

NORTH AMERICAN

AT-6D
FLIGHT OPERATING INSTRUCTIONS
01 CONF. 1

SECTION II

NORMAL OPERATING INSTRUCTIONS

1. BEFORE ENTERING THE PILOT'S COCKPIT.

a. FLIGHT LIMITATIONS AND RESTRICTIONS.

Outside loop

Snap rolls in excess of 130 IAS

Slow rolls in excess of 190 IAS

Spins and stalls when normal gross weight is exceeded

WARNING

Solo flights should never be made in the rear cockpit.

(2) AIR SPEED LIMITATIONS.

Maximum permissible diving speed is 240 IAS.

With wing flaps set at 45 degrees, do not exceed 125 IAS.

In a sideslip, stay above 90 IAS.

Do not lower landing gear above 150 IAS.

Note

These limitations may be supplemented or superseded by instructions included in Service publications.

b. DATA CHECK.

(1) Make sure the airplane has been serviced and is ready for flight. Check Form 1.

(2) Check Weight and Balance Charts in the data case to ascertain that the load and balance requirements of the airplane are satisfied.

c. ENTRY.—To gain entrance to either cockpit, lift the latch and push the sliding enclosure.

2. ON ENTERING THE PILOT'S COCKPIT.

a. STANDARD CHECK FOR ALL FLIGHTS.

(1) Adjust rudder pedals for proper leg length to obtain full brake control while taxiing. (See figure 17.)

(2) Adjust the seat level to obtain full rudder travel. (See figure 18.)

(3) See that ignition switch (31 figure 7) is "OFF".

(4) Set parking brakes (60 figure 7).

(5) Check that all armament switches are "OFF". (See figure 11.)

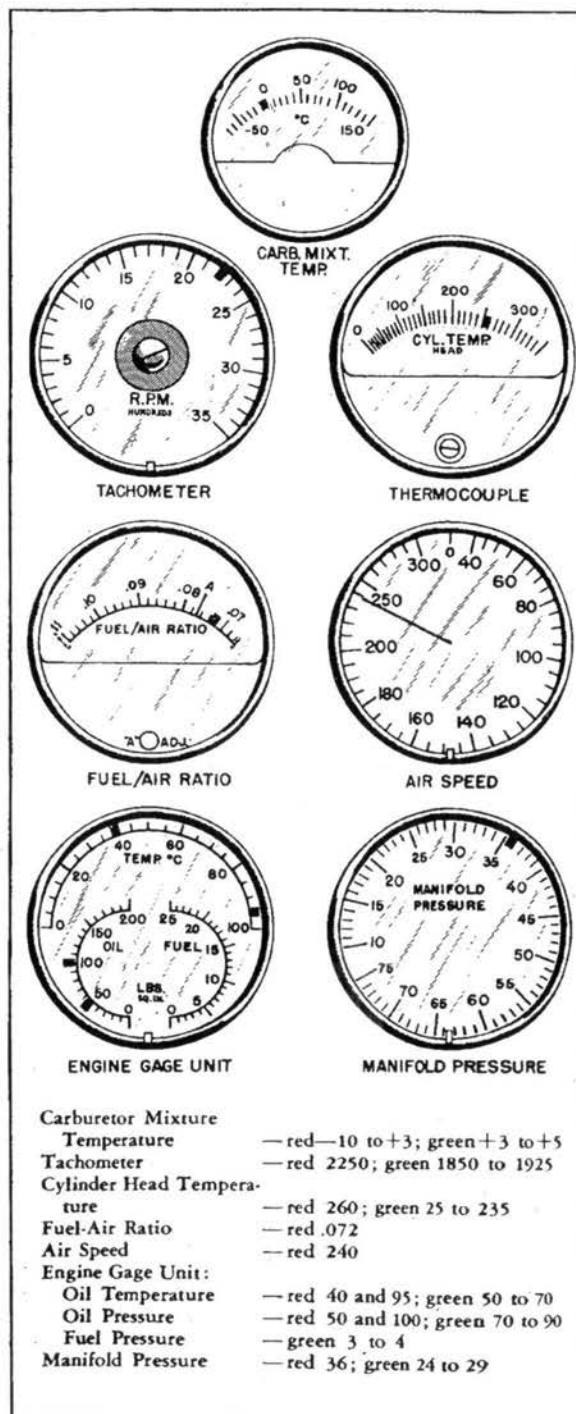


Figure 16—Instrument Limitation Markings

14. PERMISSIBLE ACROBATICS.

15. DIVING:

(See figure 25.)

