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



EVENT: **I4202**

**SYLLABUS NOTES:**

1. Each flight should consist of a mix of approaches flown in the I4100 block.
2. Events should have a minimum of four approaches per event and include at least two procedure turn approaches. Emergency procedures should be emphasized in this block.
3. Each event 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 two events, one of which should be GPS holding.
5. All events shall include a missed approach and should include at least two circling missed approaches in the block.
6. One approach per event with IP as PF and SMA as PM, emphasizing CRM callouts, radio communications, and emergency procedures.
7. SMAs shall bring one DD 175 per flight plan per SMA and one DD 175-1 per aircraft for their planned profile to every brief. SMAs shall draft a flight plan than will execute the required maneuvers for the events.

**DISCUSS ITEMS:** Needle Only VOR and TAC Approach Procedures and Landing Minimums, Flight Director Malfunctions, Autopilot Malfunctions/Disconnect Procedures, IAF Procedures.

**Needle Only VOR and TAC Approach Procedures and Landing Minimums –**

**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, this will interrupt the AP as well as your electric trim. 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.

**IAF Procedures –**

 Have approach checklist completed. Accomplish 6 T’s!