***T-44A Briefing Guides***



EVENT: **I3301**

**SYLLABUS NOTES:**

1. Emphasis for I3301 is GPS approaches.
2. Minimum of three approaches per event.
3. Each even shall include a minimum of one approach with the flight director and one approach without the flight director.
4. Holding should be accomplished and graded on at least four different events.
5. All events shall include a missed approach; at least two circling approaches in the block.
6. SMA in right seat shall be PM and graded accordingly, emphasizing CRM callouts and radio communications.

**DISCUSS ITEMS:** SSE GPS approach, SSE Configuration Point with or without VNAV (T-44C only), Emergency Voice Reports (souls/emergency/intentions), Partial Panel/ESIS Approach, Flight Director Malfunctions, Autopilot Malfunctions/Disconnect Procedures.

**SSE GPS approach –**

Non-precision approaches have a configuration point that depends on filed in sight and “in a safe position to land”. Maintain 120 knots until on final, and keep 110 over the threshold. Do not allow yourself to get slow!

**Emergency Voice Reports (souls/emergency/intentions) –**

Don’t be afraid to tell the person inquiring to “standby”. Nothing they want to know is worth sacrificing your aviating and navigating. Be directive for what you need and what you are planning on doing. Call fuel in minutes remaining. Do quick math. If you’re burning 250 pounds per hour per side and you have 1000 pounds per side… well that’s 4 hours of flight time. Adjust for you having a transfer pump inop., etc.

**Partial panel approach/ESIS procedures –**

Initially, troubleshoot (breakers and god box) and transfer controls to co-pilot if the system failure only effects your side.

Remain VMC and land if this is an option. Secure the big 5 (windshield wipers, windshield heat, AC, heater, vent blower) and brief wet compass characteristics. Advise controller and request a no-gyro approach. Turn at standard rate turns until advised not to. Initiate turns immediately and stop them immediately as instructed.

**Flight Director Malfunctions –**

Always back yourself up by keeping SA on where you are and where you should be going next. Keep an eye on the bank angle and functionality of the flight director. Don’t let it do anything you aren’t fully expecting and be prepared to switch it off immediately.

**Autopilot Malfunctions/Disconnect Procedures –**

The following conditions will cause the autopilot to disengage automatically: any interruption or failure of power, vertical gyro failure, activation of vertical gyro fast erect, a flight control system power or circuit failure, activation of electric elevator trim, or an autopilot failure. The autopilot may be intentionally disengaged by any of the following methods.

1. Actuation of AP/YD disconnect switch (either control wheel).
2. Movement of autopilot engage lever to DIS position.
3. Actuation of go-around button (left power lever) (yaw damp remains on).
4. Pulling flight director/autopilot circuit breaker.
5. Turning off BATT/GENS (gang bar) or avionics master switch.

If an engine fails, disengage autopilot, retrim aircraft, and reengage autopilot if desired. If autopilot is used in conjunction with an instrument approach, maintain 120 KIAS for single-engine approach speed until landing is assured.

Basically here is the sequence of events if my autopilot is acting all crazy. I would press my AP/YD button on the control wheel to second detent. Then move my electric elevator trim. Then move engage lever to disengage position and push any autopilot functions I have on (alt hold, ias hold, etc). Then hit the go-around button on my control lever. Then hit my Fast Erect (sts) button. Then pull the AFCS and AP POWER on the co-pilots subpanel one by one. Then turn off my Avionics Master Switch. Then close out my gangbar. Have the co-pilot try his AP/YD switch and elevator trim at the same time you are because the right seat buttons work as well.