

Initial Flight Training (IFT) Pre-Arrival Guide



1st Flying Training Squadron
Doss Aviation IFT

Pre-Arrival Guide Index

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- Welcomes
- Travel and In-Processing
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“The Gateway to USAF Aviation”

First Things First...

All Students scheduled to attend IFT must comply with administration instructions posted in the ETCA for their particular course. Refer to ETCA HOME at <https://cs2.eis.af.mil/sites/app10-ETCA/SitePages/Home.aspx>

- Pilot: S-V8A-S - CSO: S-V8C-S - RPA: U-P2A-A - IMS: S-V8I-S

Please be advised you may need to first clear the SSL state and cache in Internet Options and restart your browser. Also, please ensure you select your DoD Authentication certificate when prompted. If all else fails, please try Chrome and Edge.

NOTE: PRIVATE PILOT CERTIFICATE (PPC) HOLDERS OR HIGHER ARE PROHIBITED FROM ATTENDING IFT WITHOUT A WAIVER FROM AETC. QUESTIONS? CALL 19 AF/DOUA AT (210) 652-9646.

**READ AND COMPLY WITH THIS ENTIRE GUIDE!!
FAILURE TO DO SO COULD RESULT IN YOUR REMOVAL
FROM IFT!**

**IF YOU HAVE QUESTIONS NOT ADDRESSED IN THE
GUIDE, CONTACT THE IFT MILITARY LIAISON:**

719-423-8340

Contact Information:

Registrar: (719) 423-8336

Medical Techs: (719) 423-8333/8335

DOSS Lodging: (719) 423-8506

DOSS Security: (719) 423-8535

1 FTS: (719) 423-8340

1 FTS e-mail: 1FTS.MILO@L3Harris.COM

Your Mailing Address while attending IFT:

Doss Aviation Initial Flight Training
C/O (*First Name, Last Name & Class #*)
Suite 200
1 William White Blvd.
Pueblo CO 81001

Things to do:

- Read this entire guide and watch the Success at IFT video via the L3Harris Doss website! <https://www.l3harris.com/all-capabilities/initial-flight-training>
- Comply with pre-arrival requirements outlined in their respective sections:
 - Travel and In-Processing
 - Complete your travel arrangements in DTS NET 4 weeks prior
 - Provide your travel itinerary to L3 Harris Doss **NLT 7 days prior to class start date via form on L3Harris IFT website.**
 - Uniforms
 - Medical and Student Pilot Certificates / RPA: Aeronautical Orders
 - Glasses if specified on Form 2808
- Memorize Boldface and Ops Limits

306 FTG/CC Welcome



Welcome to the 306th Flying Training Group and Pueblo, Colorado. As you walk through the doors of the 1st Flying Training Squadron, you take your first steps into Air Force Flight Training. The program you are about to enter stresses airmanship and discipline and will lay the foundation for your operational career.

I challenge each of you to make the right choices while at Initial Flight Training. This is your first chance to see how the Air Force trains its aviators. Take the commensurate steps to ensure you don't waste this opportunity. Study your academics. Prepare for your flights. Take care of your classmates and yourself. Develop the habits and discipline that will follow you through your rated career.

Most importantly, I expect you to treat your instructors and classmates with dignity and respect in accordance with our core values. Protect your integrity, strive for excellence, and remember that service to our country is bigger than any of us.

On behalf of the 306th Flying Training Group, we wish you success during your time in Pueblo and in the rest of your Air Force career.

//SIGNED//

JOEL R. DeBOER, Col, USAF
Commander

1 FTS/CC Welcome



Congratulations on your selection for Initial Flight Training and the opportunity to become a professional military aviator. On behalf of the United States Air Force, Doss Aviation and the City of Pueblo, I would like to welcome you to the "Gateway to Air Force Aviation." Take pride in this accomplishment and remember that the same skills used to achieve this milestone will serve you well in the days ahead.

Make no mistake about it, IFT is a highly structured military flight training operation; the days are long and expectations are high. If you have ongoing medical or personal issues that may interfere with your training, you need to discuss with your supervisor whether or not this is the right time for you to attend IFT. This program may very well be the most challenging undertaking you have ever experienced. In return, you will gain skills and abilities that will be invaluable to your success in follow-on flight training.

