

STARTING TIT

Max for Enrichment _____ °C
Max Normal Start _____ °C
Max During Start _____ °C
Abnormal Torch _____
720°C or less _____
720°C - 750°C _____
750°C - 830°C _____
830°C - 850°C _____
850°C - 965°C _____
Exceeds 965°C- _____

ENGINE TIT

Takeoff Max (5 Min) - _____ °C
Takeoff Range - _____ °C
Takeoff Reduced Min - _____ °C/ _____ / _____ °C
Normal Continuous - _____ °C
Military (30 Min.) - _____ °C
Climb - _____ °C
Exceeds 1083°C over 5 seconds or 1175°C
Momentarily - _____
Crossover - _____ / _____ ± _____ °
Normal Limiting - _____ °C
Max Downshift TIT - _____ °C

ENGINE RPM

Ignition by - _____ %
Oil Press Ind by - _____ %
LSGI - _____ - _____ %
Normal Ground Idle - _____ - _____ %
Max Reverse - _____ - _____ %
Flight Idle on Ground - _____ - _____ %
Normal (Incl. Takeoff) - _____ - _____ % ± _____
Starter Disengage - _____ %

ENGINE TORQUE

Oil Temp < 0°C _____
Oil Temp 0 - 40°C - _____ lbs
Max Allow on T.O. - _____ lbs
Max Allow in flight - _____ lbs
NTS Action - _____ ± _____ lbs
Propulsion check - _____ in.lbs
Torq Comparison CK - _____ in.lbs
Max Continous - _____ lbs
Safety Coupling - _____ lbs

PROP DE-ICING

Load Range - _____ - _____ Amps
Timing Cycle - _____ / _____ f
Max Gnd Ops - _____ (_____)
Anti Ice Amperage - _____

WINDSHIELD ANTI-ICE

Max OAT Ops GND - _____ °C/ _____ °F
Cold Start - _____ °C

OIL QUANTITY

Capacity Range - _____ Gal
Low Light - _____ Gal
Allowable Burn Rate - _____ Gal/Hour

C-130H OPS LIMITS

AC ELECTRIC

Freq Range - _____ Hz (4 cyc/rpm)
Voltage Range - _____ V
Max load in Flight - _____
Generator Capacity - _____ KVA
APU Generator - _____ KVA
APU Gen Load _____

DC ELECTRIC

Volt Range / Norm - _____ V / _____ V
Max DC Load - _____
Batt. Volt Norm / Min - _____ V / _____ V
Min INS Batt Volt - _____ V
DC Pwr Sources - _____
CP Inverter Pwr - _____
AC I & EFC Inv. Pwr - _____
Gens to Pwr all Buses - _____

FUEL SYSTEM

Out / Inboard Diff - _____ - _____ lbs
Sym Tank Diff. (exc. Aux) - _____ lbs
Wing to Wing (exc. Aux) - _____ lbs
Aux Diff. - _____
Main Tank Pressure - _____ - _____ psi
Aux / Ext. / Fus. Press - _____ - _____ psi
Low Pressure Light - _____ psi
Tank Empty Light - _____ psi

OXYGEN SYSTEM

Low Light - _____ ltrs
Fully Serviced Qty - _____ ltrs
Press. Rng No Flow - _____ - _____ psi
Press. Range Cont. - _____ - _____ psi

ENGINE OIL PRESSURE

Max (Start & Warmup) - _____ psi
Normal Range - _____ - _____ psi
LSGI Min. - _____ %
Flux - _____ ± _____

GEARBOX OIL PRESSURE

Max (Start & Warmup) - _____ psi
Normal Range - _____ - _____ psi
Min Allow for Mis. Accomp - _____ psi
LSGI - _____ psi
Flux - _____ ± _____

OIL TEMPERATURE

Max GND (30 Min) - _____ - _____ °C
Max Flight (5 Min) - _____ - _____ °C
Normal Range - _____ - _____ °C
Min (Increasing) - _____ °C
Minimum for Start - _____ °C
Cooler Flaps Maintain - _____ - _____ °C

PROPELLER (HYD) OIL

Complete System - _____ Qts
Press Sump - _____ Qts
Prop Low Oil Light - _____

PROPS

Prop brake held disengaged - _____ % - _____
Cyclic Variation - _____ ± _____ %
Feather Blade Angle - _____ °
Reverse Blade Angle - _____ ° - _____ °
Pitch Lock Range - _____ ° - _____ °
Pitchlock prevents overspeed > _____ %
Pitchlocked RPM range - _____ % - _____ %
To unlock pitchlock - _____ %
Low Pitch Stop - _____ ° (Ft Idle or Above)
Low Pitch Stop Torq. Ind - _____ lbs Diff
Safety Coupling - _____ lbs
Prop Aux Pump Ops _____ / _____
Limits - _____ (_____)
Static Fthr Check time _____ (_____)
(Rev to Fthr) - _____

UTIL / BOOST HYD PRESSURE

Normal - _____ - _____ psi
Max Allowable - _____ psi
ESP if Hyd Press Exceeds - _____ psi
RPM for Indication - _____ / _____
RPM for Normal Press - _____ + _____ Sec
Min Press LSGI - _____ psi
Aileron Boost Press - _____ psi
Low Press Light On - _____ psi
Suction Boost Press Light - _____ psi

AUXILIARY HYD PRESSURE

Normal - _____ - _____ psi
Max Allowable - _____ psi
Time between Cycles - _____ sec

NORMAL BRAKE PRESSURE

Normal - _____ - _____ psi
Max Allowable - _____ psi
2 Brake Applications - _____ - _____ psi
1 Brake Applications - _____ psi

