIVE (OBOGS FAIL ANNUNCIATOR ILLUMINATED)*

*EJECT*

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### **About the ITAOP/savePDF Method**

The traditional Field-by-Field creation process is extremely ineffective and slow.

The only realistic option to create high-quality forms is the Insert-Text-Anywhere-on-Page (ITAOP) method.

The field creation process is about 10,000 times faster than the traditional method; the list of ITAOP features is not even available for the traditional method.

ITAOP savePDF method proved to be very simple and completely reliable for millions of users all over the world (incl. individuals, companies, organizations, government employees).

II. OPERATING LIMITATIONS						
ENGINE			STARTING			
OIL PRESSURE	NORMAL	TO	PSI	STARTER LIMIT		
	AEROBATICS/SPINS	TO	PSI	SECONDS		
	AERO/SPINS (IDLE)	TO	PSI ( )	WAIT SEC, MIN, MIN, MIN AFTER EACH START		
OIL TEMP	NORMAL	TO	°C	MAXIMUM OIL PRESSURE		
	TRANSIENT	TO	°C ( Minutes)	PSI		
MAXIMUM TORQUE	STEADY			MINIMUM OIL TEMP		
	TRANSIENT	(	SECONDS)	°C		
MAXIMUM ITT	IDLE	°C		MAXIMUM ITT		
	STEADY	°C		°C FOR SEC (DO NOT ATTEMPT RESTART)		
	TRANSIENT	°C ( UP TO	SECONDS)	MINIMUM BATTERY VOLTAGE		
MAXIMUM $N_p$ — STEADY	(	+	PMU OFF)	V		
$N_1$ — IDLE	% (MIN) GROUND	% (MIN) FLIGHT		PRESSURIZATION		
ON A HOT DAY, ITT CAN EXCEED	°C	BY RAPID PCL MOVEMENT WITH		NORMAL ABOVE 18,000 MSL	+ PSI	
THE PMU OFF DURING THE OVERSPEED GOVERNOR CHECK.				OVERPRESSURIZATION VALVE OPENS	PSI	
TORQUE SHOULD NOT EXCEED	DURING MANEUVERING AND/OR			FUEL		
TOUCH AND-GO-TAKEOFFS.				NORMAL RECOVERY FUEL	POUNDS	
AVOID STABILIZED GROUND OPERATION FROM	TO	$N_p$		MINIMUM FUEL	POUNDS ( POUNDS SOLO)	
				EMERGENCY FUEL	POUNDS ( POUNDS SOLO)	
				MINIMUM FUEL FOR AEROBATICS	POUNDS PER SIDE	
PROHIBITED MANEUVERS					RUNWAY	
1. STALLS				MINIMUM RUNWAY LENGTH	FEET	
2. SPINS				MINIMUM RUNWAY WIDTH	FEET	
3. SPINS				WINDS		
4. AGGRAVATED				MAX CROSSWINDS DRY RUNWAY	KNOTS	
5. SPINS WITH THE	EXTENDED			WET RUNWAY	KNOTS	
6. SPINS WITH THE				ICY RUNWAY	KNOTS	
7. SPINS BELOW	FEET	PRESSURE ALTITUDE		TOUCH AND GO	KNOTS	
8. SPINS ABOVE	FEET	PRESSURE ALTITUDE		FORMATION TAKEOFF/LANDING	KNOTS	
9. ABRUPT		MANEUVERS		MAXIMUM TAILWIND COMPONENT FOR TAKEOFF	KNOTS	
10. AEROBATIC MANEUVERS, SPINS OR STALLS WITH GREATER THAN				MAXIMUM WIND WITH CANOPY OPEN	KNOTS	
POUNDS FUEL IMBALANCE				ICING		
11.				MAXIMUM ICING BAND/ICING TYPE	FEET /	
				INTENTIONAL SPIN ENTRY		
				MINIMUM ALTITUDE FOR ENTRY	FEET MSL	
				MINIMUM CLOUD CLEARANCE	FEET ABOVE CLOUDS	
				ACCELERATION LIMITATIONS		
				SYMMETRIC CLEAN	TO	Gs
				SYMMETRIC GEAR/FLAPS	TO	Gs
				ASYMMETRIC CLEAN	TO	Gs
				ASYMMETRIC GEAR/FLAPS	TO	Gs
				AIRSPEED LIMITATIONS		
				MAXIMUM AIRSPEED GEAR AND/OR	CIAS	
				MAXIMUM OPERATING SPEED	CIAS OR MACH	
				PUBS STORAGE		
				MAXIMUM WEIGHT FOR GLARE SHIELD STORAGE BAGS IS	POUNDS	