This is a once in a lifetime opportunity. There are no second chances. Inappropriate use of alcohol, sexual misconduct, discrimination of any kind, or conduct unbecoming a military professional, will not be tolerated. Any offense of this nature will be considered grounds for dismissal.

I and the rest of my staff here in the 1 FTS want you to succeed at IFT. With a personal commitment, earnest preparation, and a positive attitude, you will. Again, congratulations and best of luck as you start your career as a military aviator.

//SIGNED//

TODD M. ZIELINSKI, Lt Col, USAF
Commander

Travel and In-Processing

DAY 0: This is the day you are expected to arrive and in-process. This is one day BEFORE the class start date on your RIP/orders. If you arrive before DAY 0, you will be responsible for hotel expenses (off-site) and transportation costs. Plan to arrive on DAY 0 between 0900 and 1800 Mountain Time.

DAY 1: This is the class start date on your RIP/orders. On DAY 1 you will receive welcome briefings, start academics, and take a Boldface/Ops Limits test.

You must complete the online Travel Itinerary Form at least 7 days prior to class start date! It is on the Incoming Students web page.

This information is used to create your security badge and schedule airport shuttles. If you do not receive a confirmation within 24 hours, call (719) 423-8506.

Driving

- IFT is located at 1 William White Blvd, Pueblo, CO, 81001.
- Students arriving by POV need to arrive NLT 1600L.

Flying Commercial Air

- **Fly into Pueblo Airport (PUB) or Colorado Springs Airport (COS) as a final destination. DO NOT choose Denver International (DIA).**
- Students arriving by Commercial Air need to arrive NLT 1800L. If travel plans cannot ensure arrival by 1800L, call (719) 423-8506 to coordinate alternate arrival plans.
- Rental cars are not an authorized reimbursable expense for IFT. Use the shuttle.
- Call 719-423-8506 to confirm your shuttle reservation
 - The shuttle attendant will be located in front of the info center near the baggage area at COS and in front of the terminal at PUB.
 - If you are delayed or have trouble finding the shuttle attendant, call 719-423-8506.

Lodging Note

- Some students will be double-billed. If you would like to volunteer for double-billeting and choose your roommate, contact IFT Lodging at 719-423-8506 no later than 2 weeks prior to your arrival. Those sharing a room must be enrolled in the same training track (i.e., Pilot or CSO).

In-Processing

- IFT staff will give you detailed in-processing guidance upon arrival.
- You need to be in uniform during in-processing; arrive in civilian clothes and then change.
- Have your CAC (with valid PIN), medical forms, and student pilot certificate (if required) easily accessible upon arrival.

Departure

- Students will plan to depart on the day following their checkride.
- Students graduating on a Friday after 1600 hours will out-process on the next duty day...i.e. Monday.
- Students will not be allowed to remain on-site (sympathy) to wait for another student to finish IFT. Students who drove together must be prepared leave solo or obtain independent lodging on the economy.
- Students will be allowed to stay at IFT if they experience flight scheduling or availability issues. These situations must be validated by an MTO.

Uniforms

- Get flight uniforms that fit from your home station and bring them to IFT. IFT does not provide uniforms for students.
- Students attending IFT who have been issued the A2CU uniform are authorized to wear that uniform. The A2CU uniform will be worn in accordance with AFI36-2903, AFGM2018-03, dated 28 September 2018. The OCP uniform is NOT authorized.
- All students bring:
 - Flight suits with rank and Velcro already sewn on
 - Name tags (cloth or leather)
 - MAJCOM patches
 - Flight boots
 - Flight gloves
 - Flight cap
 - Conservative, non-offensive civilian clothing, including PT gear, for wear during non-duty hours and during individual PT. (Recommended)
- If any part of your training falls between 1 Oct and 30 Apr, bring:
 - Flight jacket with rank and velcro already sewn on (Required)
 - 1 pair thermal underwear (Recommended)
 - Black watch cap (Recommended)

IFT Rules of Engagement (ROE)

- Do not bring any firearms to IFT (this also means NO firearms in your vehicle).
- Do not bring any pets to IFT.
- NO incense, candles, plug-in deodorizers or other personal appliances may be used anywhere at IFT.
- You are encouraged to bring personal hygiene products.
- Students should not plan to take leave while enrolled in IFT. Personal leave situations should be resolved before attending IFT. Emergency leave will be resolved on a case by case basis.
- AETC Family down days are not IFT down days.
- Students should be prepared to fly on weekends.
- Guest Hours: 1700L – 2200L on Fri, 0800L – 2200L Sat, Sun, and Holidays
 - IFT is a fast paced training program that demands all of your attention
 - Guests (including spouses) are not allowed outside of listed guest hours.