EMERGENCY BRAKE PRESSURE

Normal - _____ - _____ psi
Max Allowable - _____ psi
1 Brake Application - _____ psi

BLEED AIR SYSTEM

APU Min Press Output - _____ psi
Gnd Check APU - _____ psi ≥ _____ sec
Gnd Ck Engine - _____ psi ≥ _____ sec
Normal Temp and Press - _____ °F / _____ psi

PRESSURIZATION

Gauge Rate - _____ - _____ in Hg
Safety Valve Open - _____ - _____ in Hg
Differential Press Max - _____ in Hg
Aux Vent Valve Open - _____ PSID
Windshield Window Max (1 or 2) - <Δ _____ in Hg
Cargo Window Cracked (1 Pane) - <Δ _____ in Hg
Cargo Window Cracked (2 Panes) - _____ in Hg
Rate Controller @ Min - _____ - _____ fpm
Rate Controller @ Max - _____ - _____ fpm

LEADING EDGE ANTI-ICING

Max Ground Ops - _____ sec
Normal Range - _____ °F
Overheat Range - _____ °F
Control Valve Open - _____ °F
Control Valve Closed - _____ °F

AIRSPEEDS

Max Speed - _____ Mach
T-Storm Penetration - _____ (____ ↑ PO Stall)
Windmill Taxi Start - _____ kts until last _____ ft
Flaps 10% - _____ kts
Flaps 50% - _____ kts
Flaps 100% - _____ kts
Flap Formula - _____ % = _____
Door Only - _____ kts
Ramp and Door - _____ kts
Air Deflector Door - _____ kts
w/o elev hyd assist - _____ ind. _____
Crew door Bailout - _____ kts
Gear and Lights - _____ kts
Airstart - ≤ _____ / < _____ °C
Airstart (no NTS) - _____ kias below _____ ft
Max Bank Angle - _____ °
Max Bank w/Flaps - _____ °
Painted Control Surfaces (not stencil) - _____ kias
Max Nose Tire Rotation - _____ kts
Max Main Tire Rotation - _____ kts

TAXI OPERATIONS

Taxi over rough/substandard ≤ _____ kts
Terrain - _____
Normal X wind Limit - _____ kts @ _____ °
Max X wind Limit - _____ kts @ _____ °
Max NW turn above 155,000 lbs - _____ °
Max taxi speed above 155,000 - _____ kts
Max taxi speed w/60° NW - _____ kts
Max taxi speed w/20° NW - _____ kts
Max taxi speed hard surface - _____ kts
Stop in turn - _____

THROTTLE QUADRANT RANGES

LSGI Throt Range - _____ - _____ °
Ground Idle - _____ °
Flight Idle - _____ °
Temp Limit Range - _____ - _____ °
Temp Control Range - _____ - _____ °
Reverse Range - _____ - _____ °
Beta Range - _____ - _____ °
Alpha Range - _____ - _____ °

C-130H OPS LIMITS

RUDDER BOOSTER PRESSURE

Norm 0 – 15% Flaps - _____ - _____ psi
Caution 0 – 15% Flaps - _____ - _____ psi
Max 0 – 15% Flaps - _____ psi
Norm 15 – 100% Flaps - _____ - _____ psi
Max 15 – 100% Flaps - _____ psi

HYD ACCUMULATOR PRELOAD

Utility System - _____ ± _____ psi
Booster System - _____ ± _____ psi
Auxiliary System - _____ psi
Normal Brakes - _____ ± _____ psi
Emergency Brakes - _____ ± _____ psi

HYD RES QUANTITY

Utility System - _____ gal
Booster System - _____ gal
Auxiliary System - _____ gal

MAXIMUM WEIGHTS

Max T/O Weight - _____ lbs
Max Weight EWP - _____ lbs
Normal Landing Wt. - _____ lbs
Max Effort Rec Wt - _____ lbs
No Flap rec Wt - _____ lbs

APU

APU Starter Limit - _____ / _____
Warmup Normal - _____ min
Warmup Cold - _____ mins
Min Air Pressure (Grnd) - _____ psi

No. INSTRUMENT TRANSFORMER

Engine Oil Pressure Indicators (3 & 4)
Gearbox Oil Pressure Indicators (3 & 4)
Fuel Pressure Indicator (Fuel Panel)
Hyd Pressure Indicator (EMER BRAKE)
Hyd Pressure Indicator (BOOSTER)

No. INSTRUMENT TRANSFORMER

Engine Oil Pressure Indicators (1 & 2)
Gearbox Oil Pressure Indicators (1 & 2)
Hyd Pressure Indicator (RAMP)
Hyd Pressure Indicator (NORMAL BRAKES)
Hyd Pressure Indicator (UTILITY)
Rudder Booster Hyd Press (BOOSTER)
Rudder Booster Hyd Press (UTILITY)
Anti-skid Test (Circuit Breaker)
All 26 Volt, 400 cycle, Single Phase

MISCELLANEOUS

Crew Door Jettison - < _____ in Hg
Flap setting for Prop malf on T/O - _____ %
Cold WX ops Temp - < _____ °F
Hot WX ops Temp - > _____ °F
Battery Min Temp - _____ °F
CG Limits - _____
_____ - _____ - _____ %

ENGINE SHUTDOWN CONDITIONS

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.
- 11.

ENGINE SHUTDOWN PROCEDURE

- 1. _____ ()
- 2. _____ ()
- 3. _____ ()

MULTIPLE ENGINE POWER LOSS/STALL/FLAMEOUT

- 1. _____ ()
- 2. _____ ()

APU EMERGENCY SHUTDOWN

- 1. _____ ()
- 2. _____ ()

SMOKE AND FUME ELIMINATION

- 1. _____ ()

RAPID DECOMPRESSION

- 1. _____ ()