The maximum permissible diving speed is 240 IAS, during which the engine speed must not exceed 2800 rpm and 20 in. Hg with the throttle open $\frac{1}{3}$ or more. However, with the throttle closed, 2200 rpm is the maximum allowable to keep engine stresses down. The propeller must be in the "DECREASE RPM" position in a dive. Move the control to "DECREASE RPM" while the throttle is still partially open to prevent the propeller blades from remaining set in "INCREASE RPM" during the dive. The use of elevator tabs is not required for dive recovery.

16. NIGHT FLYING.

The sequence outlined for daylight operation should be observed even more strictly for night flights. In addition, the pilot should familiarize himself with the location of the different lights and their switches.

17. APPROACH AND LANDING.

(See figure 26.)

a. APPROACH.—When the airplane approaches the field, adhere to the following sequence of operation:

(1) Place fuel selector on "RESERVE". (See figure 20.)

(2) Set mixture control (3 figure 23) in full "RICH".

(3) Set propeller control (5 figure 23) in the maximum cruising rpm position (2000 rpm).

(4) Reduce speed to less than 150 IAS.

(5) Press landing gear warning horn circuit breaker button. (See figure 13.)

(6) Press the power control lever (1 figure 5).

(7) Lower the landing gear by placing the landing gear control (4 figure 5) in the "DOWN" position. Leave the control in the "DOWN" position.

(8) Reduce speed to less than 126 IAS.

(9) Lower the flaps fully at an altitude of at least 400 feet, and between 90 and 95 IAS. Flaps are lowered by placing the flap control (2 figure 5) in the "DOWN" position and leaving it there.

b. LANDING.

(1) GENERAL.—Having turned into the field and lowered the flaps, maintain a correct gliding speed. Adjust the elevator trim tabs (7 figure 5) to assist in landing. Having stopped after landing, raise the flaps before taxiing.

(2) CROSS-WIND LANDING.—As this airplane has a landing gear of wide tread, cross-wind landings may be negotiated safely. Keep one wing down, into the wind, to counteract drift.

(3) TAKE-OFF IF LANDING IS NOT COMPLETED.—In the event of an unsuccessful attempt to land, open the throttle and take off. Raise the landing gear immediately; then, when the air speed has reached

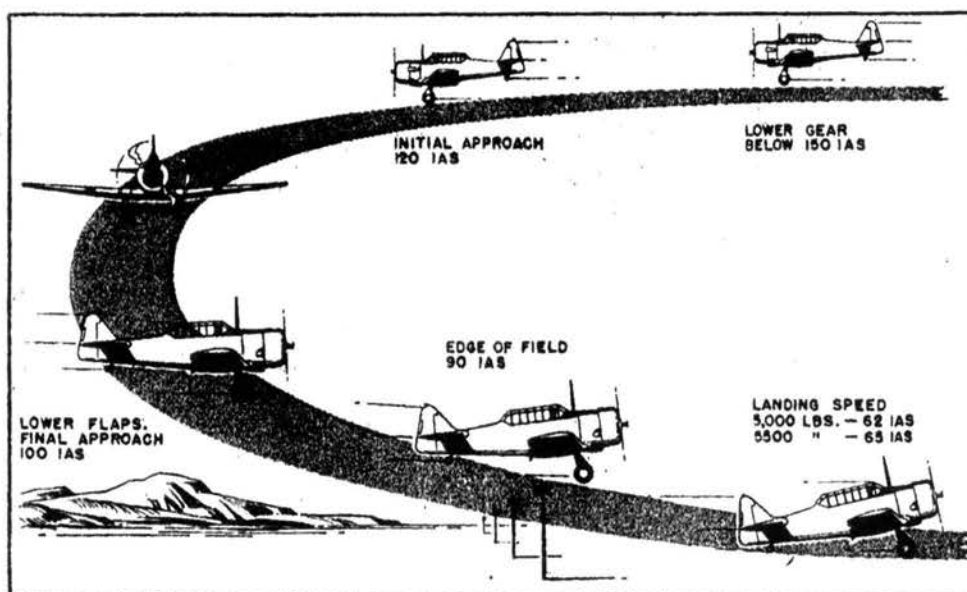


Figure 26 - Landing Diagram