Medical Requirements

It is your responsibility to verify you have the appropriate paperwork!

NOTE 1: Please check in with your home station Flight Medicine clinic to ensure you have all the required paperwork and equipment (if required) before coming to IFT. Military medical paperwork takes precedence over FAA medical paperwork. **Bring your entire DD Form 2808 (3/4 pages).**

NOTE 2: If you require Corrective Lenses (glasses or contacts) to perform Flying Duties, you are required to bring with you **2 PAIRS OF GLASSES**. You will **NOT** be permitted to fly in Contact Lenses unless we can verify that you are actively enrolled in the Air Crew Soft Contact Lens Program (ACSCLP.) Information regarding ACSCLP can be obtained from your local USAF Flight Surgeon's Office.

****STUDENTS WHO FAIL TO BRING 2 PAIRS OF GLASSES MAY BE REMOVED FROM IFT & RETURNED TO HOME STATION****

Pilot candidates:

- Current Initial Flying Class 1 flight physical with Sitting Height and Buttock-to-Knee measurements
 - Proof of completion of the Initial Flying class Physical is the DD Form 2808 with the HQ AETC stamp (Ex Pg 7)

RPA candidates:

- Current Initial Flying Class 1/1A/2U/GB0 flight physical with Sitting Height and Buttock-to-Knee measurements.
 - Proof of completion of the Initial Flying Class Physical is the DD Form 2808 with the HQ AETC stamp (Ex Pg 7)
- **You must obtain an FAA Class III medical exam IAW DAFMAN 48-123 Para 5.3.1.1.4.** (Ex Pg 7)
 - Can be accomplished at Military Flight Screening (MFS)
 - If not done at MFS, obtain one from an FAA Aviation Medical Examiner (AME)
 - AME database: <http://www.faa.gov/pilots/amelocator>
- Begin the process to obtain a Student Pilot Certificate (Pg 9)

IMS Pilot candidates:

- Current Initial Flying Class 1 flight physical with Sitting Height and Buttock-to-Knee measurements
 - Proof of completion of the Initial Flying Class Physical is the DD Form 2808 with the HQ AETC stamp (Ex Pg 7)
- Bring completed DD Form 2992
- Obtain a FAA Student Pilot Certificate (Pg 9)
 - **Student must have the FAA Student Pilot certificate in hand prior to reporting to IFT**

NOTE: Check in with the DLI Physical Exams Section before departing San Antonio to ensure you have all the required paperwork and equipment (if required) for IFT. Your military flight physical will be used in lieu of a civilian FAA flight physical.

Questions?

For Medical questions contact IFT Independent Duty Medical Technicians (IDMTs) at: (719) 423-8333/8335.

DD Form 2808 (3/4 pages)

DD Form 2992

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<p>PRIVACY ACT STATEMENT</p> <p>AUTHORITY: 10 USC 504, 505, 507, 532, 978, 1201, 1202, and 4346; and E.O. 9397.</p> <p>PRINCIPAL PURPOSE(S): To obtain medical data for determination of medical fitness for enlistment, induction, appointment and retention for applicants and members of the Armed Forces. The information will also be used for medical boards and separation of Service members from the Armed Forces.</p> <p>ROUTINE USE(S): None.</p> <p>DISCLOSURE: Voluntary; however, failure by an applicant to provide the information may result in delay or possible rejection of the individual's application to enter the Armed Forces. For an Armed Forces member, failure to provide the information may result in the individual being placed in a non-deployable status.</p>																																																																																																																																																									
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44. NOTES: (Describe any abnormality in detail. Enter pertinent item numbers and pertinent comments. Continue in item 72 and use additional pages if necessary.)																																																																																																																																																									
45. Vision normal, bilateral. 46. Front, 12x12 light brown macular birthmark anterior L. 47. Cadet will be type 1 class 1 by USAFA graduation.																																																																																																																																																									

DD FORM 2808, JAN 2003

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY			
(Read Privacy Act Statement and Instructions on back before completing form.)			
1. TO:	2. FROM:	3. DATE (YYYYMMDD)	
4. MEMBER NAME (Last, First, Middle Initial)	5. IDENTIFICATION NUMBER	6. GRADE	7. DATE OF BIRTH (YYYYMMDD)
8. ORGANIZATION	9. TYPE OF DUTY	10. FLIGHT PHYSICAL DATE (YYYYMMDD) (If applicable)	
11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.			
a. X one: <input type="checkbox"/> CLEARED AFTER (X): <input type="checkbox"/> Temporary medical disqualification <input type="checkbox"/> Waiver recommended (Not USAF) <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Reporting to new duty station <input type="checkbox"/> Waiver granted <input type="checkbox"/> Other (See remarks) <input type="checkbox"/> CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION:			
b. EFFECTIVE DATE (YYYYMMDD)		c. EXPIRATION DATE (YYYYMMDD)	
12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.			
a. X one: <input type="checkbox"/> TEMPORARY DISQUALIFICATION DUE TO (X): <input type="checkbox"/> Illness or injury <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Other (See remarks) <input type="checkbox"/> MAY PARTICIPATE IN (X): <input type="checkbox"/> Simulator duties <input type="checkbox"/> Ground based flight line duties <input type="checkbox"/> Other (See remarks) <input type="checkbox"/> PERMANENT DISQUALIFICATION			
b. EFFECTIVE DATE (YYYYMMDD)		c. ESTIMATED DURATION OF GROUNDING	
13. REMARKS/LIMITATIONS			
<input type="checkbox"/> VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES. <input type="checkbox"/> MUST CARRY EXTRA SPECTACLES.			
<div style="background-color: #f0f0f0; padding: 20px; border: 1px solid #ccc;"> <h2 style="margin: 0;">SAMPLE</h2> </div>			
14. (X one): <input type="checkbox"/> FLIGHT SURGEON <input type="checkbox"/> OTHER (Counter signature required for Air Force and Navy units)			
a. TYPED NAME (Last, First, Middle Initial)	b. GRADE	c. PROVIDER SIGNATURE	d. DATE SIGNED (YYYYMMDD)
e. TYPED NAME (Last, First, Middle Initial)	f. GRADE	g. FLIGHT SURGEON COUNTERSIGNATURE	h. DATE SIGNED (YYYYMMDD)
15. MEMBER CERTIFICATION			
I (certify that I understand the above recommendations and that I: <input type="checkbox"/> MAY <input type="checkbox"/> MAY NOT perform flight duties.			
b. AIRCRAFT MEMBER SIGNATURE		c. DATE SIGNED (YYYYMMDD)	
16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy)			
a. APPROVE <input type="checkbox"/> DISAPPROVE <input type="checkbox"/>			
a. TYPED NAME (Last, First, Middle Initial)	b. TITLE	c. SIGNATURE	d. DATE SIGNED (YYYYMMDD)

DD FORM 2992, JAN 2015

FAA Medical Exam/ Student Pilot Certificate

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		CERTIFICATE NO. BB-654987	
STUDENT PILOT CERTIFICATE			
THIS CERTIFIES THAT (Full name and address)			
HANNA MARIE JASON 7106 YORK ROAD TOWSON, MD 21212			
BIRTH DATE	HEIGHT	WEIGHT	HAIR
7/2/73	63 in	130 lb	BROWN
EYES	SCARS		
HAZEL			
Has met the standards prescribed in Part 61 of the Federal Aviation Regulations for a Student Pilot Certificate.			
ISSUED BY	EXPIRES		
DAVID P. COOPER	1/31/2008		
SIGNATURE OF EXAMINER OR INSPECTOR	EXAM. DESIG. NO. OR INSPECTOR'S REG. NO.		
DAVID P. COOPER	EA 04-1853		
DATE EXAMINER'S DESIG. EXPIRES:			
3/31/07			
STUDENT PILOT'S SIGNATURE: Hanna M. Jason			
FAA Form 8710-2 (2-77) FORMERLY FAA FORM 8420-1			

Old paper style

Medical - FAA Medical Exam Reimbursement

CLAIM FOR REIMBURSEMENT FOR EXPENDITURES ON OFFICIAL BUSINESS		1. DEPARTMENT OR ESTABLISHMENT, BUREAU, DIVISION OR OFFICE HQ USAFA/FMA 2304 Cadet Drive, Suite 2200 USAF Academy CO 80840-5035		2. VOUCHER NUMBER	
				3. SCHEDULE NUMBER	
<i>Read the Privacy Act Statement on the back of this form.</i>					
CLAIMANT	4. a. NAME (Last, first, middle initial) Smith, John		5. SOCIAL SECURITY NUMBER 123-45-6789		5. PAID BY
	6. MAILING ADDRESS (Include ZIP Code) 1 William White Blvd Pueblo, CO 81007		6. OFFICE TELEPHONE NUMBER 719-423-8600		
	6. EXPENDITURES (If fare or toll claimed in column (g) exceeds charge for one person, show in column (h) the number of additional persons which accompanied the claimant.)				
		<i>Show appropriate code in column (a):</i>		AMOUNT CLAIMED	
		<i>(Specify expenditures in specific detail.)</i>			
DATE	C O D E		MILEAGE RATE		
2017	A - Local Travel B - Telephone or Telegraph C - Other expenses (itemized)	D. Funeral Honors Detail E. Specialty Care			
(a)	(b)	(c) FROM (d) TO	NUMBER OF MILES (e)	MILEAGE (f)	FARE OR TOLL (g) ADD PERSONS (h) TIPS AND MISCELLANEOUS (i)
13 Jan		FAA Class III Certificate			\$100.00
If additional space is required continue on the back.			SUBTOTALS CARRIED FORWARD FROM THE BACK		
7. AMOUNT CLAIMED (Total of columns (f), (g) and (i).) ▶ \$100.00				TOTALS \$100.00	
8. This claim is approved. Long distance telephone calls, if shown, are certified as necessary in the interest of the Government. (Note: if long distance calls are included, the approving official must have been authorized in writing, by the head of the department or agency to so certify (31 U.S.C. 6509j).)			10. I certify that this claim is true and correct to the best of my knowledge and belief and that payment or credit has not been received by me.		
Sign Original Only			Sign Original Only		
APPROVING OFFICIAL SIGN HERE			CLAIMANT SIGN HERE		DATE
9. This claim is certified correct and proper for payment.			11. CASH PAYMENT RECEIPT		
Sign Original Only			a. PAYEE (Signature)		b. DATE RECEIVED
AUTHORIZED CERTIFYING OFFICER SIGN HERE			c. AMOUNT		
ACCOUNTING CLASSIFICATION			12. PAYMENT MADE BY CHECK NUMBER		

Download the OF 1164 from here:

<https://www.gsa.gov/portal/forms/download/150834>

Complete the appropriate fields of the OF 1164 (example shown above) by typing your information into the form. Finance will not accept handwritten forms.

Required Fields:

- 4a. Your full name – LAST, FIRST MI.
- 4b. Your Social Security #
- 4c. Mailing Address (if receipt has your address, it must match the address on the form)
- 4d. Your Phone #
- 6a. Day & Month of FAA exam (i.e., 23 Jun) – also ensure the year is correct at the top of this column
- 6i. (Tips and Miscellaneous) Enter amount on Receipt
- 7. (Amount Claimed) Enter amount on Receipt
- 10. Digitally Sign and date

Bring the receipt for your FAA medical with you to the Day 1 IDMT brief. The receipt **must be legible**, have your name on it, and the actual receipt (not a bank statement). If the receipt is not legible, you will need to request another one from the servicing provider's office. You may scan your receipt on a white piece of paper and once complete, email your documents to 1FTS.MILO@L3Harris.com to begin the reimbursement process.

Student Pilot Certificate Instructions

If you obtained your FAA Class III medical and Student Pilot Certificate BEFORE 1 APR, 2016 bring both parts of your Paper FAA Class III medical/ Student Pilot Certificate.

If you have your student certificate in hand, bring that with you and skip these steps.

Otherwise, obtain the Student Pilot Certificate using the following procedures:

1. If you don't have one, create an Integrated Airman Certification and Rating Application (IACRA) account at <https://iacra.faa.gov>.
2. Create a Student Pilot Certificate Application and record your FAA Tracking Number (FTN).
3. Physically present yourself to a Certified Flight instructor (CFI), Designated Examiner (DE), or Flight Standards District Office (FSDO) to have them electronically submit your application to the FAA. If you are unable to locate a CFI, this last step can be completed upon arrival to Doss when you visit the MTO (military training officer) section. You will need your FTN, username, and password.

For more detailed instructions reference the "Student Pilot Certificate (SPC) Application Instructions" document on the L3Harris Doss Aviation IFT website.

Student Pilot Certificates

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		CERTIFICATE NO. BB-654987
STUDENT PILOT CERTIFICATE		
THIS CERTIFIES THAT (Full name and address)		
HANNA MARIE JASON 7206 YORK ROAD TOWSON, MD 21212		
BIRTH DATE	HEIGHT	WEIGHT
7/2/73	63 IN	130 lbs
HAIR	EYES	SEX
BROWN	HAZEL	M
Has met the standards prescribed in Part 61 of the Federal Aviation Regulations for a Student Pilot Certificate.		
ISSUANCE DATE	EXPIRATION DATE	
1/7/2006	1/31/2008	
SIGNATURE OF EXAMINER OR INSPECTOR	EXAM DESIG. NO. OR INSPECTOR'S REG. NO.	
David P. Cooper DAVID P. COOPER	EA 04-8853	
DATE EXAMINER'S DESIG. EXPIRES		
5/31/07		
STUDENT PILOT'S SIGNATURE Hanna M. Jason		
FAA Form 8710-2 (2-77) FORMERLY FAA FORM 8420-1		

Old paper style

New plastic style



For Student Pilot Certificate Questions contact 1 FTS at (719) 423-8340.

RPA Aeronautical Orders

RPA students are required by AFI to be on Aeronautical Orders before their first flight. You and your HARM office should receive an email from the 12 OSS at Randolph before training to start the process. Follow up with your local HARM office to make sure they have a 2992 (medical form) for you to process your AO's. This should start happening about three weeks prior to training.

DA-20 Boldface

Be able to write and speak this boldface verbatim when you arrive.

DA20-C1 BOLDFACE

ABORT

THROTTLE — IDLE
BRAKES — AS REQUIRED
FLAPS — CRUISE

ENGINE MALFUNCTION — SUFFICIENT RUNWAY REMAINING TO LAND

AIRSPEED — 60 KIAS
FLAPS — LDG

FUEL PRESSURE LOSS

FUEL PUMP — ON

ENGINE FIRE IN FLIGHT

FUEL SHUTOFF VALVE — OFF
CABIN HEAT — OFF

ENGINE FIRE ON THE GROUND

FUEL SHUTOFF VALVE — OFF
CABIN HEAT — OFF

ELECTRICAL FIRE ON THE GROUND

GEN/BAT MASTER SWITCH — OFF

ELECTRICAL FIRE IN FLIGHT

GEN/BAT MASTER SWITCH — OFF
AIR VENTS AND WINDOWS — OPEN

CABIN FIRE IN FLIGHT

GEN/BAT MASTER SWITCH — OFF
AIR VENTS AND WINDOWS — OPEN
CABIN HEAT — OFF

DA20-C1 OPERATING INFORMATION TABLE

Indicated Airspeeds (KIAS)

V _{SO} Stall speed with flaps LDG	34
V _{S1} Stall speed with flaps CRUISE	42
V _R Rotate speed	44
Lift-off speed	52
Min. forced landing final approach speed with flaps LDG	55
Standard pattern SFL final approach speed with flaps LDG	60
V _X Best angle of climb speed with flaps T/O	60
Normal landing final approach speed	60
Min. engine-out speed to sustain windmilling prop	60
Min. forced landing final approach speed with flaps T/O	60
Min. forced landing final approach speed with flaps CRUISE	65
No-Flap landing final approach speed	65
V _X Best angle of climb speed with flaps CRUISE	65
V _Y Best rate of climb speed with flaps T/O	66
V _Y Best rate of climb speed with flaps CRUISE	70
Best glide speed (1764 lbs)	73
V_{FE} Max. Airspeed with flaps LDG	78
V_{FE} Max. Airspeed with flaps T/O	100
V_A Max. speed for full or abrupt control inputs (1764 lbs)	106
V_{NO} Max. structural cruising speed	118
Force a stopped propeller to windmill if starter is inop	137
V_{NE} Never-exceed speed	164

Maneuvering

Positive limit load factor (flaps CRUISE)	+4.4
Negative limit load factor (flaps CRUISE)	-2.2
Positive limit load factor (flaps T/O or LDG)	+2.0
Negative limit load factor (flaps T/O or LDG)	0
Max. permissible bank angle for steep turns (in degrees)	60

Voltmeter

Voltmeter lower limit red arc (volts)	8-11
Voltmeter caution range yellow arc (volts)	11-12.5
Voltmeter green arc (volts)	12.5-16.1
Voltmeter upper limit red line (volts)	16.1

Fuel

Approved fuel grade	100LL
Usable fuel (US gal.)	24.0
Fuel tank capacity (US gal.)	24.5

Weight and Balance

Max. ramp weight (lbs)	1770
Max. takeoff weight (lbs)	1764
Max. landing weight (lbs)	1764
Forward CG limit (at or below 1653 lbs)	7.95
Forward CG limit (1764 lbs)	8.07
Aft CG limit (1764 lbs)	12.16
Aft CG limit (at or below 1653 lbs)	12.48
Max. weight in baggage compartment (lbs)	44

Power Plant Operation

RPM normal operating range (tachometer green arc)	700-2800
Min. RPM during engine runup idle check	975
Min. RPM ("area idle") if beyond gliding range of a runway	1400
Min. RPM during operations with fuel pump off	1400
Min. permissible full-throttle static RPM during engine runup	2000
Max. permissible continuous RPM if an IFT student is PF	2700
Max. permissible continuous RPM (tach redline)	2800
Min. RPM drop during magneto check	25
Max. RPM drop during magneto check	150
Max. RPM drop difference between magnetos	50
Max. permissible continuous bhp	125
Min. oil pressure (psi)	10
Oil pressure normal operating range (psi)	30-60
Max. time for oil pressure to reach 10 psi after start (sec.)	30
Max. oil pressure for full power operation if OAT < 0°C (psi)	70
Max. oil pressure (psi)	100
Min. oil temperature (°F)	75
Max. RPM after start until oil temp indication registers	1000
Oil temperature normal operating range (°F)	170-220
Min oil temp. to begin an area SFL at area idle (°F)	170
Min. oil temp for full power operation if oil pressure norm (°F)	100
Max. oil temperature (°F)	240
Min. oil quantity (US qts)	4
Max. oil quantity (US qts)	6
Fuel pressure lower limit red line (psi)	3.5
Fuel pressure upper limit red line (psi)	16.5
Max. continuous starter operation (sec.)	10
Max. cumulative starter operation before 3-5min cooling (sec.)	30
Max. time for CHT below 300°F in descent (minutes)	5
Min. CHT (°F) takeoff & descent	240
CHT normal operating range (°F)	300-420
CHT caution range (°F)	420-460
Max. CHT (°F)	460
Max. OAT (°C) operation w/ full winterization kit	0
Max. OAT (°C) operation w/ partial winterization kit	12.5

Pattern Wind Limits (KTS)

Max. tailwind dual or solo	5
Max. student solo gust spread	10
Max. student solo crosswind	10
Max. dual crosswind if IFT student is PF below 500' AGL	15
Max. student solo total wind	20
DA20-C1 Max. demonstrated crosswind component	20
Max. dual total wind if IFT student is PF below 500' AGL	25

Misc.

Max. aircraft structural temperature (°C)	55
Propeller approx. minimum ground clearance (inches)	10
Main landing gear tire pressure (psi)	33
Nose gear tire pressure (psi)	26
Min. OAT (°C) cabin heat not req for 10 min. before T/O	-20

20 OCT 2018

Items in bold type must be committed to memory.



“The Gateway to USAF Aviation”

Doss Aviation IFT

1 William White Blvd
Pueblo, CO 81001

Doss Main Directory: 719-423-8600
Doss/1FTS Fax: 719-948-2822